****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, fifth floor of City Hall, 316 N. 26th 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.)* Channel 7 or Channel 978 - TDS Fiber.
  - 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.

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

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

CITY OF Billings

VISION STATEMENT:
"Leading the Big Sky,
boldly inspiring opportunities
for our community."

CITY COUNCIL
REGULAR BUSINESS MEETING
AGENDA

COUNCIL CHAMBERS
316 N. 26th Street, 5th Floor

JULY 13, 2026

5:30 P.M.

CALL TO ORDER: Mayor Nelson

PLEDGE OF ALLEGIANCE: Mayor Nelson

INVOCATION: Councilmember Shaw

ROLL CALL: Councilmembers present on roll call were: ☐ Shaw, ☐ Nicholson, ☐ Neese, ☐ Pitman, ☐ Aguirre, ☐ Kennedy, ☐ Aspenlieder, ☐ Lindley, ☐ Boyett, ☐ O'Donnell

MINUTES: June 22, 2026

COURTESIES:

PROCLAMATIONS:

COUNCIL REPORTS:

ADMINISTRATOR REPORTS - KEVIN IFFLAND

PUBLIC COMMENT on "NON-PUBLIC HEARING" Agenda Items: 1 and 2 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. **W.O. 22-44: Zone 1 Water Storage Improvements, Schedule 1.** (Opened 6/16/26) Recommend Askin Construction.

      2. **W.O. 22-44: Zone 1 Water Storage Improvements, Schedule 2.** (Opened 6/16/26) Recommend COP Construction.

   B. **Annexation Agreement** with JTL Group, Inc.

   C. **Agreement** with Yellowstone County DUI Center for blood draw services.

   D. **Contract** with Thorn Run Partners for Federal Lobbying Services.

   E. **Addendum** to the Solid Waste Division's Route Management System agreement with Routeware, Inc.

   F. **Amendment** to the Air Service Consulting Agreement with Mead & Hunt.

   G. **Amendment** to the LB Lofts Community Development Block Grant (CDBG) Development Agreement.

   H. **Amendment** to the Sage Tower Community Development Block Grant (CDBG) Development Agreement.

I. **Purchase** 2026 John Deere 710P Backhoe from RDO Equipment Co.

J. **Purchase** 2026 Vactor 2100i PD Combination Sewer Cleaner from Joe Johnson Equipment.

K. **Purchase** Caterpillar compact excavator from Tractor and Equipment Co.

L. **Purchase** new playground equipment for Stewart Park from Grondahl Recreation.

M. **General Services Administration (GSA) Lease Amendments** for the Airport.

N. **MET Transit Financial Sustainability and Governance Study**.

O. **FY27 Billings MPO Unified Planning Work Program (UPWP)** recommendation to the Policy Coordinating Committee.

P. **Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grants** 90 and 91 for funding of the Airport Ticket Counter and Baggage Claim Project.

Q. **Resolution** establishing compliance with reimbursement for proposed landfill improvements.

R. **Resolution** establishing compliance with reimbursement for improvements to South Park Pool.

S. **Second/Final Reading Ordinance** expanding the boundaries of Ward 5 - Annexation 26-02.

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

1. June 9, 2026
2. June 15, 2026
3. June 22, 2026

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

SPECIAL PRESENTATION:

- Air Show

REGULAR AGENDA:

2. **BILLINGS 2045 DRAFT OPERATIONAL PLAN AND UPDATES.** No Action Necessary.

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 Business Meeting
Meeting Date: 07/13/2026
TITLE: W.O. 22-44: Zone 1 Water Storage Improvements, Schedule 1 Pipeline - Construction Contract Award
PRESENTED BY: Mac Fogelsong, City Engineer
Department: Public Works
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends the City Council award a contract for W.O. 22-44 Zone 1 Water Storage Improvements, Schedule 1 Pipeline to Askin Construction in the amount of $949,940.

EXECUTIVE SUMMARY

The 2023 Water Master Plan identified a need for additional water storage in Pressure Zone 1 to improve system reliability and emergency water reserves. W.O. 22-44 will address this need by constructing a new 3 million gallon water storage tank and associated transmission water main. This action awards the Schedule 1 pipeline construction contract to Askin Construction, the lowest responsive and responsible bidder, in the amount of $949,940. Sufficient funding is available within the FY27 Water Fund budget.

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

Within the City of Billings' water distribution system, Pressure Zone 1 serves the central part of the city, generally encompassing areas north of I-90 and east of Virginia Lane/5th Street West. The 2023 Water Master Plan identified Pressure Zone 1 as lacking sufficient storage capacity to meet current system demands and recommended additional storage to improve system reliability and emergency water reserves.

W.O. 22-44, Zone 1 Water Storage Improvements, will address this deficiency by constructing a new 3 million gallon water storage tank in Swords Park and a new water main connecting the reservoir to the existing system at the 6th Avenue Bypass. To facilitate construction, the project was divided into two bid schedules. Schedule 1 includes construction of the 20-inch transmission water main, while Schedule 2 includes construction of the new storage reservoir. This memorandum requests Council approval of the construction contract for Schedule 1.

Schedule 1 was advertised on May 8, 15, 22, and 29 and June 5 and 12, 2026 in the *Y*ellowstone County News and on the City's website. Bids were received on June 16, 2026. Four (4) bids were received. Askin Construction submitted the lowest responsible bid.

FISCAL EFFECTS

The following bids were received:

CONTRACTOR	TOTAL BID
Askin Construction	$ 949,940.00
COP Construction	$ 952,995.00
Western Municipal Construction	$ 963,710.00
JR Civil of Montana	$1,859,653.00

The project was budgeted in FY27 using Water Funds in the amount of $7,200,000. Considering this pipeline construction contract ($949,940) and the associated construction contract for the Schedule 2 tank ($5,106,222), there remains $1,143,838 for the subsequent contract amendment with DOWL for construction contract administration and inspection, materials testing, and any change orders. There are sufficient funds available to award this contract.

STAKEHOLDERS

ALTERNATIVES

City Council may:

- Award W.O. 22-44 Zone 1 Water Storage Improvements, Schedule 1 to Askin Construction in the amount of $949,940; or
- Not award a contract and reject all bids. If no contract is awarded, the storage deficiency within Zone 1 will likely increase, creating a greater burden on the City's water distribution system to meet demands for regular and emergency needs.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: W.O. 22-44: Zone 1 Water Storage Improvements, Schedule 2 Water Tank- Construction Contract
PRESENTED BY: Mac Fogelsong, City Engineer
Department: Public Works
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends the City Council award a contract for W.O. 22-44 Zone 1 Water Storage Improvements, Schedule 2 to COP Construction in the amount of $5,106,222 related to the base bid (D 110 tank).

EXECUTIVE SUMMARY

The 2023 Water Master Plan identified a need for additional water storage in Pressure Zone 1 to improve system reliability and emergency water reserves. W.O. 22-44 will address this need by constructing a new 3 million gallon water storage tank and associated transmission water main. This action awards the Schedule 2 storage tank contract to COP Construction, the lowest responsive and responsible bidder, in the amount of $5,106,222. Sufficient funding is available within the FY27 Water Fund budget.

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

Within the City of Billings' water distribution system, Pressure Zone 1 serves the central part of the city, generally encompassing areas north of I-90 and east of Virginia Lane/5th Street West. The 2023 Water Master Plan identified Pressure Zone 1 as lacking sufficient storage capacity to meet current system demands and recommended additional storage to improve system reliability and emergency water reserves.

W.O. 22-44, Zone 1 Water Storage Improvements, will address this deficiency by constructing a new 3 million gallon water storage tank in Swords Park and a new water main connecting the reservoir to the existing system at the 6th Avenue Bypass. To facilitate construction, the project was divided into two bid schedules. Schedule 1 includes construction of the 20-inch transmission water main, while Schedule 2 includes construction of the new storage reservoir. This memorandum requests Council approval of the construction contract for Schedule 2.

Schedule 2 was advertised on May 8, 15, 22, and 29 and June 5 and 12, 2026 in the Yellowstone County News and on the City's website. Bids were received on June 16, 2026. Four (4) bids were received. COP Construction submitted the lowest responsible bid.

FISCAL EFFECTS

The following bids were received:

CONTRACTOR	TOTAL BID (BASE BID - D110 TANK)	TOTAL BID (ALT 1 - D115 TANK)
COP Construction	$5,106,222.00	$7,359,075.00
Askin Construction	$5,345,050.00	NO BID SUBMITTED
Western Municipal Construction	$5,450,140.00	$7,527,140.00
JTL Group dba Knife River	$5,775,250.00	NO BID SUBMITTED

The project was budgeted in FY27 using Water Funds in the amount of $7,200,000. Considering this tank construction contract ($5,106,222) and the associated construction contract for the Schedule 1 pipeline ($949,940), there remains $1,143,838 for the subsequent contract amendment with DOWL for construction contract administration and inspection, materials testing, and any change orders. There are sufficient funds available to award this contract.

STAKEHOLDERS

ALTERNATIVES

City Council may:

- Award W.O. 22-44 Zone 1 Water Storage Improvements, Schedule 2 to COP Construction in the amount of $5,106,222; or
- Not award a contract and reject all bids. If no contract is awarded, the storage deficiency within Zone 1 will likely increase, creating a greater burden on the City's water distribution system to meet demands for regular and emergency needs.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Annexation Agreement with JTL Group, Inc. (Lots 1, 2, 4A, Long Subdivision)
PRESENTED BY: Mac Fogelsong, City Engineer
Department: Public Works
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends that the City Council approve the Annexation Agreement with JTL Group, Inc., for Lots 1, 2, and 4A within Long Subdivision.

EXECUTIVE SUMMARY

The proposed Annexation Agreement for Lots 1, 2, and 4A within Long Subdivision establishes the infrastructure and development obligations required for annexation into the City of Billings. The agreement has been revised in response to Council direction to clarify reimbursement provisions and establish the timing of Hesper Road improvements along the Developer's frontage. Staff recommends approval of the updated annexation agreement with JTL Group, Inc., finding that it protects the City's interests while ensuring the developer is responsible for required public infrastructure and associated development costs.

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

At the July 13, 2026, City Council meeting, Council will consider the annexation agreement for parcels located within Long Subdivision. Consideration of the annexation agreement was delayed from the May 11 and June 22, 2026, meetings.

As a condition of annexation, property owners typically enter into an Annexation Agreement with the City of Billings that identifies the public infrastructure improvements required to serve the property upon development. The proposed Annexation Agreement addresses necessary off-site improvements, including right-of-way dedications, roadway access, and the construction of water, sanitary sewer, and stormwater infrastructure. The agreement also establishes the City's requirements for off-site improvements should the property be annexed and developed without a subdivision plat.

Because the property is adjacent to the City's planned water storage reservoir, the agreement includes provisions notifying the property owner of potential impacts associated with the reservoir and requiring indemnification of the City for claims arising from those conditions.

The agreement further includes a waiver of the right to protest future Special Improvement Districts, which does not expire. Upon development, the property owner will be responsible for constructing, at their expense, all water, sewer, stormwater, and street infrastructure necessary to serve the property, as well as paying applicable system development fees and traffic mitigation costs identified through a traffic impact study.

At the May 11, 2026, Council meeting, staff was asked to clarify the reimbursement provisions contained in Section 2 (Sanitary Sewer) and Section 3 (Water). The proposed Annexation Agreement is consistent with the previously executed Settlement Agreement and does not require reimbursement for existing sanitary sewer or water main infrastructure. However, reimbursement is required for future water main infrastructure constructed by the City, specifically the planned water main along Hesper Road, should that infrastructure be installed by the City prior to development of the property.

At the June 22, 2026, Council meeting, Council requested that the Developer improve the south side of Hesper Road along the frontage of another lot owned by the Developer, and that language be included in the Annexation Agreement stating the timeframe for improvements. At the Council meeting and upon receiving additional direction, it was discussed to require the Developer to improve the south side of Hesper Road by the earliest date of either: a) the start of Phase 2 of Developer Tract, b) December 31, 2029 (all construction completed), or c) when the City improves Hesper Road adjacent to the reservoir property.

An updated annexation agreement is attached to this memo with additions addressing the Hesper Road improvements highlighted in red.

FISCAL EFFECTS

This annexation is served by an existing City street network and utilities. There are no significant financial impacts to the City associated with this annexation agreement. Upon development of the annexed parcels, the Developer will be responsible to extend streets and utilities as needed to serve the Developer parcels and to pay associated system development fees and costs associated with traffic mitigation identified in the traffic study.

STAKEHOLDERS

ALTERNATIVES

City Council may:

- Approve the Annexation Agreement with the Developer; or
- Not approve the Annexation Agreement. If the agreement is not approved, Developer parcels will not be annexed and will not receive City services.

Attachments

PZX-26-00046 - Annexation Agreement

Return to:
Billings City Clerk
P.O. Box 1178
Billings, MT 59103

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT is made this _____ day of _____, 20____, by and between JTL Group, Inc. a Montana corporation, 4014 Hesper Road, Billings, Montana, 59106, hereinafter referred to as "DEVELOPER," and THE CITY OF BILLINGS, MONTANA, a municipal corporation, c/o City Hall, 316 N. 26th Street, Billings, Montana, 59101, hereinafter referred to as the "CITY." DEVELOPER and CITY are sometimes referred to in this Agreement individually as "Party" and collectively as the "Parties."

WHEREAS, DEVELOPER is the owner of certain real property situated in Yellowstone County, Montana, more particularly described as follows:

Lots 1, 2, and 4A of Block 1, LONG SUBDIVISION, located in Section 15, Township 1 South, Range 25 East, P.M.M., Yellowstone County, Montana, more particularly described as follows:

Phase 1 Annexation Area

Lot 1, Block 1, LONG SUBDIVISION, LESS 0.57 acres for Shiloh Road, as recorded under Document No. 1755400, records of Yellowstone County, Montana.

Phase 2 Annexation Area

Lot 2, Block 1, LONG SUBDIVISION, containing 286,433.06 square feet in Zone 8 and 917,129.74 square feet in Zone O23 (Multi-District), as recorded under Document No. 1755400, records of Yellowstone County, Montana.

Phase 3 Annexation Area

Lot 4A, Block 1, LONG SUBDIVISION, containing 40.22 acres, amended plat recorded under Document No. 3898445, records of Yellowstone County, Montana.

All situated in Section 15, Township 1 South, Range 25 East, P.M.M., Yellowstone County, Montana.

CONTAINING A TOTAL AREA OF 144.46 ACRES MORE OR LESS.

Above referenced property is hereinafter referred to as "Developer Tract" and is depicted in the attached Exhibit A.

WHEREAS, DEVELOPER has submitted to the City a Petition for Annexation to the City for Developer Tract; and

WHEREAS, DEVELOPER desires to annex Developer Tract to the City; and

WHEREAS, DEVELOPER is proposing to develop the Developer Tract in phases over time; and

WHEREAS, CITY has approved the Petition for Annexation by Resolution No. _____ for the Developer Tract contingent upon an Annexation Agreement being executed between CITY and DEVELOPER 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 will be accessed, among other means, by way of existing public right-of-way along Shiloh Road and Hesper Road. A new collector street per the 2023 Billings Urban Area Long Range Transportation Plan shall be extended by DEVELOPER at DEVELOPER cost from the roundabout at Developer Tract's Lot 1 northern boundary to the Developer Tract's western boundary of Lot 4A to line up with a projection of the north-south future 44th Street West right-of-way. From this collector street, a north-south street shall be constructed by DEVELOPER that connects to Hesper Road.

   Access to Shiloh Road shall be limited to one access point every one-eighth mile, spaced evenly between the roundabouts at each of the Developer Tracts' northern and southern property boundary. A middle access point on Shiloh Road placed at the quarter-mile spacing shall be limited to a three-quarter access. The one-eighth spaced access points shall each be spaced an eighth mile north and south of the middle access point and will be limited to a right-in, right-out access.

   Access to Hesper Road shall be limited to two full accesses at quarter-mile spacing starting west of the roundabout at Shiloh Road and Hesper Road.

   No approaches of any kind on Shiloh Road or Hesper Road shall be closer than 660-feet to the roundabout at Shiloh Road and Hesper Road and the

roundabout at Shiloh Road and Developer Tract's northern property boundary.

Allowed access points for Developer Tract are depicted in Exhibit A.

2. *Sanitary Sewer.* The Developer Tract will be served by existing sanitary sewer improvements located in Hesper Road and Shiloh Road. DEVELOPER shall install sewer mains as necessary and at DEVELOPER's cost to serve Developer Tract.

   DEVELOPER shall extend sewer services to Developer Tract's boundary lines to serve City of Billings property located at Long Subdivision Amended, Lot 5A, Block 1, Geocode 03092615101100000; Long Subdivision Amended, "Multi-District", Lot 3A, Block 1, Geocode 03092615315016002; Long Subdivision, "Multi-District", Lot 3A, Block 1, Geocode 03092615315016001.

   DEVELOPER shall be responsible for payment of the City wastewater system development fee prior to the issuance of any building permits for the applicable portion of the Developer Tract to which such building permit relates.

3. *Water.* The Developer Tract will be served by existing water lines adjacent to Developer Tract. In addition, DEVELOPER shall install a 16-inch water main from the roundabout at Shiloh Road and the property's norther boundary to the northern water main stub located at the property's western boundary of Lot 4A at the projection of the future 44th Street West right-of-way.

   DEVELOPER shall install a water main along the Hesper Road property frontage the total length of Developer Tract. The size shall be determined at the time of development by the City. DEVELOPER may submit a compensation agreement to oversize the water main in accordance with the City of Billings Rules and Regulations Governing Water and Sanitary Sewer in effect at the time of water main installation. If the City of Billings installs the water main prior to the DEVELOPER, DEVELOPER shall reimburse the City for applicable costs in accordance with the City of Billings Rules and Regulations Governing Water and Sanitary Sewer in effect at the time of water main installation.

   DEVELOPER shall stub a 12" water main to the easternmost property boundary of Developer Tract along Shiloh Road across from Temple Place.

DEVELOPER shall be responsible for payment of the City water system development fee prior to the issuance of any building permits for the applicable portion of the Developer Tract to which such building permit relates.

4. *Storm Drain.* DEVELOPER shall extend a storm drain pipe from Developer Tract to the City storm water facility located on the south side of Hesper Road at DEVELOPER cost. DEVELOPER is not required to provide onsite stormwater storage for individual developments within Developer Tract, but may choose to construct onsite stormwater storage or may need to construct onsite storage based upon design specifics of development with Developer Tract. Stormwater discharge to City storm water facility located on the south side of Hesper Road from Developer Tract is not limited to, but needs to meet, the stormwater discharge requirements identified it the City's Stormwater Management Manual (SWMM).

   Developer Tract shall mitigate water quality requirements onsite pursuant to the requirements provided in the SWMM in effect at the time that each portion, part or tract of the Developer Tract is developed. The stormwater shall be treated to the Municipal Separate Storm Sewer System (MS4) requirements in effect at the time of development prior to being discharged offsite to a City of Billings stormwater facility. Developer Tract shall deliver stormwater to the City storm water facility at DEVELOPER's sole expense.

   All other drainage improvements shall comply with the provisions of the SWMM and Chapter 28 of the Billings, Montana City Code (BMCC) in place at the time that each portion, part or tract of the Developer Tract is developed.

   DEVELOPER shall be responsible for payment of applicable City storm water system development fees prior to the issuance of any building permits for the applicable portion of the Developer Tract to which such building permit relates.

5. *Right-of-Way.* Public Right-of-Way will be dedicated to the City of Billings in accordance with the 2023 Billings Urban Area Long Range Transportation Plan and in accordance with the City of Billings Subdivision Regulations. Right-of-way dedications shall include DEVELOPER dedicating principle arterial right-of-way widths along Shiloh Road and Hesper Road and a collector right-of-way width for the new east-west collector street that is to be extended by DEVELOPER from the roundabout at the Developer Tract's northern boundary to the Developer Tract's western boundary of Lot 4A to line up with a projection of the north-south future 44th Street West right-of-way. All other public roads constructed within Developer Tracts shall be

constructed in right-of-way dedicated to the standards of the 2023 Billings Urban Area Long Range Transportation Plan and in accordance with the City of Billings Subdivision Regulations.

DEVELOPER shall dedicate an additional 15-feet of right-of-way along the north boundary line of Certificate of Survey 3733, Corrected Parcel 2, Tax Code D00798. Right-of-way dedication shall occur at the time of Hesper Road street widening improvements described in Section 6 of this agreement.

6. *Street Improvements.* DEVELOPER will be required at the time of development to construct the north half of Hesper Road to principle arterial standards complete with street widening, curb and gutter, streetlights, a multi-use trail, intersection improvements, turn lanes, storm drainage infrastructure necessary to construct the street, tapers, and any other improvements identified by the Developer Tract traffic accessibility study. Improvements to Hesper Road may be constructed to the Developer Tract phase boundary provided road tapers are constructed by DEVELOPER.

DEVELOPER shall be responsible to construct the entire new collector street to City standards that shall be extended by DEVELOPER from the roundabout at the Developer Tract's northern boundary to the Developer Tract's western boundary of Lot 4A to line up with a projection of the north-south future 44th Street West right-of-way.

DEVELOPER shall construct all other street and accessways internal to Development Tracts.

DEVELOPER shall be responsible for the maintenance of the sidewalk and trails constructed by DEVELOPER after construction.

DEVELOPER shall construct the south half of Hesper Road to City principle arterial standards complete with street widening, curb and gutter, and sidewalk along the north boundary line of Certificate of Survey 3733, Corrected Parcel 2, Tax Code D00798. Construction shall occur at the earliest date of either of the following scenarios: at the time of commencement of Hesper Road construction for Phase 2 of Developer Tract, December 31, 2029 (all construction completed), or at the time of construction of a City of Billings initiated improvement project completing arterial street improvements to Hesper Road west of Shiloh Road.

7. *Sidewalk or Multi-use Trail*. A sidewalk and multi-use trail is required to be constructed along the new east-west collector street and is required to be constructed at the expense of the DEVELOPER. A new multi-use trail is

required to be constructed along Hesper Road and is required to be constructed at the expense of the DEVELOPER.

DEVELOPER shall be responsible for the maintenance and replacement of all the sidewalk and trails abutting Developer Tracts and constructed by DEVELOPER. DEVELOPER maintenance and replacement includes the existing Shiloh Road multi-use trail along Developer Tract's easternmost property boundary frontage.

8. *Future Intersection Contributions.* A traffic impact study will be performed at the time of future subdivision and/or development to determine DEVELOPER contributions to future intersection improvements if development exceeds the threshold identified in the City of Billings Subdivision Regulations and Site Development Regulations stated in Billings Municipal City Code. The preparation of the traffic impact study and any fees to mitigate impacts to future intersection improvements will be at the expense of the DEVELOPER.

9. *Public Improvements.* Should the City perform improvements listed in the Agreement or not listed in the Agreement benefitting the Developer Tracts, 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 parks 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 properties 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. Annexation. The DEVELOPER has requested to develop and annex the property in phases. The annexation is subject to the following conditions of approval:

a. Phase 1 shall be considered annexed effective immediately upon approval of the mutually agreed upon Annexation Agreement.

b. Phase 2 and 3 annexations will require a written request from the DEVELOPER to the Planning Division. The request shall refer to the document number of this filed resolution and expressly state the landowners desire to immediately include the property within city limits to be developed in accordance with the Planned Neighborhood Development. If deemed necessary, the City may bring forward a subsequent Resolution of Annexation for the City Council's review specifically related to Phase 2 and 3. Since all phases were included in the original petition, no new annexation petition fees will be collected by the Planning Division. Further, in no circumstance shall development of any kind (excepting and allowing City-installed water, sanitary sewer, or storm drain) to commence prior to the City accepting the written request and notification to the Department of Revenue (DOR), City of Billings Geographic Information Services (GIS) and the Yellowstone County Clerk and Recorder. If the Phase 2 and 3 written requests have not been submitted within seven years of the date of this Resolution, the property will automatically be included in the City Limits. The City will initiate this annexation through notification to the DOR.

c. Upon the approval of a subdivision associated with this Annexation and Planned Neighborhood Development, the Annexation Resolution may be amended by City Council to reflect any new phasing boundaries to be consistent with the required Subdivision Improvement Agreement and plat.

d. If the conditions are not satisfied, or the DEVELOPER requests changes inconsistent with the approval in the Resolution of Annexation, any new requests for the property legally described within this resolution shall be processed as a new petition of annexation.

11. *Compliance.* Nothing herein shall be deemed to exempt the Developer Tract from compliance with any current or future City laws, rules, regulations, or policies that are applicable to the development, redevelopment, or use of the subject property.

12. *Warning and Indemnification Concerning City of Billings Water Reservoir.* DEVELOPER, its successors and assigns, hereby acknowledge that the Developer Tract is located adjacent to and downhill from the City of Billings Water Reservoir, creating an inherent risk of injury and property damage. DEVELOPER, its successors and assigns, hereby knowingly, voluntarily,

and fully waive and release the CITY from any future right, privilege or claim for compensation, specific performance, injunction, or other remedy of any kind, including those unknown and unanticipated, arising from or in any way related to flood, breach, collapse, leakage, subsidence, earth movement, property damage, personal injury, or any other damage or injury of any kind caused by, emanating from, or in any way related to the City of Billings Water Reservoir or its construction, maintenance, or operation. DEVELOPER and such parties specifically acknowledge that claims waived and released hereby include, but are not limited to, claims arising from or related to the inherent risks related to the City of Billings Water Reservoir, as well as claims arising from or related to CITY's approval of plans or permits. DEVELOPER, its successors and assigns, are expressly advised to retain qualified professionals to assess and advise them on dangers posed by the subject facility, soil conditions, or any other hazards associated with Developer Tract. DEVELOPER, its successors and assigns, further acknowledge that Montana statutes and common law may impose duties requiring that they avoid damaging or impairing the operation of the City of Billings Water Reservoir. If any action of DEVELOPER or any of its successors and assigns (herein referred to as a "Responsible Party") causes damage or impairment to the City of Billings Water Reservoir which results in a claim against the CITY for compensation, specific performance, injunction, or other remedy, the Responsible Party shall fully defend, indemnify, and hold the CITY harmless from and against any such claim to the extent of the cause apportioned to the Responsible Party.

13. *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.

14. *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.

15. *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.

"DEVELOPER" JTL Group, Inc. a Montana corporation

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 JTL Group, Inc. a Montana corporation, 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 parks 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:

Lots 1, 2, and 4A of Block 1, LONG SUBDIVISION, located in Section 15, Township 1 South, Range 25 East, P.M.M., Yellowstone County, Montana, more particularly described as follows:

Phase 1 Annexation Area

Lot 1, Block 1, LONG SUBDIVISION, LESS 0.57 acres for Shiloh Road, as recorded under Document No. 1755400, records of Yellowstone County, Montana.

Phase 2 Annexation Area

Lot 2, Block 1, LONG SUBDIVISION, containing 286,433.06 square feet in Zone 8 and 917,129.74 square feet in Zone O23 (Multi-District), as recorded under Document No. 1755400, records of Yellowstone County, Montana.

Phase 3 Annexation Area

Lot 4A, Block 1, LONG SUBDIVISION, containing 40.22 acres, amended plat recorded under Document No. 3898445, records of Yellowstone County, Montana.

All situated in Section 15, Township 1 South, Range 25 East, P.M.M., Yellowstone County, Montana.

CONTAINING A TOTAL AREA OF 144.46 ACRES MORE OR LESS.

"DEVELOPER" JTL Group, Inc. a Montana corporation

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 JTL Group, Inc. a Montana corporation, 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:_____

Consent 1. C.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Approval of the Yellowstone County DUI Center Agreement for Blood Draw Services
PRESENTED BY: Rich St. John, Police Chief
Department: Police
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends that City Council approve the Agreement with the Yellowstone County DUI Center for blood draw services.

EXECUTIVE SUMMARY

The Yellowstone County Detention Facility (YCDF) operates a centralized DUI Processing Center that serves multiple law enforcement agencies throughout Yellowstone County. Historically, on-site blood draw services were provided at no cost through YCDF's contracted medical provider, creating an efficient and cost-effective process for DUI investigations.

Following a change in medical providers approximately one year ago, on-site blood draw services were discontinued. As a result, law enforcement agencies were required to transport DUI arrestees to local medical facilities for evidentiary blood draws at a cost of approximately $275 per draw. This process increased costs for participating agencies and significantly impacted officer availability due to transportation and wait times.

YCDF has successfully negotiated the reinstatement of on-site blood draw services through its current medical provider. Under the new arrangement, blood draws will be performed at the DUI Processing Center for $150 per successful draw. This service restores a more efficient process, reduces costs to participating agencies, minimizes officer out-of-service time, and enhances the overall effectiveness of DUI enforcement operations throughout the county.

The Billings Police Department respectfully requests that the City Council approve the attached Agreement.

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

The Yellowstone County Detention Facility (YCDF) hosts space for DUI processing for multiple Agencies, known as the DUI Center. Historically, YCDF prior to over a year ago, provided blood draw services to the agencies at the DUI Center at no cost through their contracted onsite medical provider. About a year ago, YCDF contracted with a new medical provider who did not provide blood draw services. As a result, all Law Enforcement Agencies began to take all blood draws to local medical facilities who charged approximately $275 per draw and required officers to transport to and from the facility prior to remanding at YCDF. This process was expensive and resulted in increased out of service time for officers. YCDF has renegotiated onsite blood draw services with its current medical provider for a fee of $150 per successful blood draw.

During the past 12 months, the Police Department was billed for 145 blood draws, totaling approximately $37,240 as prices increased from $255 to $275. Under the proposed YCDF onsite service rate, those same draws would have cost about $21,750. If the number of annual draws remains consistent, the Police Department anticipates an FY27 savings of approximately $18,000.

FISCAL EFFECTS

Blood draws are budgeted for in the Billings Police Department General Fund.

STAKEHOLDERS

Yellowstone County Detention Facility; Billings Police Department.

ALTERNATIVES

- Approve the Agreement with the Yellowstone County DUI Center or;
- Not approved the Agreement with the Yellowstone County DUI Center and provide further direction to staff.

Attachments

Agreement with YCSO DUI Center

YCSO DUI CENTER AGREEMENT

This Agreement, dated _____, for provision of conducting Driving Under the Influence ("DUI") and related offense investigations and blood draws at the Yellowstone County Detention Facility ("Agreement") is entered into between the City of Billings and Yellowstone County.

1. **PARTIES**
   a. Yellowstone County ("COUNTY") is a political subdivision of the State of Montana.
   b. The City of Billings ("CITY") is a political subdivision of the State of Montana.

2. **PURPOSE**
   CITY desires to contract with COUNTY to use space at the Yellowstone County Detention Facility to conduct DUI and related offense investigations and for COUNTY to provide personnel to perform blood draws of suspects in DUI and related offense investigations conducted by the Billings Police Department.

3. **TERM**
   This Agreement shall begin on _____, and shall renew every month for up to one year. The parties may mutually agree, in writing, to terminate this Agreement at any time. Further, either party may terminate this Agreement unilaterally with written notice of at least 30 days.

4. **COUNTY OBLIGATIONS**
   a. COUNTY will provide space at the Yellowstone County Detention Facility, located at 3165 King Ave E, Billings, MT 59101, for DUI or related offense investigations and blood draws to be conducted. This space shall include an investigation room in the DUI Center and access to the same.
   b. COUNTY will provide appropriate personnel, through use of contracted medical staff, to conduct blood draws on DUI or related offense suspects at the Yellowstone County Detention Facility as requested by CITY.
      1. COUNTY contracted medical staff shall:
         i. comply with all Federal, State, and local laws and ordinances applicable to the work to be done;
         ii. be qualified to perform the services to be furnished under this Agreement and be permitted by law to perform such services;
         iii. be available to conduct blood draws on an on-call basis 24 hours a day, 7 days a week;
      2. COUNTY contracted medical staff shall not be considered an employee of the CITY for any purpose and under no circumstances shall their work be directed or controlled by the CITY.
   c. The COUNTY shall invoice the CITY monthly for all services rendered pursuant to this Agreement. Such invoices shall specify the quantity of successful blood draws provided to the CITY during the preceding month and identify the applicable

fees and shall be accompanied by reasonable documentation or other reasonable explanations supporting such charges. This invoice shall be provided to the City by the 5th of each month.

d. COUNTY shall maintain accounting records and other evidence pertaining to the cost incurred and to make the records available at all times during the Agreement term and for eight years from the date of final payment. Such accounting records and other evidence pertaining to the cost incurred will be made available for inspections authorized by the CITY and copies thereof shall be furnished if requested.

5. CITY OBLIGATIONS

a. CITY will pay COUNTY $150.00 per successful blood draw performed. A blood draw is successful if it produces a valid sample.

b. The CITY shall pay the COUNTY for monthly invoice provided pursuant to Agreement within thirty days after receipt.

c. CITY acknowledges all persons brought in by CITY for DUI or related offense investigations remain in the custody and control of CITY unless and until processed into the Detention Facility through standard booking procedures.

e. CITY and COUNTY acknowledge that CITY is a public entity subject to the Montana Constitution, Article II, Sections 9 and 10, and applicable public records laws (including Title 2, Chapter 6, Mont. Code Ann.). This Agreement and related records may constitute public records subject to disclosure. CITY retains sole discretion to determine its legal obligations regarding disclosure.

6. INSURANCE

a. COUNTY is self-insured. COUNTY maintains excess insurance coverage for claims subject to state statutory tort limits for governmental entities of not less than $750,000 per claim and $1,500,000 per occurrence. For claims not subject to state statutory tort limits for governmental entities, COUNTY maintains coverage limits not less than $5,000,000 per occurrence.

b. COUNTY shall maintain for the duration of this Agreement, at its sole cost and expense, applicable liability insurance naming CITY as an additional insured against liability for damages for bodily injuries, including death, products, completed operations and property damages in a minimum amount of $750,000.00 for each claim and $1,500,000.00 in the aggregate arising from incidents which occur as a result of negligence by COUNTY, its employees, agents, or representatives which may arise from or in connection with this Agreement and for which CITY'S basis for liability is vicarious liability for the acts or omissions of COUNTY, its employees, or its agents.

c. CITY shall maintain for the duration of this Agreement, at its sole cost and expense, insurance against claims for injuries to persons or damages to property, including contractual liability, which may arise from or in connection with this Agreement by CITY, agents, employees, or representatives. This insurance shall cover such claims as may be caused by any negligent act or omission of CITY or its agents, employees, or representatives. The policy of insurance shall be an occurrence policy with a Best Rating of A- or better.

d. CITY shall maintain for the duration of this Agreement, at its sole cost and expense, applicable liability insurance naming COUNTY as an additional insured against liability for damages for bodily injuries, including death, products, completed operations and property damages in a minimum amount of $750,000.00 for each claim and $1,500,000.00 in the aggregate arising from incidents which occur as a result of negligence by CITY, its employees, agents, or representatives which may arise from or in connection with this Agreement and for which COUNTY's basis for liability is vicarious liability for the acts or omissions of CITY, its employees, or its agents.
e. CITY will maintain for the duration of this agreement, at its sole cost and expense, workers' compensation insurance covering CITY and its employees.
f. CITY shall deliver to COUNTY within at most ten days of the effective date of this Agreement a Certificate of Insurance showing such insurance to be in effect and naming COUNTY as an additional insured as provided above. COUNTY reserves the right to require complete copies of insurance policies at all times. The policy of insurance will be endorsed to provide COUNTY a thirty-day notice of cancellation.
g. COUNTY shall deliver to CITY within at most ten days of the effective date of this Agreement a Certificate of Insurance showing such insurance to be in effect and naming CITY as an additional insured as provided above. CITY reserves the right to require complete copies of insurance policies at all times. The policy of insurance will be endorsed to provide CITY a thirty-day notice of cancellation.

7. INDEMNIFICATION

a. The CITY SHALL:
   1. Indemnify, defend and save COUNTY, its elected officials, officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional, reckless or negligent act on the part of CITY or its officers, agents or employees.
   2. Not indemnify, defend, save and hold COUNTY harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees, expert fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of COUNTY occurring during the course of or as a result of the performance of the Agreement.
   3. Where claims, lawsuits or liability, including attorneys' fees, expert fees and costs arise from wrongful, reckless or negligent act of both COUNTY and CITY, CITY shall indemnify, defend, save, and hold COUNTY harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees, expert fees and costs, which result from CITY'S wrongful, reckless or negligent acts occurring as a result from CITY'S performance pursuant to this Agreement.
b. The COUNTY shall:
   1. Indemnify, defend and save CITY, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional or negligent act on the part of CITY or its agents or employees.
   2. Not indemnify, defend, save and hold the CITY harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys'

fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of CITY occurring during the course of or as a result of the performance of the Agreement.

3. Where claims, lawsuits or liability, including attorneys' fees and costs arise from wrongful, reckless or negligent act of both the CITY and COUNTY, COUNTY shall indemnify, defend, save, and hold the CITY harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees and costs, which result from COUNTY'S or its officers, agents or employee's wrongful, reckless or negligent acts occurring as a result from COUNTY'S performance pursuant to this Agreement.

8. GOVERNING LAW AND VENUE.

This Agreement shall be construed and enforced in accordance with the laws of the State of Montana. Venue for any suit between the parties arising out of this Agreement shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

9. NONWAIVER.

The failure of either party at any time to enforce a provision of this Agreement shall in no way constitute a waiver of the provision, nor in any way affect the validity of this Agreement or any part hereof, or the right of such party thereafter to enforce each and every provision hereof.

10. SEVERABILITY.

Each provision of this Agreement is intended to be severable. If any provision of this Agreement is illegal or invalid for any reason whatsoever, such illegality or invalidity of said provision shall not affect the validity of the remainder of this Agreement.

11. **INTERPRETATION**.

All captions, headings, or titles in the paragraphs or sections of this Agreement are inserted for convenience or reference only and shall not constitute a part of this Agreement or act as a limitation of the scope of the particular paragraph or section to which they apply. As used herein, where appropriate, the singular shall include the plural and vice versa and the masculine, feminine or neuter expressions shall be interchangeable.

12. **SUCCESSORS AND ASSIGNS**.

Neither the CITY nor COUNTY shall assign, transfer or encumber any rights, duties or interests accruing from this Agreement without the written consent of the other.

13. **ENTIRE AGREEMENT**.

This Agreement embodies the entire understanding between CITY and COUNTY with respect to the specific subject matter hereof, and no prior oral or written representation shall serve to modify or amend this Agreement. This Agreement may not be modified except by action of both governing bodies.

14. COUNTERPARTS

This Agreement may be executed in multiple counterparts, each of which shall be one and the same Agreement and shall become effective when one or more counterparts have been signed by each of the parties and delivered to the other party

15. AUTHORIZED SIGNATURES

The parties represent and agree that the persons signing this Agreement have authorization to bind their respective entities to the terms of this Agreement.

Passed and Adopted on the day and year first above written.

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA

_____
Mark Morse, Chairman

_____
Mike Watters, Member

_____
Chris White, Member

Attest:

_____
Jeff Martin
Yellowstone County Clerk and Recorder

CITY OF BILLINGS

_____
Mike Nelson, Mayor

Attest:

_____
Denise Bohlman
City Clerk

Consent 1. D.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Federal Lobbyist RFP
PRESENTED BY: Jessica Fust, Building Official
Department: City Hall Administration
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends that City Council approve the contract between the City of Billings and Thorn Run Partners for Federal Lobbying Services for $96,000 for three years with two 2-year optional extensions.

EXECUTIVE SUMMARY

An RFP for Federal Lobbying Services was issued on May 15, 2026 and closed on May 29, 2026. Based on the submissions received, it is recommended that Thorn Run Partners provide Federal Lobbying Services effective July 14, 2026 through June 30, 2029 with two optional renewals of two-years each.

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

Federal Lobbying Services have been provided by Thorn Run since June 2022 with the current contract extension set to expire June 30, 2026. An RFP was issued on May 15, 2026, closing at 5:00pm MT on Friday, May 29, 2026, with the following criteria:

1. Length of Contract: three (3) year contract with up to two (2) two-year renewals.
2. Identify and devise strategies to successfully secure federal funding for the CITY.
3. Pursue major funding opportunities and investigate other opportunities. Lobbying CONSULTANT shall research and provide information to the CITY on existing and emerging legislation, availability of funding, distribution of funding, techniques to be used by the CITY to capitalize on opportunities, and examples of successful federal government applications.
4. Monitor bills that may impact CITY interests in accordance with the legislative priorities established by the CITY and provide interpretation and analysis of bills to CITY staff.
5. Work closely with CITY staff to assess the impact of certain bills and administrative decisions and to develop a response from the CITY either in support, opposition, or seek amendments to bills or administrative rules.
6. Provide frequent legislative briefings for key CITY staff, including information regarding major highlights and information on priority bills that require CITY attention.
7. Represent the CITY and meet with legislators, their staff, and governmental agency officials to advance CITY legislative agenda and interests.
8. Testify at committee hearings and other meetings on behalf of the CITY.
9. Track and review press releases, informational bulletins, and other important information released by the federal governments and their agencies.
10. Review and notify CITY staff of relevant federal grants.
11. Advocate for CITY funding in the federal budgets, through grants and legislation, and through any other appropriate means.
12. Work with the CITY staff to secure sponsors for proposed bills and/or amendments to Federal law.
13. Coordinate meetings with Montana legislative delegation as needed.
14. Provide CITY staff with monthly written summary of legislative activities on behalf of the CITY.

The selection committee consisted of Kevin Iffland, Interim City Administrator, Gina Dahl, City Attorney, Jeff Roach, Director of Aviation and Transit, Jennifer Duray, Deputy Public Works Director, and Jessica Fust, Building Official.

Five responses to the RFP were received from the following entities:

1. Acorn Consulting
2. Capri & Clay Government Relations
3. Forbes Tate Partners
4. Gallant Government & Law Group
5. Thorn Run Partners

The responses were scored according to the following matrix:

- Experience representing local governments on federal legislative and funding priorities - 20 points
- Understanding of the City's needs, priorities, and federal funding opportunities - 20 points
- Qualifications and federal relationships of assigned personnel - 20 points
- Proposed approach to advocacy, communication, reporting, and coordination with City staff - 20 points
- Cost competitiveness and overall value - 20 points

The top two responses to the RFP (Forbes Tate and Thorn Run) were selected based on the above scoring matrix. Interviews were conducted with each of the top two entities on June 11 and June 12, 2026 respectively. Additionally, Thorn Run's record of experience included being on track to have helped the City secure $7 million in funding through Community Project Funding in just two years. Over four years of representation, Thorn Run also helped secure numerous grants while maintaining a consistent focus on the full range of important policy issues affecting the City, from the airport and public works to transportation, public safety, disaster preparedness and recovery, and other issues.

The final selection was unanimous by the selection committee.

FISCAL EFFECTS

The previous contract was $90,000 annually from June 2022 to June 2026, and will increase to $96,000 annually with this contract.
The funding for Federal Lobbyist services is split equally between the Public Works, Aviation and Transit, and Administration Departments, and is budgeted in the FY27 budget.
Securing a contract for Federal Lobbying services increases possibilities for the City to take advantage of federal funding opportunities and be made aware of impactful federal legislation, which could have significant fiscal effects.

STAKEHOLDERS

Mayor, City Council, Administration, and affected departments.

ALTERNATIVES

City Council may: Approve the contract or disapprove the contract and provide further direction to staff.

Attachments

Thorn Run Partners Consultant Agreement 2026
Thorn Run Partners Insurance Certificate

CONSULTANT AGREEMENT

THIS AGREEMENT is made and entered into _____ by and between the **CITY OF BILLINGS, MONTANA,** a municipal corporation organized and existing under the laws of the State of Montana, P.O. Box 1178, Billings, Montana 59103, hereinafter referred to as "**CITY**," and **THORN RUN PARTNERS**, of Washington, D.C., hereinafter referred to as "**CONSULTANT**."

WITNESSETH:

WHEREAS, the **CITY** proposes Federal Lobbying Services and desires to hire **CONSULTANT** as an independent contractor to perform the services as described in the Scope of Work attached hereto as Exhibit "A" and by this reference made a part hereof.

WHEREAS, the **CITY** has authority to contract for such services, and;

WHEREAS, the **CONSULTANT** represents that he/she is fully qualified to perform such services personally and is in compliance with the Montana Statutes relating to the provisions of such services.

NOW THEREFORE, in consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency whereof being hereby acknowledged, the parties hereto agree as follows:

1. **PURPOSE: CITY** agrees to hire **CONSULTANT** as an independent contractor to perform the services as described in the Scope of Work attached hereto as Exhibit "A" and by this reference made a part hereof. In performing these services, the **CONSULTANT** shall at all times comply with all federal, state and local statutes, rules and ordinances applicable. These services and all duties incidental or necessary therefore, shall be performed diligently and completely and in accordance with professional standards of conduct and performance.

2. **TERM:** This **AGREEMENT** shall be for a period of three (3) years from the execution of this **AGREEMENT**. This **AGREEMENT** may be extended for two (2) two-year options by mutual agreement of both parties, in writing, thirty (30) days prior to termination of original (or each) term.

3. **PAYMENT**: In consideration of the services provided by the **CONSULTANT** under this **AGREEMENT**, the **CITY** agrees to pay **CONSULTANT** a price not to exceed $96,000.00 annually.

Except as otherwise specified herein, the **CONSULTANT** shall invoice the **CITY** monthly (or on such other basis as the Parties may mutually determine) for all services rendered pursuant to this **AGREEMENT**. Such invoices shall specify the services provided to the **CITY** during the preceding month and identify the applicable fees, and shall be accompanied by reasonable documentation or other reasonable explanations supporting such charges.

Except as otherwise specified herein, the **CITY** shall pay, net of applicable withholding tax, if any, the **CONSULTANT** for said invoice within thirty (30) days after receipt.

In the event scope of work issues arise, the **CONSULTANT** shall immediately discuss them with the Project Manager for the **CITY**. It is understood that the **CONSULTANT** will not perform any work that the **CITY** deems outside the scope prior to receiving written approval from the **CITY**, and at a rate agreed upon by both parties. Any payment for work not agreed upon by the **CITY** shall be denied.

The prices established in this **AGREEMENT** may be extended to other political subdivisions within the State of Montana solely at the **CONSULTANT'S** discretion.

4. INCORPORATION BY REFERENCE: All exhibits and addenda attached hereto, as well as any bid or proposal referenced, are hereby incorporated into this **AGREEMENT** and made a part hereof. If there is any conflict between such exhibits or addenda and the terms of this **AGREEMENT**, the terms of this **AGREEMENT** shall control.

5. INDEPENDENT CONTRACTOR STATUS: The parties agree that **CONSULTANT** is an independent contractor for purposes of this **AGREEMENT** and is not to be considered an employee of the **CITY** for any purpose. **CONSULTANT** is not subject to the terms and provisions of the **CITY's** personnel policies handbook and may not be considered a **CITY** employee for workers' compensation or any other purpose. **CONSULTANT** is not authorized to represent the **CITY** or otherwise bind the **CITY** in any dealings between **CONSULTANT** and any third parties.

6. INDEMNITY:

The **CONSULTANT** SHALL:

A. Indemnify, defend and save the **CITY**, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional, reckless or negligent act on the part of **CONSULTANT** or its officers, agents or employees.

B. Not indemnify, defend, save and hold the **CITY** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees, expert fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of the **CITY** occurring during the course of or as a result of the performance of the **AGREEMENT**.

C. Where claims, lawsuits or liability, including attorneys' fees, expert fees and costs arise from wrongful, reckless or negligent act of both the **CITY** and **CONSULTANT**, **CONSULTANT** shall indemnify, defend, save, and hold the **CITY** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees, expert fees and costs, which result from **CONSULTANT'S** wrongful, reckless or negligent acts occurring as a result from **CONSULTANT'S** performance pursuant to this **AGREEMENT**.

The **CITY** SHALL:

A. Indemnify, defend and save **CONSULTANT**, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional or negligent act on the part of **CITY** or its agents or employees.

B. Not indemnify, defend, save and hold the **CONSULTANT** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of **CONSULTANT** occurring during the course of or as a result of the performance of the **AGREEMENT**.

C. Where claims, lawsuits or liability, including attorneys' fees and costs arise from wrongful, reckless or negligent act of both the **CONSULTANT** and the **CITY**, the **CITY** shall indemnify, defend, save, and hold the **CONSULTANT** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees and costs, which result from the **CITY'S** or its officers, agents or employee's wrongful, reckless or negligent acts occurring as a result from the **CITY'S** performance pursuant to this **AGREEMENT**.

7. <u>INSURANCE</u>:

A. The **CONSULTANT** shall maintain in good standing the insurance described in this Section. Before rendering any services under this **AGREEMENT**, the **CONSULTANT** shall furnish the **CITY** with proof of insurance in accordance with this Section.

The **CONSULTANT** shall provide the following insurance:

1. Workers' compensation and employer's liability coverage as required by Montana law.
2. Commercial general liability, including contractual liability assumed under an insured agreement and personal injury coverages in the minimum amount of $750,000 per claim and $1,500,000 per occurrence.
3. Automobile liability in the minimum amount of $1,500,000 per accident.
4. Professional liability in the minimum amount of $1,500,000 per claim.

The limits required by this **AGREEMENT** can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies).

Each policy of insurance required by this Section shall provide for no less than 30 days' advance written notice to the **CITY** prior to cancellation.

The **CITY** shall be listed as an additional insured on all policies except Professional Liability and Worker's Compensation Policies.

CONSULTANT shall comply with the applicable requirements of the Workers' Compensation Act, Title 39, Chapter 71, MCA, and the Occupational Disease Act of Montana, Title 39, Chapter 71, MCA.

CONSULTANT shall maintain workers' compensation insurance coverage for all members and employees of **CONSULTANT's** business, except for those members who are exempted as independent contractors under the provisions of §39-71-401, MCA.

CONSULTANT shall furnish **CITY** with copies showing one of the following: **(1)** a binder for workers' compensation coverage by an insurer licensed and authorized to provide workers' compensation insurance in the State of Montana; or **(2)** proof of exemption from workers' compensation granted by law for independent contractors.

8. REGISTRATION: CONSULTANT shall furnish **CITY** with at least one of the following:

(1) Proof of registration as a registered contractor under Title 39, Chapter 9, MCA; or,

(2) Proof of independent contractor certification pursuant to Title 39, Chapter 71, MCA.

9. AGREEMENTS OF CONSULTANT: As an inducement to the execution of this **AGREEMENT** by the **CITY** and in consideration of the agreements to be performed by the **CITY**, the **CONSULTANT** agrees that:

A. Qualifications

The **CONSULTANT** is qualified to perform the services to be furnished under this **AGREEMENT** and is permitted by law to perform such services, and all personnel engaged in the work shall be qualified and so permitted to do the work they perform.

B. Solicitation of Agreement

The **CONSULTANT** has not employed any person to solicit this **AGREEMENT** and has not made, and will not make, any payment or any agreement for the payment of any commission, percentage, brokerage, contingent fee, or other compensation in connection with the procurement of this **AGREEMENT**.

C. Facilities and Personnel

The **CONSULTANT** has and will continue to have proper facilities and personnel to perform the services and work agreed to be performed.

D. Subcontracting

None of the work or services covered by this **AGREEMENT** shall be subcontracted without the prior approval of the **CITY**.

E. Affidavits of Compliance

The **CONSULTANT** will, if requested by the **CITY**, furnish the **CITY** affidavits certifying compliance with the provisions of this Section.

10. AGREEMENTS OF CITY:

A. To furnish all labor, materials, equipment, supplies, and incidentals necessary to conduct and complete the **CITY'S** portion of the project as designated in the scope of work.

B. Name a Contract Representative who shall be the liaison between the **CONSULTANT** and the **CITY**. For this contract, the Contract Representative for **CONSULTANT** designated is Greg Burns, Partner, and the Project Manager for the **CITY** designated is Jessica Fust, Building Official.

11. NONDISCRIMINATION:

A. **CONSULTANT** shall, in performance of work under this **AGREEMENT**, fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. **CONSULTANT** is the employer for the purpose of providing healthcare benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by **CONSULTANT** subjects subcontractors to the same provisions. In accordance with 49-3- 207, MCA, and Executive Order No. 04-2016. **CONSULTANT** agrees that the hiring of persons to perform this Contract will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status by the persons performing this **AGREEMENT**. **CONSULTANT** will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

B. **CONSULTANT** shall state, in all solicitations or advertisements for employees to work on jobs, that all qualified applicants will receive equal consideration for employment without regard to race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status.

CONSULTANT and subconsultant 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.

CONSULTANT and any subconsultant shall abide by the requirements of 41 CRF 60- 1.4, which states employees or applicants may not be discharged or in any other manner discriminated against because they have inquired about, discussed, or disclosed their own pay or the pay of another employee or applicant. However, employees who have access to the compensation information of other employees or applicants as a part of their essential job functions cannot disclose the pay of other employees or applicants to individuals who do not otherwise have access to compensation information, unless the disclosure is (a) in response to a formal complaint or charge, (b) in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or (c) consistent with **CONSULTANT'S** legal duty to furnish information.

C. **CONSULTANT** will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

D. **CONSULTANT** shall comply with any and all reporting requirements that may apply to it that the **CITY** may establish by regulation. **CONSULTANT** will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and

shall post copies of the notice in conspicuous places available to employees and applicants for employment.

E. **CONSULTANT** shall comply with all applicable federal, state, and city laws concerning the prohibition of discrimination. This includes complying with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

F. In the event of **CONSULTANT'S** noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of Sept 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

G. **CONSULTANT** shall include the provisions of Subsections A through F of this Section in every subcontract or purchase order under this **AGREEMENT**, so as to be binding upon every such subcontractor or vendor of **CONSULTANT** under this **AGREEMENT**. **CONSULTANT** will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

H. **CONSULTANT** agrees to post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non- discrimination clause.

12. PERMITS, LAWS, AND TAXES: The **CONSULTANT** shall acquire and maintain in good standing all permits, licenses and other entitlements necessary to its performance under this **AGREEMENT**. All actions taken by the **CONSULTANT** under this **AGREEMENT** shall comply with all applicable statutes, ordinances, rules and regulations. The **CONSULTANT** shall pay all taxes pertaining to its performance under this **AGREEMENT**.

13. NONWAIVER: The failure of either party at any time to enforce a provision of this **AGREEMENT** shall in no way constitute a waiver of the provision, nor in any way affect the validity of this **AGREEMENT** or any part hereof, or the right of such party thereafter to enforce each and every provision hereof.

14. TERMINATION OF AGREEMENT: The right is reserved by the **CITY** to terminate this **AGREEMENT** at any time upon not less than thirty (30) days written notice to the **CONSULTANT**.

In the event the **CITY** terminates this **AGREEMENT**, the **CONSULTANT** shall be paid for the amount of work performed or services rendered to date of termination per the **AGREEMENT** fee.

If either party fails to comply with any condition of this **AGREEMENT** at the time or in the **manner** provided for, the other party may, at its option, terminate this AGREEMENT and be released from all obligations if the default is not cured within ten (10) calendar days after written notice is provided to the defaulting party. Said notice shall set forth the items to be cured. Additionally, the non-defaulting party may bring suit for damages, specific performance, and any other remedy provided by law. These remedies are cumulative and not exclusive. Use of one remedy does not preclude use of the others. Notices shall be provided in writing and hand-delivered or mailed to the parties at the addresses set forth in the first paragraph of this **AGREEMENT**.

15. REDUCTION OF FUNDING: This **AGREEMENT** may be terminated if funds are not appropriated or otherwise made available to support the **CITY's** continuation of performance of this **AGREEMENT** in a subsequent fiscal period. If funds are not appropriated or otherwise made available through the **CITY's** budgeting process to support continued performance of this **AGREEMENT** (whether at an initial contract payment level or any contract increases to that initial level) in subsequent fiscal periods, the **CITY** shall terminate this **AGREEMENT** as required by law. The **CITY** shall provide **CONSULTANT** the date the **CITY's** termination shall take effect.

16. EFFECT OF TERMINATION: The **CITY** shall not be liable to **CONSULTANT** for any payment that would have been payable had the **AGREEMENT** not been terminated under this provision. As stated above, the **CITY** shall be liable to **CONSULTANT** only for the payment, or prorated portion of that payment, owed to **CONSULTANT** up to the date the **CITY's** termination takes effect. This is **CONSULTANT** sole remedy. The **CITY** shall not be liable to **CONSULTANT** for any other payments or damages arising from termination under this section, including but not limited to general, special, or consequential damages such as lost profits or revenues.

17. CONFLICT OF INTEREST: CONSULTANT shall exercise reasonable care and diligence to prevent any actions or conditions which could result **in** a conflict with **CITY'S** interest. During the term of this **AGREEMENT**, **CONSULTANT** shall not accept any employment or engage in any consulting work which creates a conflict of interest with **CITY** or in any way compromises the services to be performed under this **AGREEMENT**. **CONSULTANT** shall immediately notify **CITY** of any and all violations of this Section upon becoming aware of such violation.

18. SUCCESSORS AND ASSIGNS: This **AGREEMENT** and all of the covenants hereof shall inure to the benefit of and be binding upon the **CITY** and the

CONSULTANT respectively and his partners, successors, assigns, and legal representatives. Neither the **CITY** nor the **CONSULTANT** shall have the right to assign, transfer, or sublet his interest or obligations hereunder without written consent of the other party.

19. CHANGES IN WORK: Any change in the scope of **CONSULTANT'S** services as stated in this **AGREEMENT** for whatever reason, will be negotiated between the **CITY** and the **CONSULTANT** and an amendment to this **AGREEMENT** will be issued with the appropriate change of services and **AGREEMENT** fee noted.

20. LEGAL RELATIONS: The **CONSULTANT** shall comply with all Federal, State, and local laws and ordinances applicable to the work to be done.

21. ENDORSEMENTS: The **CONSULTANT** shall furnish signatures, statements, or other suitable means to signify responsible endorsement of work on all reports furnished by him.

22. OWNERSHIP OF DOCUMENTS: All information relating to the project and prepared under the terms of this **AGREEMENT**, including reports, data, recommendations, exhibits, analyses, and plans shall be deemed the property of the **CITY**. Reproducibles of all notes, reports, and plans shall be made available at the **CITY'S** request.

23. PUBLIC INFORMATION: The **CONSULTANT** shall not issue any statements, releases, or information for public dissemination without prior written approval of the **CITY**. All materials related to this **AGREEMENT** and services provided are considered public records under Article II, Section 9 of the Montana Constitution and §§ 2-6-102 and 7-1-4144, MCA and may be distributed by written request pursuant to Montana's Constitutional Right to Know or Public Records Acts.

24. PROPRIETARY RIGHTS: If patentable discoveries or inventions should result from work required herein, all rights accruing from such discoveries or inventions shall be the property of the **CITY**.

25. RECORDS: The **CONSULTANT** shall maintain accounting records and other evidence pertaining to the cost incurred and to make the records available at all times during the **AGREEMENT** term and for three (3) years from the date of final payment. Such accounting records and other evidence pertaining to the cost incurred will be made available for inspections authorized by the **CITY** and copies thereof shall be furnished if requested.

26. ATTORNEY'S FEES AND COSTS: The prevailing Party in any action to compel compliance with this **AGREEMENT** shall be entitled to reasonable attorney's fees and costs.

27. LITIGATION LOCATION: The parties agree that this **AGREEMENT** shall be governed in all respects by the laws of the state of Montana, and the parties expressly agree that venue shall be in the Montana Thirteenth Judicial District County

for Yellowstone County and there shall be no other venue for resolution of disputes arising from the **AGREEMENT** or the performance of its terms.

28. MODIFICATION AND AMENDMENTS: That any amendment or modification 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**.

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above written.

CITY OF BILLINGS, MONTANA

_____
MIKE NELSON, MAYOR

APPROVED AS TO FORM:

_____
CITY ATTORNEY'S OFFICE

ATTEST:

_____
DENISE BOHLMAN, CITY CLERK

THORN RUN PARTNERS

_____
SIGNATURE

_____
PRINT NAME

_____
PRINT TITLE

EXHIBIT A

Primarily, the **CONSULTANT** will help the **CITY** secure federal funding, advocate for the City's policy and financial needs, and be an expert navigator of the Federal government.

Specifically, the requested services shall include, but are not limited to, the following:

1) Identify and devise strategies to successfully secure federal funding for the **CITY**.
2) Pursue major funding opportunities and investigate other opportunities. Lobbying **CONSULTANT** shall research and provide information to the **CITY** on existing and emerging legislation, availability of funding, distribution of funding, techniques to be used by the **CITY** to capitalize on opportunities, and examples of successful federal government applications.
3) Monitor bills that may impact **CITY** interests in accordance with the legislative priorities established by the **CITY** and provide interpretation and analysis of bills to **CITY** staff.
4) Work closely with **CITY** staff to assess the impact of certain bills and administrative decisions and to develop a response from the **CITY** either in support, opposition, or seek amendments to bills or administrative rules.
5) Provide frequent legislative briefings for key **CITY** staff, including information regarding major highlights and information on priority bills that require **CITY** attention.
6) Represent the **CITY** and meet with legislators, their staff, and governmental agency officials to advance **CITY** legislative agenda and interests.
7) Testify at committee hearings and other meetings on behalf of the **CITY**.
8) Track and review press releases, informational bulletins, and other important information released by the federal governments and their agencies.
9) Review and notify **CITY** staff of relevant federal grants.
10) Advocate for **CITY** funding in the federal budgets, through grants and legislation, and through any other appropriate means.
11) Work with the **CITY** staff to secure sponsors for proposed bills and/or amendments to Federal law.
12) Coordinate meetings with Montana legislative delegation as needed.
13) Provide **CITY** staff with monthly written summary of legislative activities on behalf of the **CITY**.

THORRUN-01 JSINGLETARY

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 6/16/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
Maury, Donnelly & Parr, Inc. 10150 York Road, Suite 420 Cockeysville, MD 21030-3364	PHONE (A/C, No, Ext): (410) 685-4625	FAX (A/C, No): (410) 685-3071
	E-MAIL ADDRESS:	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
Thorn Run Partners, LLC 100 M Street, SE Suite 750 Washington, DC 20003	INSURER A : Sentinel Insurance Company, Ltd	11000
	INSURER B : Hartford Insurance Company	34690
	INSURER C : Hiscox Insurance Company, Inc.	10200
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [X] POLICY [ ] PRO-JECT [X] LOC [ ] OTHER: **Deductible: $0**	X		30SBAVL5957	10/1/2025	10/1/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
A	AUTOMOBILE LIABILITY [ ] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY [X] Deductible: $0	X		30SBAVL5957	10/1/2025	10/1/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	[X] UMBRELLA LIAB [X] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [X] RETENTION $ 10,000	X		30SBAVL5957	10/1/2025	10/1/2026	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N [ ] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		30WECEG3153	10/1/2025	10/1/2026	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
C	Professional Liab			MPL5409610.25	10/1/2025	10/1/2026	Retention: $5,000	1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Umbrella policy follows form.

Those usual to the Insured's Operations. Certificate holder is an additional insured per the Business Liability Coverage Form SS0008 attached to this policy.

CERTIFICATE HOLDER

City of Billings, Montana
210 N 27TH ST
Billings, MT 59101

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



© 1988-2015 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

BUSINESS LIABILITY COVERAGE FORM

Form SS 00 08 04 05

© 2005, The Hartford

QUICK REFERENCE
BUSINESS LIABILITY COVERAGE FORM
READ YOUR POLICY CAREFULLY

BUSINESS LIABILITY COVERAGE FORM	Beginning on Page
A. COVERAGES	**1**
Business Liability	**1**
Medical Expenses	**2**
Coverage Extension - Supplementary Payments	**2**
B. EXCLUSIONS	**3**
C. WHO IS AN INSURED	**10**
D. LIABILITY AND MEDICAL EXPENSES LIMITS OF INSURANCE	**14**
E. LIABILITY AND MEDICAL EXPENSES GENERAL CONDITIONS	**15**
1. Bankruptcy	**15**
2. Duties In The Event Of Occurrence, Offense, Claim Or Suit	**15**
3. Financial Responsibility Laws	**16**
4. Legal Action Against Us	**16**
5. Separation Of Insureds	**16**
6. Representations	**16**
7. Other Insurance	**16**
8. Transfer Of Rights Of Recovery Against Others To Us	**17**
F. OPTIONAL ADDITIONAL INSURED COVERAGES	**18**
Additional Insureds	**18**
G. LIABILITY AND MEDICAL EXPENSES DEFINITIONS	**20**

BUSINESS LIABILITY COVERAGE FORM

Various provisions in this policy restrict coverage. Read the entire policy carefully to determine rights, duties and what is and is not covered.

Throughout this policy the words "you" and "your" refer to the Named Insured shown in the Declarations. The words "we", "us" and "our" refer to the stock insurance company member of The Hartford providing this insurance.

The word "insured" means any person or organization qualifying as such under Section **C**. - Who Is An Insured.

Other words and phrases that appear in quotation marks have special meaning. Refer to Section **G**. - Liability And Medical Expenses Definitions.

A. COVERAGES

1. BUSINESS LIABILITY COVERAGE (BODILY INJURY, PROPERTY DAMAGE, PERSONAL AND ADVERTISING INJURY)

Insuring Agreement

a. We will pay those sums that the insured becomes legally obligated to pay as damages because of "bodily injury", "property damage" or "personal and advertising injury" to which this insurance applies. We will have the right and duty to defend the insured against any "suit" seeking those damages. However, we will have no duty to defend the insured against any "suit" seeking damages for "bodily injury", "property damage" or "personal and advertising injury" to which this insurance does not apply.

We may, at our discretion, investigate any "occurrence" or offense and settle any claim or "suit" that may result. But:

(1) The amount we will pay for damages is limited as described in Section **D.** - Liability And Medical Expenses Limits Of Insurance; and

(2) Our right and duty to defend ends when we have used up the applicable limit of insurance in the payment of judgments, settlements or medical expenses to which this insurance applies.

No other obligation or liability to pay sums or perform acts or services is covered unless explicitly provided for under Coverage Extension - Supplementary Payments.

b. This insurance applies:

(1) To "bodily injury" and "property damage" only if:

(a) The "bodily injury" or "property damage" is caused by an "occurrence" that takes place in the "coverage territory";

(b) The "bodily injury" or "property damage" occurs during the policy period; and

(c) Prior to the policy period, no insured listed under Paragraph **1.** of Section **C.** – Who Is An Insured and no "employee" authorized by you to give or receive notice of an "occurrence" or claim, knew that the "bodily injury" or "property damage" had occurred, in whole or in part. If such a listed insured or authorized "employee" knew, prior to the policy period, that the "bodily injury" or "property damage" occurred, then any continuation, change or resumption of such "bodily injury" or "property damage" during or after the policy period will be deemed to have been known prior to the policy period.

(2) To "personal and advertising injury" caused by an offense arising out of your business, but only if the offense was committed in the "coverage territory" during the policy period.

c. "Bodily injury" or "property damage" will be deemed to have been known to have occurred at the earliest time when any insured listed under Paragraph **1.** of Section **C.** – Who Is An Insured or any "employee" authorized by you to give or receive notice of an "occurrence" or claim:

(1) Reports all, or any part, of the "bodily injury" or "property damage" to us or any other insurer;

© 2005, The Hartford

(2) Receives a written or verbal demand or claim for damages because of the "bodily injury" or "property damage"; or

(3) Becomes aware by any other means that "bodily injury" or "property damage" has occurred or has begun to occur.

d. Damages because of "bodily injury" include damages claimed by any person or organization for care, loss of services or death resulting at any time from the "bodily injury".

e. Incidental Medical Malpractice

(1) "Bodily injury" arising out of the rendering of or failure to render professional health care services as a physician, dentist, nurse, emergency medical technician or paramedic shall be deemed to be caused by an "occurrence", but only if:

(a) The physician, dentist, nurse, emergency medical technician or paramedic is employed by you to provide such services; and

(b) You are not engaged in the business or occupation of providing such services.

(2) For the purpose of determining the limits of insurance for incidental medical malpractice, any act or omission together with all related acts or omissions in the furnishing of these services to any one person will be considered one "occurrence".

2. MEDICAL EXPENSES

Insuring Agreement

a. We will pay medical expenses as described below for "bodily injury" caused by an accident:

(1) On premises you own or rent;

(2) On ways next to premises you own or rent; or

(3) Because of your operations;

provided that:

(1) The accident takes place in the "coverage territory" and during the policy period;

(2) The expenses are incurred and reported to us within three years of the date of the accident; and

(3) The injured person submits to examination, at our expense, by physicians of our choice as often as we reasonably require.

b. We will make these payments regardless of fault. These payments will not exceed the applicable limit of insurance. We will pay reasonable expenses for:

(1) First aid administered at the time of an accident;

(2) Necessary medical, surgical, x-ray and dental services, including prosthetic devices; and

(3) Necessary ambulance, hospital, professional nursing and funeral services.

3. COVERAGE EXTENSION - SUPPLEMENTARY PAYMENTS

a. We will pay, with respect to any claim or "suit" we investigate or settle, or any "suit" against an insured we defend:

(1) All expenses we incur.

(2) Up to $1,000 for the cost of bail bonds required because of accidents or traffic law violations arising out of the use of any vehicle to which Business Liability Coverage for "bodily injury" applies. We do not have to furnish these bonds.

(3) The cost of appeal bonds or bonds to release attachments, but only for bond amounts within the applicable limit of insurance. We do not have to furnish these bonds.

(4) All reasonable expenses incurred by the insured at our request to assist us in the investigation or defense of the claim or "suit", including actual loss of earnings up to $500 a day because of time off from work.

(5) All costs taxed against the insured in the "suit".

(6) Prejudgment interest awarded against the insured on that part of the judgment we pay. If we make an offer to pay the applicable limit of insurance, we will not pay any prejudgment interest based on that period of time after the offer.

(7) All interest on the full amount of any judgment that accrues after entry of the judgment and before we have paid, offered to pay, or deposited in court the part of the judgment that is within the applicable limit of insurance.

Any amounts paid under **(1)** through **(7)** above will not reduce the limits of insurance.

b. If we defend an insured against a "suit" and an indemnitee of the insured is also named as a party to the "suit", we will defend that indemnitee if all of the following conditions are met:

(1) The "suit" against the indemnitee seeks damages for which the insured has assumed the liability of the indemnitee in a contract or agreement that is an "insured contract";

(2) This insurance applies to such liability assumed by the insured;

(3) The obligation to defend, or the cost of the defense of, that indemnitee, has also been assumed by the insured in the same "insured contract";

(4) The allegations in the "suit" and the information we know about the "occurrence" are such that no conflict appears to exist between the interests of the insured and the interest of the indemnitee;

(5) The indemnitee and the insured ask us to conduct and control the defense of that indemnitee against such "suit" and agree that we can assign the same counsel to defend the insured and the indemnitee; and

(6) The indemnitee:

(a) Agrees in writing to:

(i) Cooperate with us in the investigation, settlement or defense of the "suit";

(ii) Immediately send us copies of any demands, notices, summonses or legal papers received in connection with the "suit";

(iii) Notify any other insurer whose coverage is available to the indemnitee; and

(iv) Cooperate with us with respect to coordinating other applicable insurance available to the indemnitee; and

(b) Provides us with written authorization to:

(i) Obtain records and other information related to the "suit"; and

(ii) Conduct and control the defense of the indemnitee in such "suit".

So long as the above conditions are met, attorneys' fees incurred by us in the defense of that indemnitee, necessary litigation expenses incurred by us and necessary litigation expenses incurred by the indemnitee at our request will be paid as Supplementary Payments.

Notwithstanding the provisions of Paragraph **1.b.(b)** of Section **B.** – Exclusions, such payments will not be deemed to be damages for "bodily injury" and "property damage" and will not reduce the Limits of Insurance.

Our obligation to defend an insured's indemnitee and to pay for attorneys' fees and necessary litigation expenses as Supplementary Payments ends when:

(1) We have used up the applicable limit of insurance in the payment of judgments or settlements; or

(2) The conditions set forth above, or the terms of the agreement described in Paragraph **(6)** above, are no longer met.

B. EXCLUSIONS

1. Applicable To Business Liability Coverage

This insurance does not apply to:

a. Expected Or Intended Injury

(1) "Bodily injury" or "property damage" expected or intended from the standpoint of the insured. This exclusion does not apply to "bodily injury" or "property damage" resulting from the use of reasonable force to protect persons or property; or

(2) "Personal and advertising injury" arising out of an offense committed by, at the direction of or with the consent or acquiescence of the insured with the expectation of inflicting "personal and advertising injury".

b. Contractual Liability

(1) "Bodily injury" or "property damage"; or

(2) "Personal and advertising injury"

for which the insured is obligated to pay damages by reason of the assumption of liability in a contract or agreement.

This exclusion does not apply to liability for damages because of:

(a) "Bodily injury", "property damage" or "personal and advertising injury" that the insured would have in the absence of the contract or agreement; or

(b) "Bodily injury" or "property damage" assumed in a contract or agreement that is an "insured contract", provided the "bodily injury" or "property damage" occurs subsequent to the execution of the contract or agreement. Solely for the purpose of liability assumed in an "insured contract", reasonable attorneys' fees and necessary litigation expenses incurred by or for a party other than an insured are deemed to be damages because of "bodily injury" or "property damage" provided:

(i) Liability to such party for, or for the cost of, that party's defense has also been assumed in the same "insured contract", and

(ii) Such attorneys' fees and litigation expenses are for defense of that party against a civil or alternative dispute resolution proceeding in which damages to which this insurance applies are alleged.

c. Liquor Liability

"Bodily injury" or "property damage" for which any insured may be held liable by reason of:

(1) Causing or contributing to the intoxication of any person;

(2) The furnishing of alcoholic beverages to a person under the legal drinking age or under the influence of alcohol; or

(3) Any statute, ordinance or regulation relating to the sale, gift, distribution or use of alcoholic beverages.

This exclusion applies only if you are in the business of manufacturing, distributing, selling, serving or furnishing alcoholic beverages.

d. Workers' Compensation And Similar Laws

Any obligation of the insured under a workers' compensation, disability benefits or unemployment compensation law or any similar law.

e. Employer's Liability

"Bodily injury" to:

(1) An "employee" of the insured arising out of and in the course of:

(a) Employment by the insured; or

(b) Performing duties related to the conduct of the insured's business, or

(2) The spouse, child, parent, brother or sister of that "employee" as a consequence of **(1)** above.

This exclusion applies:

(1) Whether the insured may be liable as an employer or in any other capacity; and

(2) To any obligation to share damages with or repay someone else who must pay damages because of the injury.

This exclusion does not apply to liability assumed by the insured under an "insured contract".

f. Pollution

(1) "Bodily injury", "property damage" or "personal and advertising injury" arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants":

(a) At or from any premises, site or location which is or was at any time owned or occupied by, or rented or loaned to any insured. However, this subparagraph does not apply to:

(i) "Bodily injury" if sustained within a building and caused by smoke, fumes, vapor or soot produced by or originating from equipment that is used to heat, cool or dehumidify the building, or equipment that is used to heat water for personal use, by the building's occupants or their guests;

(ii) "Bodily injury" or "property damage" for which you may be held liable, if you are a contractor and the owner or lessee of such premises, site or location has been added to your policy as an additional insured with respect to your ongoing operations performed for that additional insured at that premises, site or location and such premises, site or location is not and never was owned or occupied by, or rented or loaned to, any insured, other than that additional insured; or

(iii) "Bodily injury" or "property damage" arising out of heat, smoke or fumes from a "hostile fire";

(b) At or from any premises, site or location which is or was at any time used by or for any insured or others for the handling, storage, disposal, processing or treatment of waste;

(c) Which are or were at any time transported, handled, stored, treated, disposed of, or processed as waste by or for:

(i) Any insured; or

(ii) Any person or organization for whom you may be legally responsible;

(d) At or from any premises, site or location on which any insured or any contractors or subcontractors working directly or indirectly on any insured's behalf are performing operations if the "pollutants" are brought on or to the premises, site or location in connection with such operations by such insured, contractor or subcontractor. However, this subparagraph does not apply to:

(i) "Bodily injury" or "property damage" arising out of the escape of fuels, lubricants or other operating fluids which are needed to perform the normal electrical, hydraulic or mechanical functions necessary for the operation of "mobile equipment" or its parts, if such fuels, lubricants or other operating fluids escape from a vehicle part designed to hold, store or receive them. This exception does not apply if the "bodily injury" or "property damage" arises out of the intentional discharge, dispersal or release of the fuels, lubricants or other operating fluids, or if such fuels, lubricants or other operating fluids are brought on or to the premises, site or location with the intent that they be discharged, dispersed or released as part of the operations being performed by such insured, contractor or subcontractor;

(ii) "Bodily injury" or "property damage" sustained within a building and caused by the release of gases, fumes or vapors from materials brought into that building in connection with operations being performed by you or on your behalf by a contractor or subcontractor; or

(iii) "Bodily injury" or "property damage" arising out of heat, smoke or fumes from a "hostile fire"; or

(e) At or from any premises, site or location on which any insured or any contractors or subcontractors working directly or indirectly on any insured's behalf are performing operations if the operations are to test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants".

(2) Any loss, cost or expense arising out of any:

(a) Request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants"; or

(b) Claim or suit by or on behalf of a governmental authority for damages because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to, or assessing the effects of, "pollutants".

However, this paragraph does not apply to liability for damages because of "property damage" that the insured would have in the absence of such request, demand, order or statutory or regulatory requirement, or such claim or "suit" by or on behalf of a governmental authority.

g. Aircraft, Auto Or Watercraft

"Bodily injury" or "property damage" arising out of the ownership, maintenance, use or entrustment to others of any aircraft, "auto" or watercraft owned or operated by or rented or loaned to any insured. Use includes operation and "loading or unloading".

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by that insured, if the "occurrence" which caused the "bodily injury" or "property damage" involved the ownership, maintenance, use or entrustment to others of any aircraft, "auto" or watercraft that is owned or operated by or rented or loaned to any insured.

This exclusion does not apply to:

(1) A watercraft while ashore on premises you own or rent;

(2) A watercraft you do not own that is:

(a) Less than 51 feet long; and

(b) Not being used to carry persons for a charge;

(3) Parking an "auto" on, or on the ways next to, premises you own or rent, provided the "auto" is not owned by or rented or loaned to you or the insured;

(4) Liability assumed under any "insured contract" for the ownership, maintenance or use of aircraft or watercraft;

(5) "Bodily injury" or "property damage" arising out of the operation of any of the equipment listed in Paragraph **f.(2)** or **f.(3)** of the definition of "mobile equipment"; or

(6) An aircraft that is not owned by any insured and is hired, chartered or loaned with a paid crew. However, this exception does not apply if the insured has any other insurance for such "bodily injury" or "property damage", whether the other insurance is primary, excess, contingent or on any other basis.

h. Mobile Equipment

"Bodily injury" or "property damage" arising out of:

(1) The transportation of "mobile equipment" by an "auto" owned or operated by or rented or loaned to any insured; or

(2) The use of "mobile equipment" in, or while in practice or preparation for, a prearranged racing, speed or demolition contest or in any stunting activity.

i. War

"Bodily injury", "property damage" or "personal and advertising injury", however caused, arising, directly or indirectly, out of:

(1) War, including undeclared or civil war;

(2) Warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

(3) Insurrection, rebellion, revolution, usurped power, or action taken by governmental authority in hindering or defending against any of these.

j. Professional Services

"Bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or failure to render any professional service. This includes but is not limited to:

(1) Legal, accounting or advertising services;

(2) Preparing, approving, or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications;

(3) Supervisory, inspection, architectural or engineering activities;

(4) Medical, surgical, dental, x-ray or nursing services treatment, advice or instruction;

(5) Any health or therapeutic service treatment, advice or instruction;

(6) Any service, treatment, advice or instruction for the purpose of appearance or skin enhancement, hair removal or replacement or personal grooming;

(7) Optical or hearing aid services including the prescribing, preparation, fitting, demonstration or distribution of ophthalmic lenses and similar products or hearing aid devices;

(8) Optometry or optometric services including but not limited to examination of the eyes and the prescribing, preparation, fitting,demonstration or distribution of ophthalmic lenses and similar products;

(9) Any:

(a) Body piercing (not including ear piercing);

(b) Tattooing, including but not limited to the insertion of pigments into or under the skin; and

(c) Similar services;

(10) Services in the practice of pharmacy; and

(11) Computer consulting, design or programming services, including web site design.

Paragraphs **(4)** and **(5)** of this exclusion do not apply to the Incidental Medical Malpractice coverage afforded under Paragraph **1.e.** in Section **A.** - Coverages.

k. Damage To Property

"Property damage" to:

(1) Property you own, rent or occupy, including any costs or expenses incurred by you, or any other person, organization or entity, for repair, replacement, enhancement, restoration or maintenance of such property for any reason, including prevention of injury to a person or damage to another's property;

(2) Premises you sell, give away or abandon, if the "property damage" arises out of any part of those premises;

(3) Property loaned to you;

(4) Personal property in the care, custody or control of the insured;

(5) That particular part of real property on which you or any contractors or subcontractors working directly or indirectly on your behalf are performing operations, if the "property damage" arises out of those operations; or

(6) That particular part of any property that must be restored, repaired or replaced because "your work" was incorrectly performed on it.

Paragraphs **(1)**, **(3)** and **(4)** of this exclusion do not apply to "property damage" (other than damage by fire) to premises, including the contents of such premises, rented to you for a period of 7 or fewer consecutive days. A separate Limit of Insurance applies to Damage To Premises Rented To You as described in Section **D.** - Limits Of Insurance.

Paragraph **(2)** of this exclusion does not apply if the premises are "your work" and were never occupied, rented or held for rental by you.

Paragraphs **(3)** and **(4)** of this exclusion do not apply to the use of elevators.

Paragraphs **(3)**, **(4)**, **(5)** and **(6)** of this exclusion do not apply to liability assumed under a sidetrack agreement.

Paragraphs **(3)** and **(4)** of this exclusion do not apply to "property damage" to borrowed equipment while not being used to perform operations at a job site.

Paragraph **(6)** of this exclusion does not apply to "property damage" included in the "products-completed operations hazard".

l. Damage To Your Product

"Property damage" to "your product" arising out of it or any part of it.

m. Damage To Your Work

"Property damage" to "your work" arising out of it or any part of it and included in the "products-completed operations hazard".

This exclusion does not apply if the damaged work or the work out of which the damage arises was performed on your behalf by a subcontractor.

n. Damage To Impaired Property Or Property Not Physically Injured

"Property damage" to "impaired property" or property that has not been physically injured, arising out of:

(1) A defect, deficiency, inadequacy or dangerous condition in "your product" or "your work"; or

(2) A delay or failure by you or anyone acting on your behalf to perform a contract or agreement in accordance with its terms.

This exclusion does not apply to the loss of use of other property arising out of sudden and accidental physical injury to "your product" or "your work" after it has been put to its intended use.

o. Recall Of Products, Work Or Impaired Property

Damages claimed for any loss, cost or expense incurred by you or others for the loss of use, withdrawal, recall, inspection, repair, replacement, adjustment, removal or disposal of:

(1) "Your product";

(2) "Your work"; or

(3) "Impaired property";

if such product, work or property is withdrawn or recalled from the market or from use by any person or organization because of a known or suspected defect, deficiency, inadequacy or dangerous condition in it.

p. Personal And Advertising Injury

"Personal and advertising injury":

(1) Arising out of oral, written or electronic publication of material, if done by or at the direction of the insured with knowledge of its falsity;

(2) Arising out of oral, written or electronic publication of material whose first publication took place before the beginning of the policy period;

(3) Arising out of a criminal act committed by or at the direction of the insured;

(4) Arising out of any breach of contract, except an implied contract to use another's "advertising idea" in your "advertisement";

(5) Arising out of the failure of goods, products or services to conform with any statement of quality or performance made in your "advertisement";

(6) Arising out of the wrong description of the price of goods, products or services;

(7) Arising out of any violation of any intellectual property rights such as copyright, patent, trademark, trade name, trade secret, service mark or other designation of origin or authenticity.

However, this exclusion does not apply to infringement, in your "advertisement", of

(a) Copyright;

(b) Slogan, unless the slogan is also a trademark, trade name, service mark or other designation of origin or authenticity; or

(c) Title of any literary or artistic work;

(8) Arising out of an offense committed by an insured whose business is:

(a) Advertising, broadcasting, publishing or telecasting;

(b) Designing or determining content of web sites for others; or

(c) An Internet search, access, content or service provider.

However, this exclusion does not apply to Paragraphs **a.**, **b.** and **c.** under the definition of "personal and advertising injury" in Section **G.** – Liability And Medical Expenses Definitions.

For the purposes of this exclusion, placing an "advertisement" for or linking to others on your web site, by itself, is not considered the business of advertising, broadcasting, publishing or telecasting;

(9) Arising out of an electronic chat room or bulletin board the insured hosts, owns, or over which the insured exercises control;

(10) Arising out of the unauthorized use of another's name or product in your e-mail address, domain name or metatags, or any other similar tactics to mislead another's potential customers;

(11) Arising out of the violation of a person's right of privacy created by any state or federal act.

However, this exclusion does not apply to liability for damages that the insured would have in the absence of such state or federal act;

(12) Arising out of:

(a) An "advertisement" for others on your web site;

(b) Placing a link to a web site of others on your web site;

(c) Content from a web site of others displayed within a frame or border on your web site. Content includes information, code, sounds, text, graphics or images; or

(d) Computer code, software or programming used to enable:

(i) Your web site; or

(ii) The presentation or functionality of an "advertisement" or other content on your web site;

(13) Arising out of a violation of any anti-trust law;

(14) Arising out of the fluctuation in price or value of any stocks, bonds or other securities; or

(15) Arising out of discrimination or humiliation committed by or at the direction of any "executive officer", director, stockholder, partner or member of the insured.

q. Electronic Data

Damages arising out of the loss of, loss of use of, damage to, corruption of, inability to access, or inability to manipulate "electronic data".

r. Employment-Related Practices

"Bodily injury" or "personal and advertising injury" to:

(1) A person arising out of any:

(a) Refusal to employ that person;

(b) Termination of that person's employment; or

(c) Employment-related practices, policies, acts or omissions, such as coercion, demotion, evaluation, reassignment, discipline, defamation, harassment, humiliation or discrimination directed at that person; or

(2) The spouse, child, parent, brother or sister of that person as a consequence of "bodily injury" or "personal and advertising injury" to the person at whom any of the employment-related practices described in Paragraphs **(a)**, **(b)**, or **(c)** above is directed.

This exclusion applies:

(1) Whether the insured may be liable as an employer or in any other capacity; and

(2) To any obligation to share damages with or repay someone else who must pay damages because of the injury.

s. Asbestos

(1) "Bodily injury", "property damage" or "personal and advertising injury" arising out of the "asbestos hazard".

(2) Any damages, judgments, settlements, loss, costs or expenses that:

(a) May be awarded or incurred by reason of any claim or suit alleging actual or threatened injury or damage of any nature or kind to persons or property which would not have occurred in whole or in part but for the "asbestos hazard";

(b) Arise out of any request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, encapsulate, contain, treat, detoxify or neutralize or in any way respond to or assess the effects of an "asbestos hazard"; or

(c) Arise out of any claim or suit for damages because of testing for, monitoring, cleaning up, removing, encapsulating, containing, treating, detoxifying or neutralizing or in any way responding to or assessing the effects of an "asbestos hazard".

t. Violation Of Statutes That Govern E-Mails, Fax, Phone Calls Or Other Methods Of Sending Material Or Information

"Bodily injury", "property damage", or "personal and advertising injury" arising directly or indirectly out of any action or omission that violates or is alleged to violate:

(1) The Telephone Consumer Protection Act (TCPA), including any amendment of or addition to such law;

(2) The CAN-SPAM Act of 2003, including any amendment of or addition to such law; or

(3) Any statute, ordinance or regulation, other than the TCPA or CAN-SPAM Act of 2003, that prohibits or limits the sending, transmitting, communicating or distribution of material or information.

Damage To Premises Rented To You – Exception For Damage By Fire, Lightning or Explosion

Exclusions **c.** through **h.** and **k.** through **o.** do not apply to damage by fire, lightning or explosion to premises rented to you or temporarily occupied by you with permission of the owner. A separate Limit of Insurance applies to this coverage as described in Section **D.** - Liability And Medical Expenses Limits Of Insurance.

2. Applicable To Medical Expenses Coverage

We will not pay expenses for "bodily injury":

a. Any Insured

To any insured, except "volunteer workers".

b. Hired Person

To a person hired to do work for or on behalf of any insured or a tenant of any insured.

c. Injury On Normally Occupied Premises

To a person injured on that part of premises you own or rent that the person normally occupies.

d. Workers' Compensation And Similar Laws

To a person, whether or not an "employee" of any insured, if benefits for the "bodily injury" are payable or must be provided under a workers' compensation or disability benefits law or a similar law.

e. Athletics Activities

To a person injured while practicing, instructing or participating in any physical exercises or games, sports or athletic contests.

f. Products-Completed Operations Hazard

Included with the "products-completed operations hazard".

g. Business Liability Exclusions

Excluded under Business Liability Coverage.

C. WHO IS AN INSURED

1. If you are designated in the Declarations as:

a. An individual, you and your spouse are insureds, but only with respect to the conduct of a business of which you are the sole owner.

b. A partnership or joint venture, you are an insured. Your members, your partners, and their spouses are also insureds, but only with respect to the conduct of your business.

c. A limited liability company, you are an insured. Your members are also insureds, but only with respect to the conduct of your business. Your managers are insureds, but only with respect to their duties as your managers.

d. An organization other than a partnership, joint venture or limited liability company, you are an insured. Your "executive officers" and directors are insureds, but only with respect to their duties as your officers or directors. Your stockholders are also insureds, but only with respect to their liability as stockholders.

e. A trust, you are an insured. Your trustees are also insureds, but only with respect to their duties as trustees.

2. Each of the following is also an insured:

a. Employees And Volunteer Workers

Your "volunteer workers" only while performing duties related to the conduct of your business, or your "employees", other than either your "executive officers" (if you are an organization other than a partnership, joint venture or limited liability company) or your managers (if you are a limited liability company), but only for acts within the scope of their employment by you or while performing duties related to the conduct of your business.

However, none of these "employees" or "volunteer workers" are insureds for:

(1) "Bodily injury" or "personal and advertising injury":

(a) To you, to your partners or members (if you are a partnership or joint venture), to your members (if you are a limited liability company), or to a co-"employee" while in the course of his or her employment or performing duties related to the conduct of your business, or to your other "volunteer workers" while performing duties related to the conduct of your business;

(b) To the spouse, child, parent, brother or sister of that co-"employee" or that "volunteer worker" as a consequence of Paragraph **(1)(a)** above;

(c) For which there is any obligation to share damages with or repay someone else who must pay damages because of the injury described in Paragraphs **(1)(a)** or **(b)** above; or

(d) Arising out of his or her providing or failing to provide professional health care services.

If you are not in the business of providing professional health care services, Paragraph **(d)** does not apply to any nurse, emergency medical technician or paramedic employed by you to provide such services.

(2) "Property damage" to property:

(a) Owned, occupied or used by,

(b) Rented to, in the care, custody or control of, or over which physical control is being exercised for any purpose by you, any of your "employees", "volunteer workers", any partner or member (if you are a partnership or joint venture), or any member (if you are a limited liability company).

b. Real Estate Manager

Any person (other than your "employee" or "volunteer worker"), or any organization while acting as your real estate manager.

c. Temporary Custodians Of Your Property

Any person or organization having proper temporary custody of your property if you die, but only:

(1) With respect to liability arising out of the maintenance or use of that property; and

(2) Until your legal representative has been appointed.

d. Legal Representative If You Die

Your legal representative if you die, but only with respect to duties as such. That representative will have all your rights and duties under this insurance.

e. Unnamed Subsidiary

Any subsidiary and subsidiary thereof, of yours which is a legally incorporated entity of which you own a financial interest of more than 50% of the voting stock on the effective date of this Coverage Part.

The insurance afforded herein for any subsidiary not shown in the Declarations as a named insured does not apply to injury or damage with respect to which an insured under this insurance is also an insured under another policy or would be an insured under such policy but for its termination or upon the exhaustion of its limits of insurance.

3. Newly Acquired Or Formed Organization

Any organization you newly acquire or form, other than a partnership, joint venture or limited liability company, and over which you maintain financial interest of more than 50% of the voting stock, will qualify as a Named Insured if there is no other similar insurance available to that organization. However:

a. Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier; and

b. Coverage under this provision does not apply to:

(1) "Bodily injury" or "property damage" that occurred; or

(2) "Personal and advertising injury" arising out of an offense committed

before you acquired or formed the organization.

4. Operator Of Mobile Equipment

With respect to "mobile equipment" registered in your name under any motor vehicle registration law, any person is an insured while driving such equipment along a public highway with your permission. Any other person or organization responsible for the conduct of such person is also an insured, but only with respect to liability arising out of the operation of the equipment, and only if no other insurance of any kind is available to that person or organization for this liability. However, no person or organization is an insured with respect to:

a. "Bodily injury" to a co-"employee" of the person driving the equipment; or

b. "Property damage" to property owned by, rented to, in the charge of or occupied by you or the employer of any person who is an insured under this provision.

5. Operator of Nonowned Watercraft

With respect to watercraft you do not own that is less than 51 feet long and is not being used to carry persons for a charge, any person is an insured while operating such watercraft with your permission. Any other person or organization responsible for the conduct of such person is also an insured, but only with respect to liability arising out of the operation of the watercraft, and only if no other insurance of any kind is available to that person or organization for this liability.

However, no person or organization is an insured with respect to:

a. "Bodily injury" to a co-"employee" of the person operating the watercraft; or

b. "Property damage" to property owned by, rented to, in the charge of or occupied by you or the employer of any person who is an insured under this provision.

6. Additional Insureds When Required By Written Contract, Written Agreement Or Permit

The person(s) or organization(s) identified in Paragraphs **a.** through **f.** below are additional insureds when you have agreed, in a written

contract, written agreement or because of a permit issued by a state or political subdivision, that such person or organization be added as an additional insured on your policy, provided the injury or damage occurs subsequent to the execution of the contract or agreement, or the issuance of the permit.

A person or organization is an additional insured under this provision only for that period of time required by the contract, agreement or permit.

However, no such person or organization is an additional insured under this provision if such person or organization is included as an additional insured by an endorsement issued by us and made a part of this Coverage Part, including all persons or organizations added as additional insureds under the specific additional insured coverage grants in Section **F.** – Optional Additional Insured Coverages.

a. Vendors

Any person(s) or organization(s) (referred to below as vendor), but only with respect to "bodily injury" or "property damage" arising out of "your products" which are distributed or sold in the regular course of the vendor's business and only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

(1) The insurance afforded to the vendor is subject to the following additional exclusions:

This insurance does not apply to:

(a) "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

(b) Any express warranty unauthorized by you;

(c) Any physical or chemical change in the product made intentionally by the vendor;

(d) Repackaging, except when unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

(e) Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

(f) Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

(g) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

(h) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

(i) The exceptions contained in Subparagraphs **(d)** or **(f)**; or

(ii) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

(2) This insurance does not apply to any insured person or organization from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

b. Lessors Of Equipment

(1) Any person or organization from whom you lease equipment; but only with respect to their liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person or organization.

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after you cease to lease that equipment.

c. Lessors Of Land Or Premises

(1) Any person or organization from whom you lease land or premises, but only with respect to liability arising out of the ownership, maintenance or use of that part of the land or premises leased to you.

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

(a) Any "occurrence" which takes place after you cease to lease that land or be a tenant in that premises; or

(b) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

d. Architects, Engineers Or Surveyors

(1) Any architect, engineer, or surveyor, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

(a) In connection with your premises; or

(b) In the performance of your ongoing operations performed by you or on your behalf.

(2) With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or the failure to render any professional services by or for you, including:

(a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(b) Supervisory, inspection, architectural or engineering activities.

e. Permits Issued By State Or Political Subdivisions

(1) Any state or political subdivision, but only with respect to operations performed by you or on your behalf for which the state or political subdivision has issued a permit.

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

(a) "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the state or municipality; or

(b) "Bodily injury" or "property damage" included within the "products-completed operations hazard".

f. Any Other Party

(1) Any other person or organization who is not an insured under Paragraphs **a.** through **e**. above, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

(a) In the performance of your ongoing operations;

(b) In connection with your premises owned by or rented to you; or

(c) In connection with "your work" and included within the "products-completed operations hazard", but only if

(i) The written contract or written agreement requires you to provide such coverage to such additional insured; and

(ii) This Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

"Bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

(a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(b) Supervisory, inspection, architectural or engineering activities.

The limits of insurance that apply to additional insureds are described in Section **D.** – Limits Of Insurance.

How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section **E.** – Liability And Medical Expenses General Conditions.

No person or organization is an insured with respect to the conduct of any current or past partnership, joint venture or limited liability company that is not shown as a Named Insured in the Declarations.

D. LIABILITY AND MEDICAL EXPENSES LIMITS OF INSURANCE

1. The Most We Will Pay

The Limits of Insurance shown in the Declarations and the rules below fix the most we will pay regardless of the number of:

a. Insureds;

b. Claims made or "suits" brought; or

c. Persons or organizations making claims or bringing "suits".

2. Aggregate Limits

The most we will pay for:

a. Damages because of "bodily injury" and "property damage" included in the "products-completed operations hazard" is the Products-Completed Operations Aggregate Limit shown in the Declarations.

b. Damages because of all other "bodily injury", "property damage" or "personal and advertising injury", including medical expenses, is the General Aggregate Limit shown in the Declarations.

This General Aggregate Limit applies separately to each of your "locations" owned by or rented to you.

"Location" means premises involving the same or connecting lots, or premises whose connection is interrupted only by a street, roadway or right-of-way of a railroad.

This General Aggregate limit does not apply to "property damage" to premises while rented to you or temporarily occupied by you with permission of the owner, arising out of fire, lightning or explosion.

3. Each Occurrence Limit

Subject to **2.a.** or **2.b** above, whichever applies, the most we will pay for the sum of all damages because of all "bodily injury", "property damage" and medical expenses arising out of any one "occurrence" is the Liability and Medical Expenses Limit shown in the Declarations.

The most we will pay for all medical expenses because of "bodily injury" sustained by any one person is the Medical Expenses Limit shown in the Declarations.

4. Personal And Advertising Injury Limit

Subject to **2.b.** above, the most we will pay for the sum of all damages because of all "personal and advertising injury" sustained by any one person or organization is the Personal and Advertising Injury Limit shown in the Declarations.

5. Damage To Premises Rented To You Limit

The Damage To Premises Rented To You Limit is the most we will pay under Business Liability Coverage for damages because of "property damage" to any one premises, while rented to you, or in the case of damage by fire, lightning or explosion, while rented to you or temporarily occupied by you with permission of the owner.

In the case of damage by fire, lightning or explosion, the Damage to Premises Rented To You Limit applies to all damage proximately caused by the same event, whether such damage results from fire, lightning or explosion or any combination of these.

6. How Limits Apply To Additional Insureds

The most we will pay on behalf of a person or organization who is an additional insured under this Coverage Part is the lesser of:

a. The limits of insurance specified in a written contract, written agreement or permit issued by a state or political subdivision; or

b. The Limits of Insurance shown in the Declarations.

Such amount shall be a part of and not in addition to the Limits of Insurance shown in the Declarations and described in this Section.

If more than one limit of insurance under this policy and any endorsements attached thereto applies to any claim or "suit", the most we will pay under this policy and the endorsements is the single highest limit of liability of all coverages applicable to such claim or "suit". However, this paragraph does not apply to the Medical Expenses limit set forth in Paragraph **3.** above.

The Limits of Insurance of this Coverage Part apply separately to each consecutive annual period and to any remaining period of less than 12 months, starting with the beginning of the policy period shown in the Declarations, unless the policy period is extended after issuance for an additional period of less than 12 months. In that case, the additional period will be deemed part of the last preceding period for purposes of determining the Limits of Insurance.

E. LIABILITY AND MEDICAL EXPENSES GENERAL CONDITIONS

1. Bankruptcy

Bankruptcy or insolvency of the insured or of the insured's estate will not relieve us of our obligations under this Coverage Part.

2. Duties In The Event Of Occurrence, Offense, Claim Or Suit

a. Notice Of Occurrence Or Offense

You or any additional insured must see to it that we are notified as soon as practicable of an "occurrence" or an offense which may result in a claim. To the extent possible, notice should include:

(1) How, when and where the "occurrence" or offense took place;

(2) The names and addresses of any injured persons and witnesses; and

(3) The nature and location of any injury or damage arising out of the "occurrence" or offense.

b. Notice Of Claim

If a claim is made or "suit" is brought against any insured, you or any additional insured must:

(1) Immediately record the specifics of the claim or "suit" and the date received; and

(2) Notify us as soon as practicable.

You or any additional insured must see to it that we receive a written notice of the claim or "suit" as soon as practicable.

c. Assistance And Cooperation Of The Insured

You and any other involved insured must:

(1) Immediately send us copies of any demands, notices, summonses or legal papers received in connection with the claim or "suit";

(2) Authorize us to obtain records and other information;

(3) Cooperate with us in the investigation, settlement of the claim or defense against the "suit"; and

(4) Assist us, upon our request, in the enforcement of any right against any person or organization that may be liable to the insured because of injury or damage to which this insurance may also apply.

d. Obligations At The Insured's Own Cost

No insured will, except at that insured's own cost, voluntarily make a payment, assume any obligation, or incur any expense, other than for first aid, without our consent.

e. Additional Insured's Other Insurance

If we cover a claim or "suit" under this Coverage Part that may also be covered by other insurance available to an additional insured, such additional insured must submit such claim or "suit" to the other insurer for defense and indemnity.

However, this provision does not apply to the extent that you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance.

f. Knowledge Of An Occurrence, Offense, Claim Or Suit

Paragraphs **a.** and **b.** apply to you or to any additional insured only when such "occurrence", offense, claim or "suit" is known to:

(1) You or any additional insured that is an individual;

(2) Any partner, if you or an additional insured is a partnership;

(3) Any manager, if you or an additional insured is a limited liability company;

(4) Any "executive officer" or insurance manager, if you or an additional insured is a corporation;

(5) Any trustee, if you or an additional insured is a trust; or

(6) Any elected or appointed official, if you or an additional insured is a political subdivision or public entity.

This Paragraph **f.** applies separately to you and any additional insured.

3. Financial Responsibility Laws

a. When this policy is certified as proof of financial responsibility for the future under the provisions of any motor vehicle financial responsibility law, the insurance provided by the policy for "bodily injury" liability and "property damage" liability will comply with the provisions of the law to the extent of the coverage and limits of insurance required by that law.

b. With respect to "mobile equipment" to which this insurance applies, we will provide any liability, uninsured motorists, underinsured motorists, no-fault or other coverage required by any motor vehicle law. We will provide the required limits for those coverages.

4. Legal Action Against Us

No person or organization has a right under this Coverage Form:

a. To join us as a party or otherwise bring us into a "suit" asking for damages from an insured; or

b. To sue us on this Coverage Form unless all of its terms have been fully complied with.

A person or organization may sue us to recover on an agreed settlement or on a final judgment against an insured; but we will not be liable for damages that are not payable under the terms of this insurance or that are in excess of the applicable limit of insurance. An agreed settlement means a settlement and release of liability signed by us, the insured and the claimant or the claimant's legal representative.

5. Separation Of Insureds

Except with respect to the Limits of Insurance, and any rights or duties specifically assigned in this policy to the first Named Insured, this insurance applies:

a. As if each Named Insured were the only Named Insured; and

b. Separately to each insured against whom a claim is made or "suit" is brought.

6. Representations

a. When You Accept This Policy

By accepting this policy, you agree:

(1) The statements in the Declarations are accurate and complete;

(2) Those statements are based upon representations you made to us; and

(3) We have issued this policy in reliance upon your representations.

b. Unintentional Failure To Disclose Hazards

If unintentionally you should fail to disclose all hazards relating to the conduct of your business at the inception date of this Coverage Part, we shall not deny any coverage under this Coverage Part because of such failure.

7. Other Insurance

If other valid and collectible insurance is available for a loss we cover under this Coverage Part, our obligations are limited as follows:

a. Primary Insurance

This insurance is primary except when **b.** below applies. If other insurance is also primary, we will share with all that other insurance by the method described in **c.** below.

b. Excess Insurance

This insurance is excess over any of the other insurance, whether primary, excess, contingent or on any other basis:

(1) Your Work

That is Fire, Extended Coverage, Builder's Risk, Installation Risk or similar coverage for "your work";

(2) Premises Rented To You

That is fire, lightning or explosion insurance for premises rented to you or temporarily occupied by you with permission of the owner;

(3) Tenant Liability

That is insurance purchased by you to cover your liability as a tenant for "property damage" to premises rented to you or temporarily occupied by you with permission of the owner;

(4) Aircraft, Auto Or Watercraft

If the loss arises out of the maintenance or use of aircraft, "autos" or watercraft to the extent not subject to Exclusion **g.** of Section **A.** – Coverages.

(5) Property Damage To Borrowed Equipment Or Use Of Elevators

If the loss arises out of "property damage" to borrowed equipment or the use of elevators to the extent not subject to Exclusion **k.** of Section **A.** – Coverages.

(6) When You Are Added As An Additional Insured To Other Insurance

That is other insurance available to you covering liability for damages arising out of the premises or operations, or products and completed operations, for which you have been added as an additional insured by that insurance; or

(7) When You Add Others As An Additional Insured To This Insurance

That is other insurance available to an additional insured.

However, the following provisions apply to other insurance available to any person or organization who is an additional insured under this Coverage Part:

(a) Primary Insurance When Required By Contract

This insurance is primary if you have agreed in a written contract, written agreement or permit that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in **c.** below.

(b) Primary And Non-Contributory To Other Insurance When Required By Contract

If you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance, this insurance is primary and we will not seek contribution from that other insurance.

Paragraphs **(a)** and **(b)** do not apply to other insurance to which the additional insured has been added as an additional insured.

When this insurance is excess, we will have no duty under this Coverage Part to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

(1) The total amount that all such other insurance would pay for the loss in the absence of this insurance; and

(2) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, with any other insurance that is not described in this Excess Insurance provision and was not bought specifically to apply in excess of the Limits of Insurance shown in the Declarations of this Coverage Part.

c. Method Of Sharing

If all the other insurance permits contribution by equal shares, we will follow this method also. Under this approach, each insurer contributes equal amounts until it has paid its applicable limit of insurance or none of the loss remains, whichever comes first.

If any of the other insurance does not permit contribution by equal shares, we will contribute by limits. Under this method, each insurer's share is based on the ratio of its applicable limit of insurance to the total applicable limits of insurance of all insurers.

8. Transfer Of Rights Of Recovery Against Others To Us

a. Transfer Of Rights Of Recovery

If the insured has rights to recover all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, those rights are transferred to us. The insured must do nothing after loss to impair them. At our request, the insured will bring "suit" or transfer those rights to us and help us enforce them. This condition does not apply to Medical Expenses Coverage.

b. Waiver Of Rights Of Recovery (Waiver Of Subrogation)

If the insured has waived any rights of recovery against any person or organization for all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, we also waive that right, provided the insured waived their rights of recovery against such person or organization in a contract, agreement or permit that was executed prior to the injury or damage.

F. OPTIONAL ADDITIONAL INSURED COVERAGES

If listed or shown as applicable in the Declarations, one or more of the following Optional Additional Insured Coverages also apply. When any of these Optional Additional Insured Coverages apply, Paragraph **6.** (Additional Insureds When Required by Written Contract, Written Agreement or Permit) of Section **C.**, Who Is An Insured, does not apply to the person or organization shown in the Declarations. These coverages are subject to the terms and conditions applicable to Business Liability Coverage in this policy, except as provided below:

1. Additional Insured - Designated Person Or Organization

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

a. In the performance of your ongoing operations; or

b. In connection with your premises owned by or rented to you.

2. Additional Insured - Managers Or Lessors Of Premises

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Designated Person Or Organization; but only with respect to liability arising out of the ownership, maintenance or use of that part of the premises leased to you and shown in the Declarations.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

(1) Any "occurrence" which takes place after you cease to be a tenant in that premises; or

(2) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

3. Additional Insured - Grantor Of Franchise

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Grantor Of Franchise, but only with respect to their liability as grantor of franchise to you.

4. Additional Insured - Lessor Of Leased Equipment

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Lessor of Leased Equipment, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person(s) or organization(s).

b. With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after you cease to lease that equipment.

5. Additional Insured - Owners Or Other Interests From Whom Land Has Been Leased

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Owners Or Other Interests From Whom Land Has Been Leased, but only with respect to liability arising out of the ownership, maintenance or use of that part of the land leased to you and shown in the Declarations.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

(1) Any "occurrence" that takes place after you cease to lease that land; or

(2) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

6. Additional Insured - State Or Political Subdivision – Permits

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the state or political subdivision shown in the Declarations as an Additional

Insured – State Or Political Subdivision - Permits, but only with respect to operations performed by you or on your behalf for which the state or political subdivision has issued a permit.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

(1) "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the state or municipality; or

(2) "Bodily injury" or "property damage" included in the "product-completed operations" hazard.

7. Additional Insured – Vendors

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) (referred to below as vendor) shown in the Declarations as an Additional Insured - Vendor, but only with respect to "bodily injury" or "property damage" arising out of "your products" which are distributed or sold in the regular course of the vendor's business and only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

b. The insurance afforded to the vendor is subject to the following additional exclusions:

(1) This insurance does not apply to:

(a) "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

(b) Any express warranty unauthorized by you;

(c) Any physical or chemical change in the product made intentionally by the vendor;

(d) Repackaging, unless unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

(e) Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

(f) Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

(g) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

(h) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

(i) The exceptions contained in Subparagraphs **(d)** or **(f)**; or

(ii) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

(2) This insurance does not apply to any insured person or organization from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

8. Additional Insured – Controlling Interest

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Controlling Interest, but only with respect to their liability arising out of:

a. Their financial control of you; or

b. Premises they own, maintain or control while you lease or occupy these premises.

This insurance does not apply to structural alterations, new construction and demolition operations performed by or for that person or organization.

9. Additional Insured – Owners, Lessees Or Contractors – Scheduled Person Or Organization

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Owner, Lessees Or Contractors, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

(1) In the performance of your ongoing operations for the additional insured(s); or

(2) In connection with "your work" performed for that additional insured and included within the "products-completed operations hazard", but only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

b. With respect to the insurance afforded to these additional insureds, this insurance does not apply to "bodily injury", "property damage" or "personal an advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

(1) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(2) Supervisory, inspection, architectural or engineering activities.

10. Additional Insured – Co-Owner Of Insured Premises

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or Organization(s) shown in the Declarations as an Additional Insured – Co-Owner Of Insured Premises, but only with respect to their liability as co-owner of the premises shown in the Declarations.

The limits of insurance that apply to additional insureds are described in Section **D.** – Limits Of Insurance.

How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section **E.** – Liability And Medical Expenses General Conditions.

G. LIABILITY AND MEDICAL EXPENSES DEFINITIONS

1. "Advertisement" means the widespread public dissemination of information or images that has the purpose of inducing the sale of goods, products or services through:

a. (1) Radio;

(2) Television;

(3) Billboard;

(4) Magazine;

(5) Newspaper;

b. The Internet, but only that part of a web site that is about goods, products or services for the purposes of inducing the sale of goods, products or services; or

c. Any other publication that is given widespread public distribution.

However, "advertisement" does not include:

a. The design, printed material, information or images contained in, on or upon the packaging or labeling of any goods or products; or

b. An interactive conversation between or among persons through a computer network.

2. "Advertising idea" means any idea for an "advertisement".

3. "Asbestos hazard" means an exposure or threat of exposure to the actual or alleged properties of asbestos and includes the mere presence of asbestos in any form.

4. "Auto" means a land motor vehicle, trailer or semi-trailer designed for travel on public roads, including any attached machinery or equipment. But "auto" does not include "mobile equipment".

5. "Bodily injury" means physical:

a. Injury;

b. Sickness; or

c. Disease

sustained by a person and, if arising out of the above, mental anguish or death at any time.

6. "Coverage territory" means:

a. The United States of America (including its territories and possessions), Puerto Rico and Canada;

b. International waters or airspace, but only if the injury or damage occurs in the course of travel or transportation between any places included in **a.** above;

c. All other parts of the world if the injury or damage arises out of:

(1) Goods or products made or sold by you in the territory described in **a.** above;

(2) The activities of a person whose home is in the territory described in **a**. above, but is away for a short time on your business; or

(3) "Personal and advertising injury" offenses that take place through the Internet or similar electronic means of communication

provided the insured's responsibility to pay damages is determined in the United States of America (including its territories and possessions), Puerto Rico or Canada, in a "suit" on the merits according to the substantive law in such territory, or in a settlement we agree to.

7. "Electronic data" means information, facts or programs:

a. Stored as or on;

b. Created or used on; or

c. Transmitted to or from

computer software, including systems and applications software, hard or floppy disks, CD-ROMS, tapes, drives, cells, data processing devices or any other media which are used with electronically controlled equipment.

8. "Employee" includes a "leased worker". "Employee" does not include a "temporary worker".

9. "Executive officer" means a person holding any of the officer positions created by your charter, constitution, by-laws or any other similar governing document.

10. "Hostile fire" means one which becomes uncontrollable or breaks out from where it was intended to be.

11. "Impaired property" means tangible property, other than "your product" or "your work", that cannot be used or is less useful because:

a. It incorporates "your product" or "your work" that is known or thought to be defective, deficient, inadequate or dangerous; or

b. You have failed to fulfill the terms of a contract or agreement;

if such property can be restored to use by:

a. The repair, replacement, adjustment or removal of "your product" or "your work"; or

b. Your fulfilling the terms of the contract or agreement.

12. "Insured contract" means:

a. A contract for a lease of premises. However, that portion of the contract for a lease of premises that indemnifies any person or organization for damage by fire, lightning or explosion to premises while rented to you or temporarily occupied by you with permission of the owner is subject to the Damage To Premises Rented To You limit described in Section **D.** – Liability and Medical Expenses Limits of Insurance.

b. A sidetrack agreement;

c. Any easement or license agreement, including an easement or license agreement in connection with construction or demolition operations on or within 50 feet of a railroad;

d. Any obligation, as required by ordinance, to indemnify a municipality, except in connection with work for a municipality;

e. An elevator maintenance agreement; or

f. That part of any other contract or agreement pertaining to your business (including an indemnification of a municipality in connection with work performed for a municipality) under which you assume the tort liability of another party to pay for "bodily injury" or "property damage" to a third person or organization, provided the "bodily injury" or "property damage" is caused, in whole or in part, by you or by those acting on your behalf. Tort liability means a liability that would be imposed by law in the absence of any contract or agreement.

Paragraph **f.** includes that part of any contract or agreement that indemnifies a railroad for "bodily injury" or "property damage" arising out of construction or demolition operations within 50 feet of any railroad property and affecting any railroad bridge or trestle, tracks, road-beds, tunnel, underpass or crossing.

However, Paragraph **f.** does not include that part of any contract or agreement:

(1) That indemnifies an architect, engineer or surveyor for injury or damage arising out of:

(a) Preparing, approving or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(b) Giving directions or instructions, or failing to give them, if that is the primary cause of the injury or damage; or

(2) Under which the insured, if an architect, engineer or surveyor, assumes liability for an injury or damage arising out of the insured's rendering or failure to render professional services, including those listed in **(1)** above and supervisory, inspection, architectural or engineering activities.

13. "Leased worker" means a person leased to you by a labor leasing firm under an agreement between you and the labor leasing firm, to perform duties related to the conduct of your business. "Leased worker" does not include a "temporary worker".

14. "Loading or unloading" means the handling of property:

a. After it is moved from the place where it is accepted for movement into or onto an aircraft, watercraft or "auto";

b. While it is in or on an aircraft, watercraft or "auto"; or

c. While it is being moved from an aircraft, watercraft or "auto" to the place where it is finally delivered;

but "loading or unloading" does not include the movement of property by means of a mechanical device, other than a hand truck, that is not attached to the aircraft, watercraft or "auto".

15. "Mobile equipment" means any of the following types of land vehicles, including any attached machinery or equipment:

a. Bulldozers, farm machinery, forklifts and other vehicles designed for use principally off public roads;

b. Vehicles maintained for use solely on or next to premises you own or rent;

c. Vehicles that travel on crawler treads;

d. Vehicles, whether self-propelled or not, on which are permanently mounted:

(1) Power cranes, shovels, loaders, diggers or drills; or

(2) Road construction or resurfacing equipment such as graders, scrapers or rollers;

e. Vehicles not described in **a.**, **b.**, **c.**, or **d.** above that are not self-propelled and are maintained primarily to provide mobility to permanently attached equipment of the following types:

(1) Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting and well servicing equipment; or

(2) Cherry pickers and similar devices used to raise or lower workers;

f. Vehicles not described in **a.**, **b.**, **c.**, or **d.** above maintained primarily for purposes other than the transportation of persons or cargo.

However, self-propelled vehicles with the following types of permanently attached equipment are not "mobile equipment" but will be considered "autos":

(1) Equipment, of at least 1,000 pounds gross vehicle weight, designed primarily for:

(a) Snow removal;

(b) Road maintenance, but not construction or resurfacing; or

(c) Street cleaning;

(2) Cherry pickers and similar devices mounted on automobile or truck chassis and used to raise or lower workers; and

(3) Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting and well servicing equipment.

16. "Occurrence" means an accident, including continuous or repeated exposure to substantially the same general harmful conditions.

17. "Personal and advertising injury" means injury, including consequential "bodily injury", arising out of one or more of the following offenses:

a. False arrest, detention or imprisonment;

b. Malicious prosecution;

c. The wrongful eviction from, wrongful entry into, or invasion of the right of private occupancy of a room, dwelling or premises that the person occupies, committed by or on behalf of its owner, landlord or lessor;

d. Oral, written or electronic publication of material that slanders or libels a person or organization or disparages a person's or organization's goods, products or services;

e. Oral, written or electronic publication of material that violates a person's right of privacy;

f. Copying, in your "advertisement", a person's or organization's "advertising idea" or style of "advertisement";

g. Infringement of copyright, slogan, or title of any literary or artistic work, in your "advertisement"; or

h. Discrimination or humiliation that results in injury to the feelings or reputation of a natural person.

18. "Pollutants" means any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, fumes, acids, alkalis, chemicals and waste. Waste includes materials to be recycled, reconditioned or reclaimed.

19. "Products-completed operations hazard";

a. Includes all "bodily injury" and "property damage" occurring away from premises you own or rent and arising out of "your product" or "your work" except:

(1) Products that are still in your physical possession; or

(2) Work that has not yet been completed or abandoned. However, "your work" will be deemed to be completed at the earliest of the following times:

(a) When all of the work called for in your contract has been completed.

(b) When all of the work to be done at the job site has been completed if your contract calls for work at more than one job site.

(c) When that part of the work done at a job site has been put to its intended use by any person or organization other than another contractor or subcontractor working on the same project.

Work that may need service, maintenance, correction, repair or replacement, but which is otherwise complete, will be treated as completed.

The "bodily injury" or "property damage" must occur away from premises you own or rent, unless your business includes the selling, handling or distribution of "your product" for consumption on premises you own or rent.

b. Does not include "bodily injury" or "property damage" arising out of:

(1) The transportation of property, unless the injury or damage arises out of a condition in or on a vehicle not owned or operated by you, and that condition was created by the "loading or unloading" of that vehicle by any insured; or

(2) The existence of tools, uninstalled equipment or abandoned or unused materials.

20. "Property damage" means:

a. Physical injury to tangible property, including all resulting loss of use of that property. All such loss of use shall be deemed to occur at the time of the physical injury that caused it; or

b. Loss of use of tangible property that is not physically injured. All such loss of use shall be deemed to occur at the time of "occurrence" that caused it.

As used in this definition, "electronic data" is not tangible property.

21. "Suit" means a civil proceeding in which damages because of "bodily injury", "property damage" or "personal and advertising injury" to which this insurance applies are alleged. "Suit" includes:

a. An arbitration proceeding in which such damages are claimed and to which the insured must submit or does submit with our consent; or

b. Any other alternative dispute resolution proceeding in which such damages are claimed and to which the insured submits with our consent.

22. "Temporary worker" means a person who is furnished to you to substitute for a permanent "employee" on leave or to meet seasonal or short-term workload conditions.

23. "Volunteer worker" means a person who:

a. Is not your "employee";

b. Donates his or her work;

c. Acts at the direction of and within the scope of duties determined by you; and

d. Is not paid a fee, salary or other compensation by you or anyone else for their work performed for you.

24. "Your product":

a. Means:

(1) Any goods or products, other than real property, manufactured, sold, handled, distributed or disposed of by:

(a) You;

(b) Others trading under your name; or

(c) A person or organization whose business or assets you have acquired; and

(2) Containers (other than vehicles), materials, parts or equipment furnished in connection with such goods or products.

b. Includes:

(1) Warranties or representations made at any time with respect to the fitness, quality, durability, performance or use of "your product"; and

(2) The providing of or failure to provide warnings or instructions.

c. Does not include vending machines or other property rented to or located for the use of others but not sold.

25. "Your work":

a. Means:

(1) Work or operations performed by you or on your behalf; and

(2) Materials, parts or equipment furnished in connection with such work or operations.

b. Includes:

(1) Warranties or representations made at any time with respect to the fitness, quality, durability, performance or use of "your work"; and

(2) The providing of or failure to provide warnings or instructions.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Routeware, Inc. Addendum to Agreement
PRESENTED BY: Jennifer Duray
Department: Public Works
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends that the City Council approve the addendum to the agreement with Routeware, Inc. to provide continued software licensing, hosting, maintenance, and technical support services for the Solid Waste Division's route management system.

EXECUTIVE SUMMARY

Staff requests City Council approval of an addendum to the agreement with Routeware, Inc. for continued software licensing, hosting, maintenance, and technical support services for the Solid Waste Division's route management system. Routeware is the primary platform used to manage customer accounts, collection routes, vehicle navigation, work orders, and real-time operational data for solid waste collection services.

The annual cost of the agreement is $210,713.76 and is included in the approved Solid Waste Operations and Maintenance budget. Approval of the addendum will ensure uninterrupted access to the Routeware system and associated support services. Failure to renew the agreement would result in the loss of access to the software, significantly impacting the City's ability to manage solid waste collection operations and customer service functions.

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

In February 2016, the City of Billings entered into an agreement with Routeware, Inc. for the purchase, implementation, and ongoing support of hardware and software necessary to operate the City's solid waste route management system. Routeware serves as the primary operational platform for the Solid Waste Division and is utilized to manage customer accounts, service levels, collection frequencies, and route optimization for residential and commercial collection services.

The system provides critical operational and customer service functions, including real-time route monitoring, GPS-based vehicle tracking, service verification, work order management, and navigation capabilities within collection vehicles through mobile computing technology. Routeware also provides management dashboards and reporting tools that allow staff to analyze operational performance, improve routing efficiencies, respond to customer inquiries, and make data-driven decisions regarding service delivery.

The original agreement was executed for a five-year term and expired in 2021. In 2021, the City approved an addendum extending the agreement for an additional three years through 2024. To maintain uninterrupted system support and functionality while evaluating future options, the City subsequently approved one-year extensions in 2024 and 2025, extending the agreement through February 28, 2026.

The proposed addendum will continue the City's access to software maintenance, technical support, system updates, hosting services, and all functionality associated with the Routeware platform through the payment of monthly support fees. Routeware operates under a subscription-based licensing model, and failure to renew the agreement would result in the loss of access to the software and associated services. Loss of access would significantly impact the Solid Waste Division's ability to manage customer accounts, service levels, route optimization, work orders, vehicle navigation, and real-time operational monitoring. Continued support is necessary to ensure the ongoing reliability and functionality of the route management system, which remains a critical component of the City's solid waste collection operations and customer service delivery. The proposed addendum has also been reviewed by the City's Information Technology Department, which has no concerns with the agreement.

FISCAL EFFECTS

The annual cost for Routeware software licensing, maintenance, hosting, and technical support services is $210,713.76 based on the current number of user subscriptions and system requirements. Funding for these services is included in the approved Solid Waste Operations and Maintenance budget.

STAKEHOLDERS

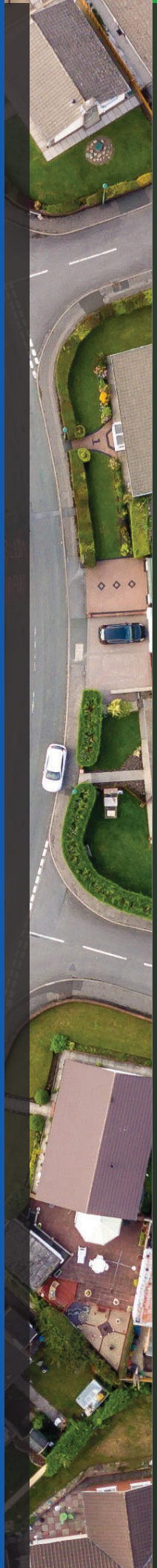
ALTERNATIVES

City Council may:

- Approve the addendum with Routeware, Inc., or;
- Not approve the addendum with Routeware, Inc. If the addendum is not approved, Solid Waste will lose vital tools to provide garbage collection services.

Attachments

Agreement



Q-19264

City of Billings, MT

Routeware

Routeware

QUOTE NUMBER Q-19264

Routeware, Inc.
7719 Wood Hollow Dr.
Suite #150
Austin, TX 78731

Order Q-19264
Good Through: Jul 17 2026
Payment Terms: Net 30
Term 12 Months

Ship To

Brad Phares
City of Billings, MT
2251 Belknap Avenue
Billings, Montana 59101
United States
pharesb@billingsmt.gov

Bill To

City of Billings, MT
PO Box 1178
Billings, Montana 59103-1178
United States

Salesperson	Phone	Email
Routeware Customer Success		customersuccess@routeware.com

Statement of Confidentiality & Non-Disclosure

This document contains proprietary and confidential information. All information and data submitted to City of Billings, MT is provided in reliance upon its consent not to use or disclose any information contained herein except in the context of its business dealings with Routeware, Inc. The recipient of this document agrees to inform present and future employees of City of Billings, MT who view or have access to its content of its confidential nature. The recipient agrees to instruct each employee that they must not disclose any information concerning this document to others except to the extent that such information is generally known to, and is available for use by, the public. The recipient also agrees not to duplicate or distribute or permit others to duplicate or distribute any material contained herein without Routeware, Inc's express written consent.

Routeware retains all title, ownership and intellectual property rights to the material and trademarks contained herein, including all supporting documentation, files, marketing materials, and multi-media.

BY ACCEPTANCE OF THIS DOCUMENT THE RECIPIENT AGREES TO BE BOUND BY THE AFOREMENTIONED STATEMENT.

Routeware

QUOTE NUMBER Q-19264

RECURRING SUBSCRIPTIONS

PRODUCT	UNIT	QTY	UNIT PRICE	EXTENDED
OBC Support Fee	Monthly	15	$106.88	$1,603.19
Cellular Data Charge (RD)	Monthly	52	$18.74	$974.61
Cloud Hosting	Monthly	1	$624.75	$624.75
Picture Service Fee	Monthly	17	$22.27	$378.60
Premium Video System Fee	Monthly	56	$64.05	$3,586.80
Picture Service Fee	Monthly	40	$11.13	$445.33
Routeware Control Center Support	Monthly	1	$808.43	$808.43
EasyRoute Subscription	Monthly	1	$1,202.17	$1,202.17
Monthly Service Fee - Spare Units	Monthly	1	$106.88	$106.88
OBC Support Fee - TaaS	Monthly	49	$156.86	$7,686.14
Picture Service Fee	Monthly	8	$17.82	$142.58
			SUBSCRIPTIONS TOTAL (USD):	$17,559.48

Payment Terms -

The Software Fee Effective Service Date for this Order will be 2026-03-14.

Invoices for Recurring Subscriptions shall be issued quarterly in advance, with the initial invoice issued on the Effective Service Date and each subsequent invoice due on the corresponding date of each successive quarter thereafter. The term of the Recurring Subscription(s) shall commence on the Effective Service Date.

Terms & Conditions Information

This Order and all products and services herein are subject to and limited to Routeware's Master Sales and License Agreement (MSLA) as in effect at the time of the City of Billings' initial Order with Routeware, dated 05/08/2017, Order 1164-R1, as attached and incorporated herein by reference. Any purchase orders issued in response to this Order will be deemed acceptance of such terms.

Prices are exclusive of any federal, state, or local taxes. The customer is responsible for all federal, state, and local taxes.
This system requires a specific server to operate Routeware software, which may need to be purchased separately.
This system requires cellular connectivity for each vehicle which may need to be purchased separately.
If route sequencing by Routeware is a requirement, additional professional services fees may apply.
On-Board Computer software is sold as a perpetual license, allowing the license to be activated on replacement hardware.
Any lapse in support voids perpetual license.
Pricing does not include freight cost or travel expenses, which will be invoiced as they are incurred.

Additional Terms -

If Data usage is greater than 1GB per vehicle per month, Routeware may limit network speeds or limit the actual downloading of video files.
Accounts Payable Details:

Name: _____

Title: _____

Email: _____

Phone: _____

IN WITNESS WHEREOF, the Parties to the Order Form has caused it to be executed by their authorized officers as the day and year of the signatories below.

City of Billings, MT

Signature: _____ **Date:** _____

Name (Print): _____ **Title:** _____

Purchase Order Details:

Purchase Order number: _____

Issuance of Purchase Order ("PO") in lieu of signature denotes acceptance of Order Form by Customer. Receipt of complete and accurate PO is required prior to Order execution.

Routeware, Inc, and Affiliates

Signature: _____ **Date:** _____

Name (Print): _____ **Title:** _____

Please sign and email to Routeware Customer Success Team at customersuccess@routeware.com

FOR INTERNAL USE ONLY
Reviewed By:

ROUTEWARE MASTER SALES AND LICENSE AGREEMENT

This document lists the terms and conditions under which Routeware, Inc., a Delaware corporation with offices located at 16575 SW 72nd Avenue, Portland, OR 97224 ("Routeware"), is willing to sell products and services to the entity listed in an Order Form issued by Routeware ("Customer"). Together with an Order signed by Customer, these terms and conditions form a "Master Agreement" with respect to the Products and Services listed in the Order. The signing of an Order or issuance of a Purchase Order by the Customer and/or use of Services, having had the opportunity to read these terms and conditions, shall be deemed conclusive evidence of the Customer's acceptance of the terms of the Master Agreement.

TERMS AND CONDITIONS

1. GENERAL ORDERING PROCESS

1.1 Ordering. From time to time, Routeware may sell to Customer hardware products (including all on-board computers and peripheral devices, such as the RCore devices) ("Hardware") and software products ("Software")(together, "Products"), and related Support (as defined in Section 2) and/or other installation, support, consulting, software development, or disaster recovery services (collectively, "Services"), all pursuant to an authorized order form issued by Routeware that is signed by Customer (an "Order"). Together, an Order and these terms and conditions form a "Master Agreement", hereinafter "Agreement", between Routeware and Customer regarding the Products and Services subject to the Order.

1.2 Delivery. Routeware will use reasonable efforts to meet the delivery dates for Products and Services that are specified in an Order. All Product shipments are delivered F.O.B. Routeware's facility, with title and risk of loss passing at that time. All Products are deemed accepted upon delivery. Delivery delay or default of any instalment shall not relieve the Customer of its obligation to pay for services provided by Routeware or accept remaining deliveries of product.

1.3 Payment Terms. Each Order sets forth the amounts due for all Products and Services that it covers (the "Fees"). Unless otherwise stated in an Order, Customer will pay all invoiced Fees in United States Dollars within ten (10) days following invoice date. Any Fee not paid when due will bear a late payment charge of 1.5% per month compounded daily from the due date until the date paid, or such lower rate as allowed by applicable law. All Fees are non-refundable. Customer will reimburse Routeware in full for any and all collection costs incurred by Routeware. Routeware may, at its option, delay the delivery of Products and/or suspend Services and Support until all overdue Fees and late charges have been paid in full. If Routeware permits delayed payment or otherwise finances any purchases of Products by Customer, (a) Customer grants to Routeware a first priority, purchase money security interest in such Products as collateral until payment is made in full, (b) Routeware will enjoy all rights and remedies available to it with respect to such collateral under applicable law, (c) Customer will take all steps reasonably requested by Routeware to facilitate such security interest, and (d) Customer will not transfer nor permit any other security interests or liens to be applied to such Products until payment is made in full. Customer is responsible for all applicable taxes and will reimburse Routeware for the same.

2. SOFTWARE LICENSES; SUPPORT

2.1 Truckware License. "Truckware" means all Software that is pre-loaded and operates on the hardware that is integrated into the Customer's vehicle fleet, whether sold by Routeware or certified and approved by Routeware in writing. Subject to the provisions of the Agreement and subject to Customer continuing to maintain Support per Section 2.3, Routeware grants a limited, non-transferrable, perpetual license to Customer to operate the Truckware on the specific hardware product on which it was originally loaded (whether sold by Routeware or certified and approved by Routeware), in accordance with the user guides, specifications, and other documentation provided by Routeware for that Truckware (the "Documentation"), and up to the number of trucks authorized on the Order provided that Customer maintains a current support plan. Under no circumstances may Customer load Truckware on hardware (including computers and peripherals) that is not sold or certified and approved by Routeware.

2.2 Officeware License. "Officeware" means all Routeware-supplied, server-based Software that is provided to Customer for installation and use for reporting, status checking, alert management, dispatching, and other purposes either locally or remotely. Subject to the provisions of the Agreement, Routeware grants a limited, non-transferrable license during the License Period to Customer to install a single instance of the server version of Officeware on a networked server and to allow up to ten (10) users to use the client version of Officeware, all in accordance with its respective Documentation. The Officeware license will continue in force for the period listed on the applicable Order, or if no such period is stated, for automatically renewing periods of one (1) year started from the Order date (in either case, the "License Period"), subject to either party electing against renewal by notifying the other party in writing at least ninety (90) days prior to the end of the then-current License Period.

2.3 Support. All support services for Software listed in an Order are further subject to the terms and conditions listed under Support Plans Terms & Conditions ("Support").

2.4 Restrictions; Reservation of Rights. Customer agrees not to (and to not enable any third party to): (a) reverse engineer or otherwise attempt to discover the source code of or trade secrets embodied in the Software; (b) distribute, transfer, grant sublicenses to, or otherwise make available the Software or Documentation to third parties, including making the Software or Documentation available (i) through resellers or other distributors, or (ii) as an application service provider, service bureau, or rental source; (c) embed or incorporate in any manner all or part of the Software into other applications of Customer or third parties other than as authorized in applicable Documentation; (d) create modifications to or derivative works of the Software; (e) reproduce the Software (except that Customer may make up to two archival copies of the Officeware solely for backup purposes); (f) attempt to modify, alter, or circumvent any license control and protection mechanisms within the Software; (g) use or transmit the Software in violation of any applicable law, rule or regulation, including any export/import laws; and (h) remove, obscure or alter any copyright notices or any name, trademark, service mark, tagline, hyperlink or other designation included on any display screen within the Software. All Software is a "commercial item," as that term is defined at 48 C.F.R. 2.101 (OCT 1995), and more specifically is "commercial computer software" and "commercial computer software documentation," as such terms are used in 48 C.F.R. 12.212 (SEPT 1995). Consistent with 48 C.F.R. 12.212 and 48 C.F.R. 227.7202-1 through 227.7202-4 (JUNE 1995), Software is provided to U.S. Government End Users (i) only as a commercial end item and (ii) with only those rights as are granted to all other end users pursuant to the terms and conditions herein. Other than as stated in this Agreement, Routeware grants Customer no other right, title or interest in any Software.

3. CLOUD HOSTING. All cloud hosting services are subject to the terms and conditions listed under the Cloud Hosting Service Level Agreement found at http://www.routeware.com/Clients.

4. THIRD PARTY HARDWARE AND SOFTWARE. Certain hardware and software sold by Routeware is manufactured, developed or made available by other companies and distributed by Routeware for use in conjunction with the Products ("Third-Party Products"). Third Party Software may be subject to additional license terms and restrictions; see such software for details. Routeware hereby assigns to Customer (to the extent assignable) all warranties given by the supplier(s) of Third-Party Products; provided, however, that Customer agrees to look to the supplier(s) for any Third-Party Product warranty, service and other post-purchase issues. Customer is solely responsible for obtaining any and all components, updates, new versions, and releases for any Third-Party Products necessary for use in connection with the Products.

5. OTHER SERVICES. All other Services provided by Routeware under an Order are further subject to a statement of work issued by Routeware. Routeware will perform such Services in a professional, competent and workmanlike manner in accordance with the prevailing standards in Routeware's industry. Customer acknowledges that the timely and successful performance of Services requires good faith cooperation by Customer. Therefore, Customer shall furnish all information, access, assistance and services reasonably requested by Routeware. In the event that any failure by Customer to comply with the provisions of this Section 5 results in any delay in performance of the Services by Routeware, Routeware shall not be deemed in breach of the Agreement for such delay. Customer shall reimburse Routeware for all expenses reasonably incurred in the performance of Services, as such have been approved in advance by Customer. Except with respect to any Customer Confidential Information or pre-existing intellectual property included therein (collectively, "Customer Property"), Routeware will retain all right, title and interest in and to all deliverables and work product (including any and all intellectual property rights therein) generated as a result of the Services. Customer's rights to the deliverables and work product shall be the same as the rights granted to Customer under this Agreement with respect to the applicable Hardware and Software.

6. AUDITS. During any time that Customer is using Hardware or Software under an Agreement, and for one year thereafter, Routeware will have the right to perform an audit not more than once each year to verify that Customer is using the Products in compliance with this Agreement. The audit will include at a minimum Routeware having access to all Software, Hardware, Documentation and related Customer equipment (including all servers and personal computers that contain Officeware, and any hardware that contains Truckware). The audit will be performed from Monday through Friday, between 8:00 a.m. and 5:00 p.m. local time, and upon not less than 15 days' prior written notice to Customer. The audit will be conducted at Routeware's sole cost and expense, subject to reasonable security and access restrictions. Customer will be permitted to have Customer personnel present during the audit. If an audit conducted under this Section discloses that Customer has underpaid by more than 3% any amounts payable under this Agreement during the period covered by the audit, Customer will pay Routeware the amount of that underpayment and, in addition, will reimburse Routeware's reasonable and actual costs for that audit.

7. REPRESENTATIONS AND WARRANTIES; DISCLAIMER

7.1 Mutual. Each party represents and warrants to the other party that: (a) it has the full corporate right, power and authority to enter into this Agreement and to perform the acts this Agreement requires of it; (b) the execution of this Agreement and performance of its obligations under this Agreement do not and shall not violate any other agreement to which it is a party; (c) when executed and delivered this Agreement constitutes the legal, valid and binding obligation of such party; and (d) any and all activities it undertakes in connection with this Agreement shall be performed in compliance with all applicable laws, rules and regulations.

7.2 Products.

(a) Subject to the exceptions listed below in part (b), Routeware warrants (i) that the Hardware will be free from material defects in materials and workmanship and will operate in all material respects in accordance with its applicable Documentation (the "Hardware Warranty") for one year from the date of initial delivery or renewal (the "Hardware Warranty Period"); and (ii) for a period of ninety (90) days from the date of initial delivery (the "Software Warranty Period") the Software will perform in substantial conformance with its Documentation. Customer may purchase renewals of the Hardware Warranty Period through extended service plans made available by Routeware in its discretion. Following the end of the Hardware Warranty Period, Routeware will have no further obligation to repair or support the applicable Hardware.

(b) Routeware's entire liability and Customer's exclusive remedy for any reported breach of the Hardware Warranty or Software Warranty will be repair or replacement of the defective Product. All claims must be received by Routeware promptly upon discovery of any defect, and in no event after expiration of the applicable Warranty Period. The foregoing Hardware and Software Warranties do not apply to any defect or failure to operate that is attributable to: (i) Customer's misuse or abuse of or failure to maintain the Product; (ii) Customer's failure to operate the Product in accordance with Routeware's Documentation; (iii) any change made to the Product by Customer without Routeware's written approval; (iv) any defect, limitation or incompatibility in any equipment or other component installed by Customer; (v) any accident, catastrophe, act of God, or interruption or fluctuation in electrical power supplies; (vi) any material change in Customer's business or in the operating conditions under which the Product is used or (vii) translations.

7.3 Disclaimer. THE WARRANTIES OF THIS SECTION 0 ARE THE EXCLUSIVE WARRANTIES OFFERED BY EITHER PARTY AND NEITHER PARTY MAKES ANY ADDITIONAL REPRESENTATION OR WARRANTY OF ANY KIND WHETHER EXPRESS, IMPLIED (EITHER IN FACT OR BY OPERATION OF LAW), OR STATUTORY, AS TO ANY MATTER WHATSOEVER. ALL OTHER CONDITIONS AND WARRANTIES, INCLUDING ANY CONDITIONS OR WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT, MERCHANTABILITY AND THOSE THAT ARISE FROM ANY COURSE OF DEALING OR COURSE OF PERFORMANCE, ARE HEREBY DISCLAIMED.

8. LIMITATION OF LIABILITY

8.1 INDIRECT DAMAGES. TO THE MAXIMUM EXTENT PERMITTED BY LAW AND EXCEPT WITH RESPECT TO THE FAILURE TO PAY AMOUNTS PROPERLY OWED, SECTION 10.1 (CONFIDENTIALITY), OR VIOLATIONS OF ROUTEWARE'S INTELLECTUAL PROPERTY RIGHTS, IN NO EVENT SHALL EITHER PARTY BE LIABLE TO THE OTHER PARTY OR ANY THIRD PARTY, WHETHER UNDER THEORY OF CONTRACT, TORT OR OTHERWISE, FOR ANY INDIRECT DAMAGES THAT ARISE FROM OR RELATE TO THIS AGREEMENT (INCLUDING LOST PROFITS AND ANY OTHER INCIDENTAL, PUNITIVE, CONSEQUENTIAL, OR SPECIAL DAMAGES), WHETHER FORESEEABLE OR NOT AND WHETHER ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

8.2 TOTAL LIABILITY. TO THE MAXIMUM EXTENT PERMITTED BY LAW AND EXCEPT WITH RESPECT TO THE FAILURE TO PAY AMOUNTS PROPERLY OWED, BREACHES OF SECTION 10.1 (CONFIDENTIALITY), OR VIOLATIONS OF ROUTEWARE'S INTELLECTUAL PROPERTY RIGHTS, EACH PARTY'S AGGREGATE CUMULATIVE LIABILITY TO THE OTHER IN CONNECTION WITH THIS AGREEMENT (INCLUDING ANY WARRANTY CLAIMS) WILL NOT EXCEED, IN THE AGGREGATE AND REGARDLESS OF WHETHER UNDER THEORY OF CONTRACT, TORT OR OTHERWISE, THE TOTAL AMOUNT PAID OR PAYABLE BY CUSTOMER TO ROUTEWARE IN THE 12 MONTHS PRIOR TO THE EVENT THAT GAVE RISE TO LIABILITY.

8.3 EACH PROVISION OF THIS AGREEMENT THAT PROVIDES FOR A LIMITATION OF LIABILITY, DISCLAIMER OF WARRANTIES, OR EXCLUSION OF DAMAGES IS TO ALLOCATE RISK BETWEEN THE PARTIES. THIS ALLOCATION IS AN ESSENTIAL ELEMENT OF THE BASIS OF THE BARGAIN BETWEEN THE PARTIES. EACH OF THESE PROVISIONS IS SEVERABLE AND INDEPENDENT OF ALL OTHER PROVISIONS OF THIS AGREEMENT, AND EACH OF THESE PROVISIONS WILL APPLY EVEN IF THE REMEDIES IN THIS AGREEMENT HAVE FAILED OF THEIR ESSENTIAL PURPOSE.

9. TERM AND TERMINATION

9.1 Term of Agreement. This Agreement begins on the Effective Date (defined as the order form signature date or purchase order date) and continues until terminated pursuant to this Section 9.

9.2 Termination Rights. This Agreement may only be terminated as follows: (a) by mutual, written agreement of the parties; (b) by either party if the other party materially breaches this Agreement, and does not cure the breach within 30 days after receiving written notice from the non-breaching party; (c) by either party if such party elects to not renew all License Periods; or (d) by either party if the other party makes a general assignment for the benefit of creditors, suffers or permits the appointment of a receiver for its business or assets, or avails itself of or becomes subject to any proceeding under the U.S. Federal Bankruptcy Act or any other foreign or domestic statute, law, rule or regulation relating to insolvency or the protection of rights of creditors, which proceeding is not dismissed within 60 days.

9.3 Effect of Termination. Upon any termination of this Agreement, without prejudice to any other rights or remedies which the parties may have, the following applies: (a) Customer shall immediately cease all use of all Hardware and all Software; (b) all other rights and obligations immediately cease, except that Sections 1.3, 2.3, 2.4, 6, 7.3, 8, 9.3, 10, and 12 shall survive termination; (c) upon written demand, each party as a receiving party will return or destroy all of the other party's Confidential Information; and (d) Customer will immediately pay Routeware any undisputed amounts still outstanding.

10. CONFIDENTIAL INFORMATION; PUBLICITY

10.1 Confidential Information. Both parties recognize that they may each receive (as a "Recipient") from the other (as a "Discloser") certain confidential and valuable proprietary information that is identified pursuant to the terms of this Section 10.1 as confidential (collectively, the "Confidential Information"). Both parties agree to identify any Confidential Information as follows: if written, with a written legend that says "confidential" or a similar term; or if verbal, by identifying the information as confidential when disclosed, and then sending the Recipient a written confirmation of that confidential status within 30 days after disclosure. Notwithstanding the foregoing, all pricing, Documentation and Software are Routeware Confidential Information. A Recipient will not, without the Discloser's prior written consent, disclose Confidential Information to any person other than those of its employees, independent contractors or consultants who need to know it for the purposes of this Agreement and who are bound by confidentiality agreements with the Recipient that are at least as protective as this section. A Recipient may only use Confidential Information for the purpose of this Agreement. A Recipient will handle any Confidential Information with the same care as it does its own Confidential Information, but in any event no less than reasonable care. None of the provisions of this section, however, apply to any Confidential Information that meets any one of the following criteria: (a) information possessed by the Recipient without restriction prior to receiving it from the Discloser, provided that the Recipient can demonstrate such possession; (b) information that the Recipient developed independently and without use of or reference to the Confidential Information, as documented by its written records; (c) information that the Recipient receives from another party who is not in breach of any of that party's obligations as a result of that disclosure; or (d) information that the Discloser intentionally discloses to any other party without any restriction on confidentiality. Additionally, a Recipient may disclose Discloser's Confidential Information to the extent that a court or other governmental body orders such Confidential Information disclosed by the Recipient, provided that the Recipient promptly notifies the Discloser of such order and provides the Discloser with notice and opportunity to contest it, if possible. These obligations shall survive the termination of this Agreement for a period of five (5) years, except with respect to any source code, which will remain protected until it is no longer Confidential Information. This Section does not intend to grant a Recipient any ownership interest or license or right to any intellectual property rights of the Discloser.

11. Terms; Publicity. The parties will keep the terms and conditions of this Agreement confidential and will not divulge any of this information to any third party except as follows: (a) with the prior written consent of the other party; (b) as otherwise may be required by law or legal process; (c) during the course of litigation, so long as the disclosure is restricted in the same manner as is the confidential information of other litigating parties; and (d) in confidence to its legal counsel, accountants, banks, and financing sources and their advisors solely in connection with complying with or administering its obligations with respect to this Agreement; provided that, in (b) and (c) above, to the extent permitted by law, the disclosing party will use all legitimate and legal means available to minimize the disclosure to third parties, including seeking a confidential treatment request or protective order whenever appropriate or available, and the disclosing party will provide the other party with at least 10 days' prior written notice of such disclosure. Neither party may use the other party's trade names, trademarks or service marks, or engage in any publicity regarding this Agreement or its subject matter, without the other party's express written consent, which will not be unreasonably withheld or delayed.

12. MISCELLANEOUS

12.1 Independent Contractors. The parties are independent contractors with respect to each other, and nothing in this Agreement shall be construed as creating an employer-employee relationship, a partnership, agency relationship or a joint venture between the parties.

12.2 Force Majeure. Each party will be excused from any delay or failure in performance hereunder, other than the payment of money, caused by reason of any occurrence or contingency beyond its reasonable control, including but not limited to acts of God, earthquake, labor disputes and strikes, riots, war and governmental requirements. The obligations and rights of the party so excused will be extended on a day-to-day basis for the period of time equal to that of the underlying cause of the delay.

12.3 Assignment. Neither party may assign its rights or obligations under this Agreement to any other person or entity, except for assignment and transfer of all of a party's rights and obligations under the following circumstances: (a) with the express written consent of the other party, which may not be unreasonably delayed or withheld; (b) as part of a re-organization or restructuring; (c) to the surviving entity of a merger transaction; or (d) to the purchaser of a Controlling Interest in, or more than 50% of, the assets of the assigning party. A "Controlling Interest" means more than 50% of the total outstanding voting stock of the assigning party. Any attempted assignment or delegation in violation of this section is void. Subject to the foregoing, this Agreement will bind and inure to the benefit of the parties and their respective successors and assigns.

12.4 Changes & Waivers. Routeware reserves the right to change this terms and conditions of this Agreement at any time. It is Customer's responsibility to check these terms and conditions periodically for changes. No waiver of any breach of this Agreement shall constitute a waiver of any prior, concurrent or subsequent breach, and no waiver is effective unless made in writing and signed by an authorized representative of the waiving party.

12.5 Governing Law; Jurisdiction. The laws of the State of Oregon, without regard to conflict of laws rules, govern the interpretation and enforcement of this Agreement. The United Nations Convention on Contracts for the International Sale of Goods will not apply. The parties agree with and submit to the state or federal courts located in Multnomah County, Oregon as the exclusive venue and jurisdiction for any and all disputes arising from or relating to this Agreement. Each party waives any objection (on the grounds of lack of jurisdiction, forum non conveniens or otherwise) to the exercise of such jurisdiction by these courts.

12.6 Arbitration. Customer agrees that any and all controversies, claims, or disputes arising out of this Agreement, including any breach of this Agreement, shall be subject to binding arbitration under the Arbitration Rules set forth by the American Arbitration Association (the "***Rules***") and pursuant to Oregon law. Disputes that Customer agrees to arbitrate, and thereby agrees to waive any right to a trial by jury, include any statutory claims under state or federal law. The place of arbitration shall be Portland, Oregon. Oregon State law shall apply. Judgment on the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof. The number of arbitrators shall be one (1).The arbitrator shall have the power to decide any motions brought by any party to the arbitration, including motions for summary judgment and/or adjudication and motions to dismiss and demurrers, prior to any arbitration hearing. The arbitrator shall issue a written decision including findings of fact and conclusions of law on the merits of its award. The arbitrator shall have the power to award any remedies, including attorneys' fees and costs, available under applicable law.

12.7 Attorney Fees. The prevailing party in any litigation between the parties regarding this Agreement shall be entitled to recover reasonable attorney's fees and other costs from the other party. These fees and other costs are in addition to any other relief to which the prevailing party may be entitled.

12.8 Conflicts; Order of Precedence. In the event that any term of this Agreement conflicts with governing law or is held to be ineffective or invalid by a court of competent jurisdiction, such term will be deemed to be restated to reflect as nearly as possible the original intentions of the parties in accordance with applicable law, and the remaining terms of this Agreement shall remain in full force and effect. This Agreement controls any conflicts between any of its provisions and those of any Order.

12.9 Integration. This Agreement and the Orders together constitute the entire agreement between the parties with respect to the Products and Services and supersede all prior and contemporaneous discussions, negotiations, communications or agreements regarding the same subject matter. The terms on any purchase order, invoice, or other ordering document will have no effect and are hereby rejected.

12.10 Notices. Unless stated otherwise, all notices, consents and approvals under this Agreement must be delivered in writing by courier, by facsimile, or by certified or registered mail (postage prepaid and return receipt requested) to the other party at the address set forth on at the beginning of this Agreement, and are deemed delivered when received. Either party may change its address for notices by notice to the other party given in accordance with this Section 12.10.

12.11 Counterparts. This Agreement may be executed in counterparts, each of which will be deemed to be an original and together will constitute one and the same agreement. This Agreement may also be executed and delivered by facsimile and such execution and delivery will have the same force and effect of an original document with original signatures.

12.12 Headings; Interpretation. Headings are used in this Agreement for reference only and will not be considered when interpreting this Agreement. As used in this Agreement, "includes" (or "including") means without limitation.

Consent 1. F.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Amendment 5 - Mead & Hunt Air Service Agreement
PRESENTED BY: Jeff Roach
Department: Airport
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION

Approval of Amendment 5 staff recommends Air Service Consulting Services with Mead & Hunt for FY 2027.

EXECUTIVE SUMMARY

Amendment 5 is the next installment of the five-year agreement for services with Mead & Hunt. Mead & Hunt provides Air Service Consulting services to the Billings Logan International Airport.

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

The Billings Logan International Airport has worked with Mead & Hunt since FY23,and has reached the last year of their initial 5-year agreement. BIL would like to continue this partnership with the approval of Amendment 5.

FISCAL EFFECTS

Inclusive of all recommended services, fees are estimated at $105,000. Expenses are estimated to be an additional $7,800, for a contract total of $112,800. If BIL elects to be billed for the tasks on a monthly fee basis, fees will be reduced by approximately 10 percent, at a monthly rate of $7,875 ($94,500 annual) plus estimated expenses of $7,800, for a contract total of $102,300.

STAKEHOLDERS

ALTERNATIVES

City staff recommends:

- The approval of Amendment 5 for the Mead & Hunt agreement;
- Or, refuse the amendment and provide further direction to airport staff.

Attachments

Mead & Hunt Proposal
Amendment 5

Mead & Hunt
2440 Deming Way
Middleton, Wisconsin 53562
608-273-6380
meadhunt.com

June 24, 2026

Jeff Roach
Airport Director
Billings Logan International Airport
1901 Terminal Circle, Suite 216
Billings, MT 59105

Subject: Proposal and Agreement for Air Service Consulting Services

Dear Jeff:

It is my understanding that the Billings Logan International Airport (BIL) is interested in a proposal of recommended air service consulting services for fiscal year (FY) 2027. Tasks are sorted based on what is considered to be the highest priority. Mead & Hunt is pleased to submit this proposal for your review, which includes a scope of services and compensation.

Scope of Services

The following services are recommended for consideration by BIL.

1. Airline Headquarters Meetings (3 virtual or in-person per 12-month period)

It is highly recommended that airline headquarters meetings be conducted annually with either BIL's incumbent or potential new airlines. Mead & Hunt will provide the analysis, preparation, presentation and consulting services associated with meetings with incumbent airlines. BIL representatives and Mead & Hunt staff will meet with each airline virtually or in-person, as available. Mead & Hunt will format the PowerPoint presentation. BIL will be responsible for providing information about the community and community support elements for the presentation. Mead & Hunt will assist BIL with structuring these elements for the presentation and participate in the meeting. The output of this effort will be a PowerPoint presentation to each airline, including community-related information, analysis of existing service and historical performance, and the airline-specific opportunities and incentive package. Upon notice to proceed, Mead & Hunt will work to secure meeting dates with each airline. Once meeting dates are secured, Mead & Hunt will complete the presentation.

2. Industry Conferences (4 per 12-month period)

To maintain relationships with air carriers in between the annual headquarters meetings and have additional touchpoints during the year with both incumbent and new potential airlines, it is recommended that BIL attend several industry conferences throughout the year. Conferences for consideration, listed from the highest priority to lowest, include the Montana Airline Rendezvous (September 2026), Mead & Hunt's Air Service Conference (Spring 2027), Allegiant Airports Conference (TBD 2027) and the ACI-NA

JumpStart Air Service Development Conference (June 2027). In addition to assisting with conference meetings, Mead & Hunt will prepare custom presentations for each meeting highlighting BIL and the community for use at the airline meetings. Mead & Hunt will complete the presentations for review prior to the conference. Expenses for conferences other than the Mead & Hunt Air Service Conference will be pro-rated among clients being represented by the Project Manager.

3. True Visitation Estimate (1 per 12-month period)

The True Visitation Estimate uses location-based cell phone Global Positioning System (GPS) data, which includes a sampling of true demand regardless of the mode of transportation, to determine the strength of the destination's overall visitation for identification of air service development opportunities. Use of GPS data improves the airline business case and can be customized to each airline's unique business strategy. The findings can also be used to amplify advertising and business development strategies. The True Visitation Estimate will identify preferred travel patterns by visitors from the U.S. and will measure the number of people coming to the destination. It is highly recommended the data be updated through the calendar year 2026. This data is useful to airlines to determine top markets with inbound visitation to the BIL area. The output of the True Visitation Estimate will include inbound visitation broken down by region, state and metropolitan statistical area. In addition, in coordination with BIL, five domestic destinations will be identified to capture outbound visitation to supplement the inbound visitation data. The report will be delivered in PDF within 90 days of data availability for the year-ended Q4 2026, estimated to be March 2027.

4. Passenger Demand Analysis (1 per 12-month period)

The Passenger Demand Analysis will quantify by destination the number of air travelers in the market, including those air travelers that drive to an airport other than BIL to originate the air travel portion of their trip. Passenger Demand Analysis data may be shared with airlines and community groups, and it is the foundation information for air service pro formas. The catchment area will be identified by zip code. Mead & Hunt will obtain Airline Reporting Corporation (ARC) data. The BIL catchment area will be identified by zip code. ARC data will represent a statistically valid sample of airline tickets written by travel agents in the airport catchment area. Data collected will include, but is not limited to, the originating airport, destination, and airline. In addition, Mead & Hunt will use Diio Mi sources and U.S. Department of Transportation (DOT) airline report data to determine passenger retention and diversion by destination, regional distribution of travel, airline use by airport, average airfares, domestic and international true market estimate (i.e., passenger potential by market), air service gaps and opportunities, and other market specific information for the local airport. The output of this effort will be a Passenger Demand Analysis report. Mead & Hunt will provide BIL with a draft in PDF within 90 days of data availability for the year-ended Q4 2026, estimated to be in March 2027.

5. Quarterly Performance Monitor (4 per 12-month period)

Monitoring performance is important to identify potential air service issues or opportunities for regular discussions with airlines as well as keeping community members up to date on BIL's air service. On a quarterly basis, Mead & Hunt will track key statistics through a Quarterly Performance Monitor report, including seats, onboard passengers and load factor trends; current and historical passenger market share by airline; year-over-year change in the six-month, forward-looking schedules for flights and seats;

comparisons to markets of similar size (e.g., population, passengers and seats); load factors for each nonstop market; and revenue per available seat mile (RASM) comparisons for each nonstop market. Keep in mind that origin and destination passenger related data is approximately six months behind. The output of this effort will be a Quarterly Performance Monitor report provided in PDF within 30 days of receipt of the quarterly data from Diio Mi.

6. Community Meeting (1 per 12-month period)

Mead & Hunt will prepare a PowerPoint presentation and participate in a community meeting held in BIL to help educate key stakeholders on industry changes as well as specifics regarding BIL's air service development strategy. The meeting will also be useful for sharing results after the completion of key air service development tasks. Mead & Hunt anticipates, in general, the presentation to the community will cover an overview of the airline industry, airline performance in the BIL market, air service development strategies and air service opportunities. The date of the project meeting will be determined based on a mutually agreed upon date.

7. On-Call Services (12 hours per 12-month period)

Additional services may be requested by the BIL that are not described above. Additional services may include but are not limited to the preparation of ad hoc reports; communication with airlines; coordination with the BIL; and other elements as identified on an as needed basis.

Compensation

Mead & Hunt will be compensated for the work described under Scope of Services as set forth below:

1. Airline Headquarters Meeting

Mead & Hunt will be compensated on a lump sum basis for the airline presentation preparation and meeting. Mead & Hunt will invoice for related expenses (e.g., air transportation, lodging, meals, printing, miscellaneous) at cost.

Airline presentation preparation/meeting (per airline) $5,500
Total FY 2027 ..... $16,500
** Fee increased to $7,100, with estimated expenses of $1,500, if conducted in-person.*

2. Industry Conferences

Mead & Hunt will be compensated on a lump sum basis for the presentation preparation and meetings. Mead & Hunt will invoice for related expenses (e.g., registration, air transportation, lodging, meals, printing, miscellaneous) at cost. Expenses will be pro-rated among clients being represented by the Project Manager.

Allegiant Airports Conference $4,200
JumpStart Air Service Development Conference $7,500
Mead & Hunt's Air Service Conference $7,500
Montana Rendezvous $7,500
Expenses (at cost, pro-rated, estimated) $6,300

Total FY 2027 ..... $33,000

3. True Visitation Estimate

Mead & Hunt will be compensated on a lump sum basis and will invoice based on the percentage of project completed.

True Visitation Estimate $16,550
Destination Add-On $6,500
Total FY 2027 ..... $23,000

4. Passenger Demand Analysis

Mead & Hunt will be compensated on a lump sum basis and will invoice based on the percentage of project completed.

Passenger Demand Analysis $20,000

5. Quarterly Performance Monitor

Mead & Hunt will be compensated on a lump sum basis and will invoice based on the percentage of project completed.

Quarterly Performance Monitor (per quarter) $2,200
Total FY 2027 ..... $8,800

6. Community Meeting

Mead & Hunt will be compensated on a lump sum basis for the meeting preparation and meeting attendance and will invoice based on the percentage of project completed. Related expenses (e.g. air transportation, lodging, meals, printing, miscellaneous) will be invoiced at cost.

Meeting preparation/meeting $7,000
Expenses (at cost, estimated) $1,500
Total FY 2027 ..... $8,500

7. On-Call Services

On-call services provided by Mead & Hunt not described above or in other supporting documentation will be accommodated with a separate task order or billed in accordance with the Standard Billing Rate Schedule, attached hereto and incorporated herein by reference. The following are Mead & Hunt's Standard Billing Rates for services billed on a time-and-materials basis.

Not to exceed (12 hours) $3,000

Standard Billing Rates	
Clerical	$95 / hour
Accounting/Administrative Assistant	$115 / hour

Standard Billing Rates	
Analyst	$125 / hour
Senior Analyst	$165 / hour
Consultant	$200 / hour
Managing Director	$230 / hour
Project Manager	$245 / hour
Vice President	$260 / hour
Expenses	
Company or Personal Car Mileage	IRS Rate
Air and Surface Transportation	Cost
Lodging and Subsistence	Cost
Out-of-Pocket Direct Job Expenses	Cost

Inclusive of all recommended services, fees are estimated at $105,000. Expenses are estimated to be an additional $7,800, for a contract total of $112,800. If BIL elects to be billed for the tasks on a monthly fee basis, fees will be reduced by approximately 10 percent, at a monthly rate of $7,875 ($94,500 annual) plus estimated expenses of $7,800, for a contract total of $102,300.

We appreciate the opportunity to submit this proposal to BIL.

Respectfully submitted,
Mead & Hunt, Inc.



Jay Richardson
Project Manager

Accepted by: CITY OF BILLINGS, MT

By: _____
Name: _____
Title: _____
The above person is authorized to sign for Client and bind the Client to the terms hereof.

Date: _____

Approved by: MEAD & HUNT, INC.

By: Joseph R. Pickering
Joseph Pickering
Vice President

Date: June 24, 2026

AMENDMENT FIVE TO
CONSULTANT AGREEMENT
FOR AIR SERVICE CONSULTING SERVICES
BY AND BETWEEN
CITY OF BILLINGS, MONTANA
AND
MEAD & HUNT, INC.
DATED: JUNE 24, 2026

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

City of Billings, Montana, a Municipal Corporation
P.O. Box 1178, Billings, Montana 59103, hereinafter designated as "CITY"

and

Mead & Hunt, Inc., a Wisconsin Corporation
2011 Commerce Drive, Suite D103, Peachtree City, GA 30269, hereinafter designated as "CONSULTANT"

WITNESSETH:

WHEREAS, the CITY and the CONSULTANT have entered into a Consultant Agreement for air service consulting services dated February 7, 2023 ("Master Agreement") and

WHEREAS, the CITY has a need for air service consulting services for the Fiscal Year 2027, and

WHEREAS, the CONSULTANT represents that he/she is qualified to perform such services, is in compliance with the Montana Statutes relating to the provision of such services, and is available and willing to furnish such services to the CITY.

NOW THEREFORE, in consideration of the term, conditions, covenants, and performance contained herein, or attached and incorporated herein, the parties agree to amend the **February 7, 2023** Agreement, and all related exhibits as follows:

SCOPE OF SERVICES

The following general items of work listed below are identified as the Project, and incorporated into the Master Agreement by Amendment Five for the air service consulting services for Fiscal Year 2027 (beginning July 1, 2026 and ending June 30, 2027):

ITEM	DESCRIPTION
1	Airline Headquarters Meetings – Three Virtual or In-Person Meetings
2	Industry Conferences – Four Annual Conferences
3	True Visitation Estimate with 5 - Destination Add-on – One Report
4	Passenger Demand Analysis – One Report
5	Quarterly Performance Monitoring – Four Reports
6	Community Meeting – One Meeting
7	On-call Services as Requested (Not to exceed 12 Hours)

The specific services for this Project to be provided or furnished by the CONSULTANT under this Amendment are the services (and related items and conditions) set forth in the Proposal and Agreement for Air Service Consulting Services dated June 24, 2026, a copy of which is included as Attachment 1 and incorporated by reference.

COMPENSATION

CONSULTANT will be compensated for the work described under the Scope of Services in Attachment 1, for a monthly fee of $7,875, and a total of $94,500 for the 12-month period. CONSULTANT will bill associated expenses (e.g., pro-rated registration, airfare, hotel, meals, printing) at cost as incurred. Expenses for the 12-month period are estimated to be an additional $7,800 and will not exceed this amount. The total contract cost is $102,300.

CONSULTANT'S RESPONSIBILITY

The provisions of Paragraph 7, Agreements of Consultant, from the Master Agreement are hereby incorporated by reference.

CITY'S RESPONSIBILITY

The provisions of Paragraph 8, Agreements of City, from the Master Agreement are hereby incorporated by reference.

OTHER MODIFICATIONS TO MASTER AGREEMENT

There are no other modifications to the Master Agreement.

ATTACHMENTS

Proposal and Agreement for Air Service Consulting Services dated June 24, 2026.

APPROVAL AND ACCEPTANCE

Approval and Acceptance of this Amendment Five, including the Attachment listed above, shall incorporate this document as part of the Master Agreement. CONSULTANT is authorized to begin performance of the Project on July 1, 2026, which date is confirmed upon receipt of a copy of this Amendment Five signed by the CITY.

IN WITNESS WHEREOF**,** the parties hereto have executed this instrument the day and year first above written.

CITY OF BILLINGS, MONTANA

_____
Mike Nelson
Mayor

MEAD & HUNT, INC.

_____
Joseph Pickering
Vice President

Approved as to form:

_____
City Attorney
Attest:

_____
City Clerk

Consent 1. G.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: LB Lofts - Development Agreement Procurement Amendment
PRESENTED BY: Jordan Langton
Department: Planning & Community Services
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Community Development (CD) staff recommend approval of the amended LB Lofts Development Agreement. The agreement amendment removes the City's procurement provisions, allowing the project to proceed toward construction in a timely manner while requiring the developer to comply with all applicable federal and state procurement standards per the award of CDBG and HOME funds.

EXECUTIVE SUMMARY

On October 13, 2025, City Council approved a $1,545,000 funding allocation for the LB Lofts Affordable Housing Development project. This memo outlines an alternative procurement process for selection of the project's General Contractor. The Montana Department of Commerce authorized the use of a Request for Proposals (RFP) process in lieu of the public sealed bid method. As a result, the Development Agreements previously approved by Council have been amended with the assistance of the City Attorney's Office to align with federal procurement requirements and allow this alternate process.

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

Funding History:

- **October 18, 2024:** HomeFront and Homeword submitted an Affordable Housing Development Program application to the City's Community Development Division requesting $1,545,000 in funding for the project.
- **December 19, 2024**: The project was awarded $6,500,000 in Low-Income Housing Tax Credits by the Montana Board of Housing to support the development of 22 of the project's 101 units, leaving the remaining 79 units to be funded through the City's Affordable Housing Development program.
- **April 1, 2025***: The Community Development Board recommended the project be taken to City Council for funding allocation.
- **October 13, 2025*:** City Council approved an allocation of $1,545,000 for the project.
- **May 11, 2026:** Representatives from HomeFront and Homeword appeared before City Council to provide a project status update, discuss financing challenges and answered questions from Council members.
- **June 8, 2026:** The project received a $7,000,000 loan award from the Montana Department of Commerce.
- **June 29, 2026:** HomeFront and Homeword submitted the attached project and budget update.
- **July 6, 2026:** HomeFront and Homeword attended the City Council Work Session to provide a current financial summary, revised project schedule, and property status report.

* The complexity of this project and the required documentation needed by the Community Development Division required extensive coordination with Homeword and HomeFront staff during 2025 as this application was processed, leading to some lengthy time frames.

Alternative Procurement Request:

Homeword submitted a request to the City of Billings and the Montana Department of Commerce seeking approval to use an alternative procurement method for selecting a General Contractor. Homeword requested approval to use a Request for Proposals (RFP) process in lieu of the public sealed bid method, while remaining compliant with applicable federal procurement requirements. The request was initially reviewed with the City's Purchasing Division and the City's procurement requirements were upheld. As the project advanced towards construction and the Montana Department of Commerce approved the alternative procurement method request, the City reevaluated Homeword's request. To accommodate the approved procurement method, the City's Development Agreements approved by the City Council on October 13, 2025, have been amended with assistance from the City Attorney's Office to remove the City's procurement provisions. The alternative procurement process will continue to comply with federal procurement standards applicable to projects utilizing the City's HUD funding. The City Legal and Purchasing staff have approved of this modification.

FISCAL EFFECTS

The City currently has $1.4 million in HOME and $145,000 in CDBG funding allocated to the LB Lofts project. The City has an upcoming expenditure deadline for CDBG funding (April 1, 2027) and a commitment deadline for HOME dollars (September 2027). Unexpended and uncommitted funds may be de-obligated by the U.S. Department of Housing and Urban Development (HUD), unless the City determines an alternate project or program source in advance of this schedule. Ongoing progress and monitoring of the LB Lofts project is critical to these funding schedules.

STAKEHOLDERS

This project serves households seeking housing they can afford in Billings; those experiencing homelessness; at-risk of homelessness. All the individuals and families served by the project will have incomes under 80 percent of the area's median income. There is a significant need for this type of housing in Billings and the success of this project would help address the housing shortage in the community.

ALTERNATIVES

City Council May:

- Approve the Development Agreement amendments to allow the alternative procurement method for selecting a General Contractor; or,
- Not Approve the Development Agreement amendments to allow the alternative procurement method for selecting a General Contractor. Not enabling this approach to selecting a General Contractor may create a barrier to the project moving forward as planned, according to Homeword and HomeFront.

Attachments

LB Lofts - Alternative Procurement Request
LB Lofts - HOME Development Agreement
LB Lofts - CDBG Development Agreement
LB Lofts - Deed Restriction Agreement
LB Lofts - Trust Indenture
LB Lofts - Declaration of Restrictive Covenants
LB Lofts - Promissory Note
LB Lofts - Subordination Agreement

Homeword

February 10, 2025

Julie Flynn
Montana Department of Commerce
Montana Housing, Community Housing

Brenda Beckett
Billings Community Development Division
Billings Planning & Community Services Department

RE: LB Lofts & Laurel Gardens – General Contractor Procurement Process Modification Request

Dear Montana Department of Commerce and Billings Community Development Division,

We are writing to request approval of an alternative to the public sealed bid General Contractor procurement method often required by the Montana Department of Commerce (MDOC). We are requesting to be allowed to use a Request for Proposal process for procurement of the General Contractor. We are requesting this approval at this phase of the LB Lofts and Laurel Gardens project because we believe an alternative method would be significantly advantageous for the successful implementation of this project. Nothing about market conditions has significantly improved since we last made these requests for the Baatz Block Apartments in Great Falls and our Creekside rehabilitation in Missoula. We have seen the lingering global COVID effects, the ongoing challenges of labor shortages, and ongoing talk of tariffs and embargoes have negative impacts on construction and project costs and will continue to have ongoing negative impacts for years to come. The executive branch changes at the Federal level are creating further uncertainties with interest rates, equity pricing and cost of goods, as well as investor appetites for new projects.

Even before the global pandemic, a procurement process using a public sealed bid with the requirement of selecting the lowest qualified bidder was not entirely appropriate method of procurement for the construction industry environment in Montana. Montana, as a largely rural state, does not have the depth of qualified General Contractors (GCs) to make this procurement method result in the lowest cost and good-quality construction project. When GCs are busy, as they are all across Montana, they do not need to work the extra 40 to 80 hours required to provide a good competitive bid. They have sufficient work in their pipelines already to keep them busy for two to three years. When subcontractors are busy, they do not sharpen their pencils to provide competitive numbers that would give the reason a good, quality GC would select their bid. If they respond at all, they throw together an inexact bid with few details, and add a significant buffer to their number because a) they are already too busy and don't really know how they could get the job done on the desired schedule, so they don't care if the GC selects them and b) if they do get selected, overtime and premium pay are the only way they are going to come close to meeting the schedule.

This issue was well illustrated over the last four plus years:

- On our Creekside project Homeword hired a General Contractor using the approved procurement process. Our GC has been able to work closely with the design team on how to prepare the bid documents for subcontractors and move toward our fixed available funding to renovate the project. Creekside is a rehabilitation project and scopes of work can be modified and handled via operations if

necessary. We are creating unit pricing and allowance, working closely on the relocation planning. None of this work could be done accurately without a GC on board during the design phase.

- At Baatz Block Apartments, where the approved RFP process was used, we had five General Contractors, including four local Great Falls GCs, respond to the ad and submit a proposal. Of those five respondents, four confirmed they would not have participated in a public sealed bid process that would have had to occur four to five months after the RFP could happen; public sealed bids require extremely detailed plans and specifications where RFPs require only schematics and high-level scoping documents. The RFP process still results in a more accurate price because the GC is intimately familiar with the construction documents and design intent. The added benefit is that the GC can include the project in their work pipeline, allowing for adequate resources and capacity to meet the schedule.
- At Junegrass, a 138 rental home project we are doing in Kalispell, there are no HOME or other restrictive funding sources other than Housing Tax Credits. The General Contractor was selected through an interview process, largely because they had performed well on two past projects with Homeword and GMD, the Managing General Partner. With the GC on board early, we were able to accurately assess the cost impacts of building into the hillside with a stepped foundation vs. grading the site flatter and using large retaining walls to create a flatter building pad. The savings to build into the hillside was approximately one and a half million dollars (6.5% of the project hard costs), plus an estimated 6 weeks of construction time. Without the early involvement of the GC, we would have been unable to accurately estimate the cost savings to fully analyze that option.
- At Trinity, in Missoula, where the GC was selected through a Request For Proposals (RFP) with a follow-up interview process, the GC was selected early enough in the process to result in over $2,000,000 in savings while not reducing the quality of the project, because the people who design the project, architects and engineers, were able to consult with those who actually do the work and build the project. The process was still open and fair – any GC could respond to the RFP; it was advertised all over the state and posted on the plan exchanges. Once selected, the GC could schedule the project into their timeline and bid out to subcontractors earlier to get competitive pricing and get the project on their schedules.
- At Hearthstone in Anaconda, again only one GC responded to the public sealed bid. Local Butte GCs were too busy to even bother bidding, as were Missoula GCs. Local subs were also too busy to bid. The result was a non-local GC, and subs that all had to travel to get to the work, increasing the cost of the project with travel, lodging and per diem expenses.
- At Alpenglow in Whitefish, only one GC responded to the open public bid. Local Kalispell GCs were too busy to even bother bidding. Local subs were also too busy to bid. The result was a non-local GC, and subs that all had to travel to get to the work, increasing the cost of the project with travel, lodging and per diem expenses.
- At Bluebunch in Livingston, the initial bids came in more than 200% over budget: Livingston is a small town and had no local GCs, and few local subs with the capacity or bonding capability to even bid the job. The nearest sizable market is Bozeman, where the contractors were then (and are now) so busy they are scheduling jobs out a year or more into the future. The two responding GCs for the re-bid were located in Valier (near Kalispell) and Great Falls. Subs that responded to these GCs requests for bids were limited and no local subs had the bonding capacity to bid, so all their bids were increased with travel and lodging costs.

We are happy to provide you with additional information/documentation on any of these projects if needed.

The RFP process also allows us to identify some construction items that might have unreasonably and unusually long lead times, and purchase those ahead of time. Electrical gear continues to be challenging, especially for projects being built in less populated communities. At Junegrass, the gear was ordered in May of 2022 and

arrived in August of 2024. At Crowley, the gear was ordered in July 2022; the last pieces of equipment arrived in August of 2023. These are construction materials that used to have a lead time of 6 to 12 weeks. Anything we can do to get a head start on long lead items only benefits the project, and ultimately the residents. There is no benefit to having buildings sitting there 95% complete, but unable to be occupied because they can't be connected to the power grid.

The construction industry has not recovered from the pandemic impacts and has not solved the labor shortage crisis. Some industry experts indicate that the US needs an additional 501,000 workers in the construction industry to balance supply and demand. Fortunately, with a larger market, there are more General Contractors and Subcontractors in Billings that would have the staff capacity, management capabilities, and bonding capacity to do a project of the size of LB Lofts and Laurel Gardens. There is also a larger pool of local subcontractors with the capacity and bonding availability. A public sealed bid process means that the selected GC does not know they have been selected for the work until the permits are ready to issue and the project is ready to begin. That just won't work in the current construction climate. Quality Billings General Contractors currently are scheduling work for the winter of 2025 through the Spring of 2026. By the time this project could go to bid using a bid process, contractors would be unable to start until summer or fall of 2025, potentially a year or more after this project needs to start. To be successful, this project needs to have a General Contractor selected within the next two months to get in their pipeline for 2025.

As we understand it, there are no federal regulations prohibiting the procurement of the General Contractor by an RFP process and engaging them in the project early in the design process. Several federal agencies (along with some state agencies) have recognized the clear benefits of this type of procurement. Homeword, as the Grantee/Sponsor and a CHDO with over 29 years of experience in development, is not a government agency and should not be required to comply with state procurement requirements designed for government agencies and government projects.

If MDOC approves the use of the procurement by RFP, our process would allow for public and equal competition:

- The Requests for Proposals will be advertised in the local newspaper, uploaded to the Montana Plans Exchange, uploaded to the Montana Department of Transportation DBE Quote Request, and disseminated as widely as possible to share the opportunity with Section 3 businesses and individuals. The RFP would identify all evaluation factors and their relative importance. All responses to the RFP will be considered to the maximum extent practical, and the evaluation results documented and provided to the HOME Program Staff;
- There will be a written method for conducting technical evaluations of the RFP responses and for identifying a list of respondents to be interviewed;
- Three to five (depending on the number of respondents) respondents will be interviewed and their responses to project specific questions further evaluated;
- A contract(s) will be awarded to the General Contractor whose qualifications, experience, capacity and knowledge of the project type is most advantageous to the project, with price estimates and all other HOME, HTF and LIHTC required factors considered. The contract will not be signed until such time as the project has received the authorization to use grant funds from HUD/participating jurisdictions. A Notice of Intent to Award the Contract will be issued to allow the GC to feel secure in scheduling the work, with the required conditional statements.

We are requesting approval to use this Federally allowed procurement method for the general contractor for LB Lofts and Laurel Gardens due to the challenging and significantly disadvantageous results on several recent Homeword projects that used the sealed bid method for procurement as detailed above. We also believe it is

critical that the GC selected show past success in constructing multi-family residential projects.Per the CFR Section 200.320(c)(1), the sealed bid method is feasible and the preferred method of procuring construction if the conditions listed below apply. We believe the following conditions **do not apply** to the current bidding climate in Montana, especially with ongoing COVID impacts on the overall market:

(ii) – ***two or more*** *responsible bidders are willing and able to* ***compete effectively*** *for the business;*
(iii) – *the procurement lends itself to a firm fixed price contract price and the selection of the successful bidder* ***can be made principally on the basis of price****.*

We believe strongly, based on recent experiences, that we will not receive two or more bids that are effectively competitive. Recent bids have shown that we may get only one bid, and even two bids are unlikely to be effectively competitive, as the General Contractors and Subcontractors are too busy to spend adequate time bidding when they have no room in their schedules for the next six to twelve months. The busy construction conditions, increasing skilled labor shortage and ongoing COVID impacts to the overall construction market have proven that we cannot expect multiple **competitive** bids from **responsible** General Contractors and Subcontractors. Their staffing availability prevents them from being competitive, as they simply do not have the ability to hold qualified staff available to start sealed bid projects within a reasonable timeframe after bids are opened. Their schedules are already filled with negotiated and invited bid contracts – contractors in this busy market need to be able to plan for projects far in advance of sealed bid openings, and the most experienced and qualified contractors are too busy to bid on projects that will need to begin shortly after the bid opening. This is the feedback from multiple bidders that have elected not to submit bids on recent projects.

The CFR Section 200.318(g) states *"the non-Federal entity is encouraged to use value engineering clauses in contracts for construction projects of sufficient size to offer reasonable opportunities for cost reductions."* Having a contractor on board during design allows for real time value engineering and construction cost estimates to maintain the feasibility of the project while not increasing architectural and engineering fees. This is a benefit to the project ensuring our limited funding resources are being used efficiently and not wasted covering inflated bid amounts and additional services in our current market.

In summary, it is our understanding that the intent of a public, sealed bid process is twofold: 1) to ensure a fair, equitable, and competitive bidding process and 2) to ensure that there is no collusion between the grantee and the general contractor and that the price is appropriate and the lowest possible for the work. In leaner times, the competitive aspect of the public sealed bid process was also expected to drive down prices. We believe that, in today's construction industry environment, the public sealed bid process achieves none of these goals. The quality GCs do not need to compete for work. They have more than enough as it is. Forcing projects in today's construction climate to use the public sealed bid process ultimately increases costs, reduces quality, and lengthens the construction schedule. The proposed process meets the intent without the negative impacts of a public sealed bid process.

Thank you for your consideration,



Heather McMilin, Homeword Project Development Director

Please return to:
City of Billings
Community Development Division
P.O. Box 1178
Billings, MT 59103

Affordable Housing Development Agreement

HOME Investment Partnerships Program

Between

City of Billings (City)
A Montana Municipal Corporation
316 N. 26th St., Billings, Montana 59101

and

Homeword, Inc. (Developer)
a Montana Non-Profit Organization
1535 Liberty Lane, Ste 116A, Missoula, Montana 59808

and

HAB Development, Inc. (Project Owner)
a Montana Non-Profit Organization
2415 1st Avenue N., Billings, Montana 59101

On this date

WHEREAS, the Developer and Project Owner desire to work with the City and build affordable housing on property owned by HAB Development, Inc. in the City of Billings, Yellowstone County, Montana commonly known as LB Lofts, Sioux Lane, Billings, Montana 59105 and legally known as:

> *WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot PARK, PRIVATE PARK comprised of 1.348 AC and adjacent parcel on Sioux Lane, Billings MT 59105 legally described as WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot 1 comprised of 3.014 AC, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3792983.*

WHEREAS, the City has concurrently entered into a HOME Investment Partnership Program ("HOME") Agreement with the United States Department of Housing and Urban Development (HUD) whereby the City will receive and administer HOME moneys to provide financing, in part, for an acquisition / construction project (the "Project") to be undertaken by the Developer and Project Owner. Notwithstanding any provision herein to the contrary, the performance and administration of this Affordable Housing Development Agreement ("Agreement") shall be subject to the applicable provisions of the City's HOME Agreement with HUD. Accordingly, the Developer and Project Owner hereby assume all obligations under the City's HOME Agreement with HUD as a condition of the Developer and Project Owner's obligations to perform under this Agreement as set forth herein.

WHEREAS, the Developer and Project Owner are desirous of obtaining such financing on the Project and is willing to assume obligations to the City under the City's HOME Agreement with HUD on the terms and conditions, as provided herein.

DRAFT

WHEREAS, the Developer and Project Owner desire to utilize HOME funds to assist with the new construction of affordable rental housing. The Developer and Project Owner desire to use $1,400,000 in HOME funds for the development of new rental housing and related construction costs resulting in the creation of one hundred and two (102) new affordable rental housing units, 78 of which are financed in part by four percent low-income housing tax credits through the State of Montana, herein referenced as the Project.

Six (6) of the units will be designated HOME-assisted units. All six (6) of these units will be two-bedroom units. Funding allocation is contingent upon the viability and usability of stored building materials and commitments of funding from other project funding sources. Funding will not be allocated to the Developer and Project Owner if stored building materials are deemed unusable or other sources of project funding are not committed.

WHEREAS, the City has certified completion of the following prior to this HOME funding commitment: subsidy layering and underwriting analysis in compliance with 24 CFR 92.250(b); assessment of the current market demand in the neighborhood; assessment of the experience and financial capacity of the Developer and Project Owner; and confirmation of firm written financial commitments to the Project.

WITNESSETH THAT the City, Developer and Project Owner, mutually agree as follows.

I. PURPOSE

The purpose of this written Agreement is to ensure compliance with 24 CFR 92 by the City through its HOME Agreement with HUD; and to achieve the purposes of Title II (42 USC 12701-12839) of the Cranston-Gonzalez National Affordable Housing Act (Public Law 101-625, approved November 28, 1990), including previous and future amendments.

II. RECITALS INCORPORATED BY REFERENCE

The recitals stated above are true and accurate and are incorporated into this Agreement.

III. APPLICATION INCORPORATED BY REFERENCE

The Developer and Project Owner's Affordable Housing Development application to the City, and statements made therein, are included in this Agreement by reference.

IV. ACCEPTANCE OF GENERAL PROGRAM REQUIREMENTS

The Developer, Project Owner, their contractors, and subcontractors will ensure compliance with all the following requirements now in effect or as they may be amended during the twenty (20) year term of this Agreement:

A. HOME Investment Partnerships Program 24 CFR Part 92 as part of the Cranston-Gonzalez National Affordable Housing Act;

B. Office of Management and Budget's Uniform Administrative Requirements (24 CFR 92.505), Cost Principles, and Audit Requirements for Federal Awards, Super / Omni Circular codified at 2 CFR Part 200;

C. Additional HUD regulations included in 24 CFR and the regulations, policies, guidelines, and requirements as they relate to the application, acceptance, and use of federal funds for this program;

D. Federal, State, and local government laws, regulations, administrative directives, ordinances, resolutions, and procedures;

E. Uniform Relocation Act which provides fair and equitable treatment of persons whose real property is acquired as stipulated in Title 24, Subtitle A, Part 42 and Section 104(d) and 92.353.

F. Civil Rights and Fair Housing, Employment and Contracting Opportunity requirements at 24 CFR 570.601, 570.602, 570.607, 92.350 and Executive Order 14173. Developer and Project Owners shall comply with the Fair Housing Act, HUD regulations, and the Montana Human Rights Act prohibiting employment, contracting, and beneficiary discrimination based on: Disability - includes people with HIV / AIDS and people in recovery from alcohol / drugs; Race / Color; Religion; Religious Belief; Sex - includes protection against sexual harassment;

DRAFT

Familial Status - includes the presence of children under the age of 18 and / or pregnancy; National Origin; Marital Status; Creed; and Age;

G. Section 3 (Part 75) requires the Developer and Project Owner, to the greatest extent possible, provide training, employment, contracting and other economic opportunities to low-income persons;

H. MBE / WBE at 2 CFR 200.321 requires outreach must ensure inclusion of businesses owned by minorities and women. Records must be maintained in compliance with 24 CFR 570.506(g);

I. Labor Standards at 24 CFR 92.354 apply to all non-volunteer labor financed in whole or in part with HOME;

J. The Developer and Project Owner must not contract with, hire, or employ an individual in the United States knowing that the contractor or individual is not authorized with respect to such employment;

K. The Developer and Project Owner must provide liability insurance coverage, fidelity bond coverage for principal staff handling the organization's accounts, and payment of payroll taxes and worker's compensation insurance coverage, as required by Federal and State law;

L. The Developer and Project Owner will maintain active and current registration as required in SAM.gov;

M. The Developer and Project Owner will comply with the conflict-of-interest provisions of 24 CFR § 92.356 prohibiting the Developer and Project Owner from allowing any of their employees, agents, officials, consultants, or immediate / family members from occupying a HOME-assisted housing unit for the period of affordability, with the exception of management or maintenance employee(s). The Montana Code Annotated § 2-2-201 also prohibits the Developer and Project Owner from engaging public officers, City employees, and former City employees from having interest in the Developer and Project Owner's contracts;

N. HOME-funded projects with a total number of residential units of 12 or more must comply with Davis-Bacon prevailing wage rates and regulations;

O. Lead-Based Paint requirements (92.355) prohibit the use of lead-based paint in new construction;

P. Radon testing and mitigation response is a requirement on the Environmental Review Record in reference to Contamination and Toxic Substances 24 CFR Part 50.3(i) and 58.5(i)(2). In addition, it is reviewed as a worker safety hazard relative to land development. The Developer and Project Owner are required to assess the property for radon exposure to protect workers during construction and residents post construction. In compliance with 24 CFR 92.504(c)(2)(iv), Environmental Review Record has been completed and HUD has authorized the use of HOME funds for the development of the Project.

Q. Construction and accessibility standards referenced in Section 504 of the Rehabilitation Act of 1973, Americans with Disabilities Act, and Architectural Barriers Act;

R. Copeland "Anti-kickback" Act, which prohibits a federal building contractor or subcontractor from inducing an employee into giving up any part of the compensation that they are entitled to under the terms of their employment contract;

S. Contract Work Hours and Safety Standards Act, 40 USC 3701;

T. City of Billings Building, Zoning, and Fire Safety Codes;

U. None of the funds, materials, property or services provided directly or indirectly under this Agreement shall be used for any partisan political activities or to further the election or defeat of any candidate for public office. By signing this Agreement, the Developer and Project Owner certify that no HOME funds will be spent on lobbying activities in connection with the assistance, in accordance with 24 CFR 91.225;

V. The Developer and Project Owner will follow the provisions governing the restriction on the use of HOME funds by religious organizations, as contained in 24 CFR 92.257;

W. The Developer and Project Owner certify that it will provide a drug-free workplace;

DRAFT

X. The Developer and Project Owner will comply with HUD guidelines for affirmative marketing, as outlined in 24 CFR 92.351, Subpart H for projects with five (5) or more HOME assisted units. Six (6) units are being assisted with HOME funds under this Agreement; and

Y. The Developer and Project Owner will comply with the Violence Against Women Act (VAWA) requirements at 24 CFR § 92.359 to provide housing protections for people applying for or living in units subsidized by the federal government and who have experienced domestic violence, dating violence, sexual assault, or stalking, to help keep them safe and reduce their likelihood of experiencing homelessness. The City's reference herein to HUD forms 5380, 5381, 5382, and 5383 serve as official notice and certification forms to the Developer and Project Owner.

V. INSURANCE & CONTRACTS

The Developer and Project Owner shall furnish the City with proof of insurance, as stipulated below, as this Agreement is submitted to the City for signature, finalization, and prior to commencing the activities described herein.

The Developer and Project Owner shall secure and maintain such insurance policies to protect itself, its subcontractors, and the City, from all claims for bodily injuries, death or property damage that may arise under this Agreement; whether the acts were made by the City, Developer or Project Owner or by any contractor or subcontractor or anyone employed by the Developer or Project Owner directly or indirectly.

A. The City shall be listed as an additional insured on all insurance policies and will include the following language:

> *The Company agrees that it will give the City of Billings, Montana, no less than 30 days advance written notice of its intent to cancel or materially change the described policy.*

This language, however, if accompanied by a disclaimer or any other language, which negates Developer and Project Owner responsibility for failing to provide said notice, will not be acceptable.

B. The following insurance policies are required:

1. Workers' compensation and employer's liability coverage as required by Montana law;
2. Professional liability in the amount of $1,500,000 per claim;

C. The following insurance policies are also required and must include a waiver of subrogation against the City:

1. Commercial General Liability, including contractual and personal injury coverages of $750,000 per claim and $1,500,000 per occurrence for injuries, including accidental death to any one person; and
2. Automobile liability of $1,500,000 per accident.

D. Approval of Contractor / Subcontractor and Insurer: The insurer must be satisfactory to the City Attorney for the City of Billings. Further, the Developer and Project Owner will assure all subcontractors performing work on the project maintain public liability, property, and casualty insurance and stationary workers compensation insurance coverage in compliance with state Law.

E. Construction Contracts: The Developer and Project Owner agree to deny participation in construction contracts by ineligible, debarred or suspended persons or entities. **The Developer and Project Owner will provide the City with the names of contractor(s) and subcontractor(s) prior to entering into contracts.** City staff will check each contractor for a City of Billings business license, state contractor registration, worker's compensation, insurance, registration in the federal government's System for Award Management (SAM), and that the contractor(s) is not debarred by the State of Montana and/or SAM.

The State of Montana charges a 1% tax on the gross receipts from all public contracts over $5,000. Subrecipient shall ensure payment of gross receipts as required. Details may be found on the Montana Department of Revenue website.

DRAFT

F. Bonding: The Developer and Project Owner will provide proof that contractor(s) and subcontractor(s) selected for the Project possess performance and completion bonds equal to the completed value of the construction Project.

VI. SCOPE OF WORK

The Developer and Project Owner agree to complete all development activities that will result in an affordable housing project including obtaining financing, purchasing the property, and hiring a construction contractor. The City agrees to review project plans, budget, and HOME subsidy for approval. The City will also be responsible for payment inspections and disbursements. The Developer, Project Owner and City agree to complete the required activities to secure a finished HOME affordable housing project.

The Developer and Project Owner will carry out the activities as established herein. The major components pertaining to this Agreement include new construction of 102 units of affordable multifamily rental housing units within the City of Billings limits. The project will include 102 two-bedrooms units. Six of the units in the proposed project will be HOME- assisted, floating units.

The project includes a market study to determine the type of housing needed in the community. Financing is required for the development of the project as per the market study. A construction contractor is to be hired post site control establishment.

A. PROJECT SCHEDULE

1. Project planning commenced prior to the date of this application.
2. Developer and Project Owner will complete all work required by this Agreement in accordance with the timetable set forth:

Milestone	***Start By***	***Complete By***
Construction *Must begin within 12 months following commitment of funds via written Agreement*	November 2026	N/A
Milestone	***Start By***	***Complete By***
Project Completion *Must be completed within four years of written Agreement date*	N/A	Certificate of Occupancy issued by November 2029
Units leased to income qualified tenants	N/A	Nine (9) months post the date of construction completion

The Developer and Project Owner must communicate any anticipated or proposed changes to this schedule to the City in writing as soon as they are known for review and approval by the City.

B. PROJECT BUDGET AND EXPENDITURE DEADLINES

1. The total budget for 78 of the 102 units, financed in part by four percent low-income housing tax credits through the State of Montana, is as follows:

HC Equity Non-Competitive	$10,847,566
HomeFront Loan	$9,079,042
Glacier Bank Tax Exempt Loan	$8,200,000
Deferred Developer Fee	$2,860,453
Go Housing MT Tax Exempt Loan	$2,100,000
City of Billings HOME Funds	$1,400,000
City of Billings CDBG Funds	$145,000
Total Sources:	**$34,632,061**

DRAFT

HOME Fiscal Years Funding Origin	*Award Amount*	*Expenditure Deadline*
FY2021-2026	**$1,400,000**	Funds must be expended within **four (4) years** of the date funds are committed as reflected by the date of the last signature on the Development Agreement.

2. Current and complete Sources and Uses are on file with the City with firm written commitments of all funds dedicated to the project. HOME funding may only be used to pay actual eligible costs of HOME-assisted housing and a percentage of pro-rated share of common area costs.
3. The Developer and Project Owner are required to submit updated financial documents to the City as revised commitments are made.
4. The Developer and Project Owner represent that the HOME funds invested are no more than necessary to provide affordable housing.
5. The Developer and Project Owner will disclose to the City any changes in sources of funds within ten (10) of days from notice of such changes, and the City will reserve the right to revise the project's HOME award based on a revised Sources and Uses statement and subsequent subsidy layering analysis.
6. The Developer and Project Owner will ensure compliance with subsidy layering review requirements, including the provision of the following, updated documents as soon as they become available:
   a) Certification of Federal Assistance
   b) Sources and Uses Budget
   c) Development Budget
   d) Operating Budget, including Pro-Forma for a period of operation equal to the duration of the established period of affordability.

   Should the project involve the use of low-income housing tax credits (LIHTC), the Developer and Project Owner will provide the City a copy of the LIHTC subsidy layering review for the project file as soon as the review is completed.
7. The Developer and Project Owner may not modify the finalized budget without having requested and received the City's written approval of the adjustment. Modifications to the budget without City approval will be considered a violation of the contract and are grounds for termination at any point without consideration for performance or compensation.
8. The Developer and Project Owner are required to adhere to the current HOME maximum per-unit subsidy limits as established by HUD.
9. The total HOME funding allocated to the project will be repaid to the City by the Developer and Project Owner if the Developer or Project Owner fail to comply with federal, state, or local requirements for the use of HOME funds, construction, or rental to income-eligible households.
10. The Developer and Project Owner will submit a HOME Match Funds report when units are completed as determined by the Certificate of Occupancy issued by the City.

C. DISBURSEMENT OF FUNDS

1. The City shall **reimburse** the Developer or Project Owner for all eligible project costs in the total amount of **$1,400,000**. The City's obligation to make periodic or final payment to the Developer or Project Owner shall be conditioned upon the City's receipt of HOME funds sufficient to make such payment. Final reimbursement will be made only when the Developer or Project Owner is in full compliance with this Agreement.
2. Payment is made on a reimbursement basis of actual and proper expenditures and shall be made in accordance with this Agreement between the City, Developer and Project Owner. The Developer or Project Owner may only request disbursement of funds when

DRAFT

funds are needed for payment of eligible costs, and the amount of the disbursement request must be limited to the amount needed.

During the term of this Agreement, the Developer or Project Owner will submit progress reports to the City with each request for payment. This report will describe the status of the project with respect to each implementation objective including, at a minimum, the percentage of the project that has been completed, costs incurred, funds remaining and anticipated completion date. The report must also describe any significant problems encountered and any necessary modification of the project scope or implementation schedule being requested. A project narrative for each payment is a mandatory requirement. The City will not honor claims for payment until the Developer or Project Owner submits to the City the required progress report and the City has approved it. Support documentation may include invoices, bills, certified payroll records, City permits and inspection records, and other documents necessary to justify the payment. Processing time may be up to 30 days and reimbursements may be requested every 30 days until funding has been expended.

3. The City shall only reimburse HOME-eligible expenses, following on-site inspection for construction compliance.

4. The City may withhold any payment if the Developer or Project Owner has failed to comply with program objectives, contractual terms, or reporting requirements. The City may withhold payment of the final five percent (5%) of the total award amount until the Developer or Project Owner has submitted, and the City has accepted, all required financial and performance report information required pursuant to either the Project or City requirements. The following documentation must be submitted for payment requests:

   a) Completed Request for Reimbursement and Progress Report form.

   b) Invoices, receipts, purchase orders, and/or contracts pertaining to the specific request for disbursement.

D. CONSTRUCTION COMPLIANCE

1. Housing constructed will meet local and state building codes and the plans must be approved by the City.

2. The units will comply with current HUD property standards for new construction projects.

3. All units will be constructed to ensure compliance with 24 CFR 5.703 and as it relates to physical condition standards for HUD housing that is decent, safe, sanitary and in good repair.

4. Constructed units will comply with property standards as per 24 CFR 92.251 as it relates to state and local codes, zoning requirements, and HUD requirements, including:

5. Units will be accessible and in compliance with Section 504 of the Rehabilitation Act of 1973 and the Americans Disabilities Act as noted in Title 24, Subtitle A, Part 9 and, to the maximum extent feasible, be made readily accessible and usable by individuals with disabilities as per Title 24, Subtitle A, Part 8, Subpart C, §8.22.

6. The Uniform Federal Accessibility Standard requires a percentage of total units comply with the following:

   a) At least five percent (5%) of total units, and at least one (1) unit, must meet accessibility standards for persons with mobility disabilities; and

   b) An additional two percent (2%) of total units (at least one [1] unit), must be accessible for persons with hearing / visual disabilities.

   c) The use of universal design concepts will also be utilized to meet the needs of those with disabilities.

   d) **Build America, Buy America Act (BABA):** The Infrastructure Investment and Jobs Act, Pub. L. 117-58 and 2 CFR 184 2 CFR Part 184 -- Buy America Preferences for Infrastructure Projects requires that all iron and steel, construction materials, and manufactured products used in federally-funded infrastructure projects are produced

DRAFT

in the United States, unless otherwise exempt or subject to an approved waiver. This requirement is known as the "Buy America Preference (BAP)" and the specific requirements are codified in 2 CFR § 184.

E. PERIOD OF AFFORDABILITY AND AGREEMENT DURATION

1. The project is subject to ongoing HOME compliance requirements for an affordability period from the date the Certificate of Occupancy is completed, and the project completion report is entered into HUD's Integrated Disbursement & Information System (IDIS). Information necessary for completing activities in IDIS include finalized project budget; occupant demographic and income data; information on unit configuration; rents; and rental assistance.
2. The duration of the Agreement includes the construction, lease-up, and renting of housing units for the entire period of affordability.

HOME Funding Per Unit / Project Type	***Period of Affordability***
Rental New Construction	20 Years

3. Affordability requirements for the HOME program will be met, including regulations outlined for the affordability of rental housing units as per 24 CFR 92.252.
4. The Developer and Project Owner expressly agree to repay the City all funds paid on behalf of the Developer and Project Owner or its subcontractors if the housing constructed does not meet the affordability requirements for the specified period of affordability (24 CFR 92.504(c)(3)(ii)).

F. INITIAL RENTS AND PROCEDURES FOR RENT INCREASES

1. The Developer and Project Owner agree that 100 percent (100%) of the HOME-assisted units to be constructed will be rented and occupied by low-income households as per HUD requirements.
2. The Developer and Project Owner agree that all units constructed under this Agreement will be rented to income-eligible tenants under the terms of the Deed Restriction Agreement which will be filed with the Yellowstone County Clerk & Recorder at the time it is negotiated.
3. Rents will not exceed the allowable HOME rents during the entire period of affordability. In projects with five (5) or more HOME-assisted units, 20 percent (20%) of the HOME-assisted units must comply with the HOME Low Rents and occupied by households with an Area Median Income less than fifty percent (50%). The remaining units can be rented at the High HOME rental limit.
4. HUD sets new HOME rent limits annually and are effective upon publication. However, tenants' rents should only be adjusted when leases are renewed.
5. The Developer and Project Owner will provide initial rent-up information on occupants and units to the City within thirty (30) days of initial occupancy and annually thereafter. The Developer and Project Owner will also provide proposed utility allowances to the City annually for approval.
6. The Developer and Project Owner will comply with HUD's requirements relative to maintaining the correct number of high and low HOME rent units.
7. The Developer and Project Owner will comply with HUD's requirements relative to income determination at initial lease up and annual thereafter (24 CFR 92.203).

G. PROJECT MONITORING DURING THE PERIOD OF AFFORDABILITY

1. Mandatory HUD monitoring requirements include (but are not limited to):
   - **a)** Demographic and rental unit information on initial occupants;
   - **b)** Annual reports on current occupants including demographic and rental unit information;
2. The City's monitoring responsibilities include (but are not limited to):

DRAFT

a) On-site monitoring review of the project annually as required for a project with twenty-five (25) or more units;

b) Source documentation monitoring for occupant income and eligibility verification at least every six (6) years; and

c) The financial condition of projects with ten (10) or more HOME-assisted units will be assessed annually.

G. LEASE REQUIREMENTS

1. All tenant leases during the period of affordability will contain the following provisions:

a) Each individual lessee certifies the accuracy of the information provided in connection with the examination and re-examination of annual household income;

b) Each individual lessee certifies that the annual income and other eligibility requirements shall be deemed substantial and material obligations of their tenancy. They will comply promptly with all requests for information and their failure to provide accurate information regarding such requirements (regardless of whether such inaccuracy is intentional or unintentional).

c) Refusal to comply with a request for information with respect thereto shall be deemed a violation of a substantial obligation of their tenancy and constitute cause for immediate termination thereof.

d) Initial leases must be a commitment for at least one year and may be re-negotiated by mutual agreement for continuing leases thereafter.

2. Any provision of the Lease which falls within the classifications below shall not apply and not be enforced by the Landlord.

a) *Confession of Judgment*. Consent by the Tenant to be sued, to admit guilt, or to a judgment in favor of the landlord in a lawsuit brought in connection with the Lease.

b) *Treatment of Property*. Agreement by the Tenant that the Landlord may take or hold the Tenant's property, or may sell such property without notice to the Tenant and a court decision on the rights of the parties.

c) E*xcusing the Landlord from Responsibility*. Agreement by the Tenant not to hold the Landlord or Landlord's agent legally responsible for any action or failure to act, whether intentional or negligent.

d) *Waiver of Legal Notice*. Agreement by the Tenant that the Landlord may institute a lawsuit without notice to the Tenant.

e) *Waiver of Court Proceedings for Eviction*. Agreement by the Tenant that the Landlord may evict the Tenant Family (i) without instituting a civil court proceeding in which the Family has the opportunity to present a defense, or (ii) before a decision by the court on the rights of the parties.

f) *Waiver of Jury Trial*. Authorization to the Landlord to waive the Tenant's right to a trial by jury.

g) *Waiver of Right to Appeal Court Decision*. Authorization to the Landlord to waive the Tenant's right to appeal a court decision or waive the Tenant's right to sue to prevent a judgment from being put into effect.

h) *Tenant Chargeable with Cost of Legal Actions Regardless of Outcome of the Lawsuit*. Agreement by the Tenant to pay lawyer's fees or other legal costs whenever the Landlord decides to sue, whether or not the Tenant wins.

H. VIOLENCE AGAINST WOMEN ACT (VAWA) REQUIREMENTS

1. VAWA requirements at 24 CFR § 92.359 must be met during the entire period of affordability.

a) *Notification requirements.* The Developer and Project Owner must provide notice and certification forms to housing applicants and tenants, whether approved or denied housing assistance.

DRAFT

b) *Bifurcation of lease requirements.* If a family living in a HOME-assisted rental unit separates under 24 CFR 5.2009(a), the remaining tenant(s) may remain in the HOME-assisted unit.

c) *Development of VAWA lease or lease addendum.* The Developer and Project Owner must develop a VAWA lease term / addendum to incorporate all requirements that apply to the owner or lease under 24 CFR part 5, Subpart L, including the prohibited bases for eviction and restrictions on construing lease terms under 24 CFR 5.2005(b) and (c). This VAWA lease term / addendum must also provide that the tenant may terminate the lease without penalty if the participating jurisdiction determines that the tenant has met the conditions for an emergency transfer under 24 CFR 5.2005(e).

d) *Emergency transfer plan.* The Developer and Project Owner must develop and implement an emergency transfer plan and must make the determination of whether a tenant qualifies under the plan. The plan must meet the requirements in 24 CFR 5.2005(e).

For the purposes of § 5.2005(e)(7), the required policies must specify that for tenants who qualify for an emergency transfer and who wish to make an external emergency transfer when a safe unit is not immediately available, the participating jurisdiction must provide a list of properties in the jurisdiction that include HOME-assisted units. The list must include the following information for each property: The property's address, contact information, the unit sizes (number of bedrooms) for the HOME-assisted units, and, to the extent known, any tenant preferences or eligibility restrictions for the HOME-assisted units. In addition, the participating jurisdiction may:

(1) Establish a preference under the participating jurisdiction's HOME program for tenants who qualify for emergency transfers under 24 CFR 5.2005(e); Provide HOME tenant-based rental assistance to tenants who qualify for emergency transfers under 24 CFR 5.2005(e); or

(2) Coordinate with victim service providers and advocates to develop the emergency transfer plan, make referrals, and facilitate emergency transfers to safe and available units.

VII. ADDITIONAL REQUIREMENTS

A. PERSONNEL

The Developer and Project Owner represent that it has or shall secure all personnel required in performing the services under this Agreement. All services required hereunder shall be performed by the Developer and Project Owner, or under his/her supervision, and all personnel engaged in the work shall be fully qualified and shall be eligible under the law to perform such services.

Where the State or local public jurisdictions require licensure for the provision of services provided hereunder, the Developer and Project Owner and any subcontractors shall be properly licensed.

B. ENFORCEMENT OF THE AGREEMENT AND VENUE

1. The affordability requirements in CFR 24 92.252 for rental housing shall be enforced by recorded deed restriction agreement.
2. Any issues relating to non-compliance will be managed in accordance with a progression of severity for non-responsiveness and continued non-compliance. This progression includes verbal guidance, guidance delivered via email, guidance delivered by mail, informal meetings to resolve non-compliance issues, withholding currently allocated and committed funding for reimbursements, mandatory meetings to resolve non-compliance issues, notifications of non-compliance via certified mail, determination of ineligibility for future City funding, and termination of current Agreements due to non-compliance.
3. This Agreement will be construed and enforced in accordance with the laws of the State of Montana. In the event of litigation concerning it, the venue is in the District Court of the Thirteenth Judicial District Court in Yellowstone County, Montana.

DRAFT

C. SURVIVAL OF CERTAIN CONTRACT TERMS

Notwithstanding anything herein to the contrary, the parties understand and agree that all terms and conditions of this Agreement and attachments hereto that may require continued performance or compliance beyond the termination date of this Agreement shall survive such termination date and shall be enforceable by the City as provided herein in the event of such failure to perform or comply by the Developer and Project Owner or its subcontractors.

D. LIAISONS, NOTICE, ROLES AND PROGRESS REPORTING

1. Jordan Langton, Program Coordinator, is the City's liaison with the Developer and Project Owner. The City's liaison is responsible for balancing the need for public subsidy to make the project viable while safeguarding federal investments to ensure regulatory compliance during construction, lease-up, and throughout the entire period of affordability.

2. Karissa Trujillo is the Developer's liaison and Patti Webster is the Project Owner's liaison with the City and is responsible for communicating compliance with regulations throughout construction, lease-up, and throughout the entire period of affordability.

   a) The Developer and Project Owner are independent and they are not agents or employees of the City, and have no authorization, expressed, implied, or apparent, to bind the City to any Agreements, settlements, liability, or understanding except as expressly set forth herein.

   b) Notice will be sufficient if given in writing and emailed and/or mailed to the parties' liaison at the addresses described herein. If liaisons change in the future, the City and Developer and Project Owner will provide notification 30 days prior to the change.

   c) The Developer and Project Owner will promptly submit status reports on project progress at the request of, and in the format prescribed by, the City of Billings. During the development phase of this project, the Developer and Project Owner will submit reports on project progress **quarterly** to the City's liaison as stipulated herein.

E. OWNERSHIP AND PUBLICATION OF MATERIALS

All reports, information, data, and other materials related to the project and prepared by any subcontractor pursuant to this Agreement are to be the property of the Developer, Project Owner, and the City, which each have the nonexclusive and unrestricted authority to release, publish or otherwise use in whole or in part, information relating to it. No material produced in whole or in part under this Agreement may be copyrighted or patented in the United States or in any other country without the prior written permission of the City and the Developer and Project Owner.

F. ACCESS TO RECORDS

1. The Developer and Project Owner will supply to the City copies of all current records, including, but not limited to: contracts; approved invoices and lien releases; project budgets; cash flow statements; annual audits; and any and all financial records which impact the performance of the Developer and Project Owner under the terms of this written Agreement.

2. The Developer and Project Owner may, at the City's discretion, be considered in breach of this Agreement by failing to provide any or all requested documentation in a timely manner. Failure to provide timely access to records is grounds for termination of this Agreement and non-reimbursement for expenditures.

3. The City will retain records of the Developer and Project Owner's performance under this Agreement and will allow access to these records at any time during normal business hours by the Developer, Project Owner, HUD, and the Comptroller General. These records will be kept at the current Community Development Office, 316 North 26th Street, Billings, Montana.

G. REQUIRED PROJECT RECORDS

Upon completion of the project's predevelopment, the Developer and Project Owner will submit to the City the following project predevelopment records:

DRAFT

1. Property acquisition records, including, but not limited to:
    a) Property Appraisal
    b) Title Report
    c) Site Control Status
    d) Property Survey
    e) Soils Report
    f) Engineer's Report
    g) Environmental Reports

Upon completion of the project's predevelopment, the Developer and Project Owner will submit to the City the following project predevelopment records:

2. Property construction / rehabilitation records including, but not limited to:
    a) Documentation that the project meets applicable property standards for HOME rehabilitation activities and/or new construction.
    b) Documentation that the rents charged in each HOME-assisted unit conforms to HOME program requirements.
    c) For each household renting a HOME-assisted unit, a copy of the rental application, income verification, and rental Agreement and subsequent annual income verifications.
    d) An approved Affirmative Marketing Plan which complies with 24 CFR 92.351 for projects with five (5) or more HOME-assisted units.
    e) Immediate written notification of any pending legal action which names the Developer and Project Owner and the real property assets covered under this Agreement.
    f) Copies of invoices submitted for payment.
    g) Verification of matching contributions.

H. RECORDS RETENTION

1. The records described above must be retained for a period of five (5) years after project closeout.
2. Records demonstrating compliance with project requirements that apply for the period of affordability must be retained for at least five (5) years after the conclusion of the required period of affordability (20 years).
3. If any litigation, claim negotiation, audit or other action has commenced before the expiration of the regular five-year period, the records must be retained until completion of the action and resolution of all issues that arise from it, or until the end of the regular period, whichever is later.
4. Access to the records described above and all other documentation relating to the program is governed by all applicable state and federal laws as they pertain to disclosure of information to the public and to the individual's right of privacy.

VIII. AGREEMENT MODIFICATION AND ASSIGNABILITY

A. This Agreement contains the entire Agreement between the parties, and no statements, promises, or inducements made by either party, or agents of either party who are not contained in or authorized by this written Agreement, are valid or binding. This Agreement may not be enlarged, modified, or altered except upon written Agreement signed by all parties. Any written request to modify or amend Agreement will be reviewed by the City and the City will respond to the Developer and Project Owner in writing.

B. All change orders to the approved scope must be submitted to the City for review and approved at the time the change is needed. If the City is unable to review the work at the

DRAFT

time of the change, or the change order is held and submitted at the end of construction, the change order may not be approved.

C. This Agreement does not imply any continuing commitment by the City of Billings beyond the termination date noted herein.

D. The City, Developer and Project Owner accept responsibility for adherence to the terms of this Agreement by contractor, subcontractor or sub-recipient entities and by its agents, if any, to which it delegates authority to carry out portions hereof. For the purposes of this Agreement, legal actions pending (or in process) are considered a pending modification of the written Agreement and require a written notice to the City as soon as the written Agreement becomes part or party to a legal civil or criminal action.

E. Modification or assignment of this Agreement without prior written notice to the City will be grounds for termination and loss of unexpended funds at the City's discretion. The City reserves the right to seek damages if the termination of this written Agreement results in the loss or repayment of funds by the City to HUD.

IX. INDEMNIFICATION

A. The Developer and Project Owner waive any and all claims and recourse against the City, including the right of contribution for loss or damage to persons or property arising from, growing out of, or in any way connected with or incidental to the Developer and Project Owner's or any contractor's, subcontractor's or sub-recipient's performance of this Agreement.

B. Further, the Developer and Project Owner will indemnify, hold harmless, and defend the City, its officers, agents and employees against any and all losses, claims, demands, damages, costs, expenses, or liability arising out of the Developer and Project Owner's or any contractor's, subcontractor's or sub-recipient's performance of this Agreement or in any way arising or resulting from any intentional or negligent act on the part of the Developer, Project Owner or its agents or employees or which result in personal injury or real or personal property damage to any person or entity including the City. In the event that the City is named as a co-defendant in any action relating to activities to be performed by the Developer, Project Owner or City or sub-recipient under this Agreement, the Developer and Project Owner will immediately notify the City of such fact in writing.

C. In addition, the City will indemnify, hold harmless, and defend the Developer, Project Owner, its officers, agents and employees against any and all losses, claims, demands, damages, costs, expenses, or liability arising out of the City's performance of this Agreement or in any way arising or resulting from any intentional or negligent act on the part of the City or its agents or employees or which result in personal injury or real or personal property damage to any person or entity including the Developer and Project Owner. In the event that the Developer and Project Owner are named as a co-defendants in any action relating to activities to be performed by the City, Developer or Project Owner under this Agreement, the City will immediately notify the Developer and Project Owner of such fact in writing.

X. AGREEMENT SUSPENSION, TERMINATION, AND REPAYMENT

This Agreement may be terminated as follows and is subject to the following provisions in accordance with 2 CFR Part 200 suspension or termination may occur if the Developer and Project Owner materially fails to comply with any term of the Agreement (24 CFR 92.504(C)(2)(ix)).

A. CONTRACT SUSPENSION

If the Developer and Project Owner fails to comply with any contractual provision, the City may, after notice to the Developer and Project Owner, suspend the Agreement and withhold further payments to prohibit the Developer and Project Owner from incurring additional obligations of contractual funds or demand repayment of funds expended, pending corrective action by the City or a decision to terminate in accordance with provisions herein. The City may determine to allow such necessary and proper costs which the Developer and Project Owner could not reasonably avoid during the period of suspension, provided such costs were necessary and reasonable for the conduct of the project.

DRAFT

B. TERMINATION DUE TO LOSS OF FUNDING

1. The parties hereto expressly recognize that Developer and Project Owner are to be paid, reimbursed, or otherwise compensated with federal HOME funds provided to the City under the HUD HOME Agreement for the purpose of contracting for the services provided for herein or with program income; and therefore, the Developer and Project Owner expressly understands and agrees that all its rights, demands, and claims to compensation arising under this Agreement are contingent upon receipt of such funds by the City. In the event that such funds or any part thereof are not received by the City, the City may immediately terminate or amend this Agreement.

C. TERMINATION FOR CAUSE

1. If, through any cause, the Developer and Project Owner shall fail to fulfill in a timely and proper manner their obligations under this Agreement, or if the Developer and Project Owner shall violate any of the covenants, Agreements, or stipulations of this Agreement, the City shall thereupon have the right to terminate this Agreement for cause by giving written notice to the Developer and Project Owner of such termination and specifying the effective date thereof, at least fifteen (15) days before the effective date of such termination.
2. It is understood that the Developer, Project Owner and City representatives shall enter into negotiations in an attempt to reach a solution mutually acceptable to both parties within ten (10) days of notification of termination, if the City shall so request in writing.
3. If no Agreement is reached by the City, Developer and Project Owner, then the matter will be referred to HUD for resolution. In any event, the City may terminate the Agreement to fund an activity without cause or recourse from the Developer, Project Owner, its agents or subcontractors.
4. Notwithstanding the above, the Developer and Project Owner shall not be relieved of liability to the City for any damages sustained by the City by virtue of any breach of contract by the Developer and Project Owner, and the City may withhold any payment to the Developer or Project Owner for the purpose of setoff until such time as the exact amount of damages due to the City from the Developer and Project Owner is determined.

D. RETURN OF MATERIAL

In event of termination, all finished or unfinished documents, data studies, surveys, drawings, maps, models, photographs, and reports and other material prepared by the Developer and Project Owner under this Agreement, shall, at the option of the City, become the City's property, and the City shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents and other materials.

E. REMEDIES

Where either party violates or breaches contract terms, the other party, in its discretion, may, in addition to terminating this Agreement, institute such administrative, contractual, legal or equitable remedies available as may be appropriate. In such event, the party found in violation of the Agreement shall pay the other party's costs and reasonable attorney's fees incurred thereby.

F. REVERSION OF ASSETS

Upon expiration of this Agreement, the Developer and Project Owner must transfer to the City any HOME funds on hand at the time of expiration and any accounts receivable attributable to the use of HOME funds.

G. REPAYMENT

The Developer and Project Owner expressly agrees to repay to the City any funds paid on behalf of the Developer, Project Owner or its subcontractors that are expended in violation of the terms of this Agreement or the federal statutes and regulations governing the HOME program, or if for some reason the project is unable to move forward within the time frame set forth herein.

[Signature and notary pages to follow]

DRAFT

XI. SIGNATURES

For Homeword, Inc.	
Printed Name:	
Signature:	
Date:	
STATE OF MONTANA) : ss. COUNTY OF YELLOWSTONE) On _____, 2026, before me, _____, a Notary Public for the State of Montana, personally appeared _____ whose names are subscribed to the within instrument and acknowledged to me that they executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.	
Seal:	_____ Printed Name:_____ Notary Public for the State of Montana Residing At:_____ My Commission Expires:_____

DRAFT

For HAB Development, Inc.	
Printed Name:	
Signature:	
Date:	
STATE OF MONTANA) : ss. COUNTY OF YELLOWSTONE)	
On _____, 2026, before me, _____, a Notary Public for the State of Montana, personally appeared _____ whose names are subscribed to the within instrument and acknowledged to me that they executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.	
Seal:	_____ Printed Name:_____ Notary Public for the State of Montana Residing At:_____ My Commission Expires:_____

DRAFT

For City of Billings	
Printed Name: Mike Nelson, Mayor, City of Billings	
Signature:	
Date:	
STATE OF MONTANA) : ss. COUNTY OF YELLOWSTONE) On _____, 2026, before me, _____, a Notary Public for the State of Montana, personally appeared MIKE NELSON known to me to be the Mayor of the City of Billings, and whose name is subscribed to the within instrument and acknowledged to me that he executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.	
Seal:	_____ Printed Name:_____ Notary Public for the State of Montana Residing At:_____ My Commission Expires:_____
Attestation:	_____ City Clerk, Denise Bohlman
Approved as to form:	_____ City Attorney's Office

DRAFT

Please return to:
City of Billings
Community Development Division
P.O. Box 1178
Billings, MT 59103

Affordable Housing Development Agreement

Community Development Block Grant (CDBG) Program

Between

City of Billings (City)
A Montana Municipal Corporation
316 N. 26th St., Billings, Montana 59101

and

Homeword, Inc. (Subrecipient - Developer)
a Montana Non-Profit Organization
1535 Liberty Lane, Ste 116A, Missoula, Montana 59808

and

HAB Development, Inc. (Subrecipient - Project Owner)
a Montana Non-Profit Organization
2415 1st Avenue N., Billings, Montana 59101

On this date

_____

This Affordable Housing Development Agreement (the "Agreement"), by and between, **Homeword Inc.** and **HAB Development, Inc.**, as subrecipients (the "Subrecipients") of Community Development Block Grant ("CDBG") funds, and the **City of Billings**, as the grantee (the "Grantee") and provider of such funds pursuant to a CDBG award, for the project entitled **LB Lofts**, (the "Project"), made by the City of Billings' Community Development Division under provisions of Title I of the Housing and Urban Development Act of 1974, as amended (the "Act"). It is mutually agreed that no funds will be disbursed prior to the date of the execution of this Development Agreement (the "Agreement"). This Agreement will remain in effect for the Term of this agreement as defined in Section V below.

Any provisions contained herein which are found to be inconsistent with the Act, federal, state or local laws, and implementing regulations, will be deleted or appropriately modified as directed by Community Development staff and in no case shall any such inconsistency, whether remedied or not, impair the remainder.

I. PURPOSE

The purpose of this Agreement is to provide CDBG funding to the Subrecipients for their use in carrying out Project activities described in the application and approved under the City's Affordable Housing Development Program. Funding allocation is as follows: **$145,000** in CDBG funding and is contingent upon the viability and usability of stored building materials and commitments of funding from other project funding sources. Funding will not be allocated to the Subrecipients if stored building materials are deemed unusable or other sources of project funding are not committed.

Under this Agreement, the City is responsible for the overall administration and monitoring of the use of CDBG funds in accordance with program requirements.

DRAFT

II. APPLICATION INCORPORATED BY REFERENCE

The Subrecipients' application for CDBG assistance (Attachment A) is incorporated into this Agreement by this reference and the representations made in the application are binding upon the Subrecipients.

III. ACCEPTANCE OF CDBG PROGRAM REQUIREMENTS

The Subrecipients, their contractors, and subcontractors will comply with all current requirements now in effect or as they may be amended during the term of this agreement:

A. CDBG Laws and Regulations;

B. Part 570 – Community Development Block Grants, Housing and Urban Development (HUD);

C. Federal, State, and local government laws, Executive Orders, regulations, administrative directives, ordinances, resolutions, and procedures;

D. Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Super / Omnibus Circular codified at 2 CFR Part 200;

E. Civil Rights and Fair Housing Accessibility; Employment and Contracting Opportunities requirements at 24 CFR 570.601, 570.602, 570.607, 570.614, Subpart J and Subpart K. Subrecipients shall comply with the Fair Housing Act, HUD regulations, and the Montana Human Rights Act prohibiting employment, contracting, and beneficiary discrimination based on: Disability - includes people with HIV / AIDS and people in recovery from alcohol / drugs; Race / Color; Religion; Religious Belief; Sex - includes protection against sexual harassment; Familial Status - includes the presence of children under the age of 18 and/or pregnancy; National Origin; Marital Status; Creed; and Age;

F. Section 3 (Part 75): To the greatest extent possible, provide training, employment, contracting and other economic opportunities to low-income persons;

G. MBE / WBE at 2 CFR 200.321: Job and contract opportunity outreach must ensure inclusion of businesses owned by minorities and women. Records must be maintained in compliance with 24 CFR 570.506(g);

H. Labor Standards at 24 CFR 570.603: Applies to all non-volunteer labor financed in whole or in part with CDBG;

I. Subrecipients must not contract with, hire, or employ an individual in the United States knowing that the contractor or individual is not authorized with respect to such employment;

J. Subrecipients must provide liability insurance coverage, fidelity bond coverage for principal staff handling the organization's accounts, and payment of payroll taxes and worker's compensation insurance coverage, as required by Federal and State law;

K. Conflict of Interest at 24 CFR 570.611, Subrecipients must maintain procedures to prohibit employees, board members, officers, or elected or appointed officials from using their positions for a purpose that has the appearance of being motivated by a desire for private gain for themselves or others, whether real or apparent. These procedures must apply to all aspects of project administration, including the procurement of supplies, equipment, construction and services;

L. Projects involving over $2,000 in CDBG funding and eight or more residential units must comply with Davis-Bacon prevailing wage rates and regulations, including submission of weekly certified payrolls and payroll deductions;

M. Lead-Based Paint requirements (24 CFR 570.608).;

N. Construction and accessibility standards referenced in Section 504 of the Rehabilitation Act of 1973, Americans with Disabilities Act, and Architectural Barriers Act;

O. Copeland "Anti-kickback" Act, which prohibits a federal building contractor or subcontractor from inducing an employee into giving up any part of the compensation that they are entitled to under the terms of their employment contract;

P. Contract Work Hours and Safety Standards Act, 40 USC 3701;

Q. National Flood Insurance Program (24 CFR 570.605);

R. Floodplain Management (24 CFR Part 55);

S. Relocation, Real Property Acquisition, and One-for-One Housing Replacement (24 CFR

DRAFT

570.606);

T. Political Activity (24 CFR 570.207(a)(3)) and;

U. City of Billings Building, Zoning, and Fire Safety Codes.

V. All requirements of the Build America, Buy America (BABA) Act and all applicable rules and notices, as may be amended, shall be complied with if applicable to the infrastructure project.

IV. INSURANCE & CONTRACTS

The Subrecipients shall furnish the City with proof of insurance, as stipulated below, as this Agreement is submitted to the City for signature, finalization, and prior to commencing the Project activities described herein.

The Subrecipients shall secure and maintain such insurance policies to protect itself, its subcontractors and the City, from all claims for bodily injuries, death or property damage that may arise under this agreement; whether the acts were made by the City or Subrecipients or by any contractor or subcontractor or anyone employed by the Subrecipients directly or indirectly.

The City shall be listed as an additional insured on all insurance policies and will include the following language:

> *The Company agrees that it will give the City of Billings, Montana, no less than 30 days advance written notice of its intent to cancel or materially change the described policy.*

This language, however, if accompanied by a disclaimer or any other language, which negates Subrecipients responsibility for failing to provide said notice, will not be acceptable.

The following insurance policies are required:

A. Workers' compensation and employer's liability coverage as required by Montana law;

B. Professional liability in the amount of $1,500,000 per claim;

C. Builder's Risk Insurance in an amount not less than the completed value of the infrastructure Project;

The following insurance policies are also required and must include a waiver of subrogation against the City:

A. Commercial General Liability, including contractual and personal injury coverages of $750,000 per claim and $1,500,000 per occurrence for injuries, including accidental death to any one person; and

B. Automobile liability of $1,500,000 per accident.

Insurance Certificates: Insurance certificates shall be filed with the City giving satisfactory evidence of insurance as stipulated above **at the time** the Agreement is signed. The Public Liability Insurance certificate shall be maintained during the life of the Agreement. The Builders Risk Insurance shall be secured prior to initiating construction.

Approval of Contractor / Subcontractor and Insurer: The insurer must be satisfactory to the City Attorney for the City of Billings. Further, the Subrecipients will assure all subcontractors performing work on the Project maintain public liability, property, and casualty insurance and stationary workers compensation insurance coverage in compliance with state Law.

Construction Contracts: The Subrecipients agree to deny participation in construction contracts by ineligible, debarred or suspended persons or entities. **The Subrecipients will provide the City with the names of contractor(s) and subcontractor(s) prior to entering into contracts.** The City will check each contractor for a City of Billings business license, state contractor registration, worker's compensation, and insurance, registration in the federal government's System for Award Management (SAM), and that the contractor(s) is not debarred by the State of Montana and/or SAM.

The bidder also understands that, if applicable and unless superseded by federal law, Montana law requires that contractors and subcontractors give preference to the employment of Montana residents for any public works contract in excess of $25,000 for construction or non-construction services in accordance with sections 18-2-401 through 18-2-432 MCA, and all administrative rules adopted pursuant thereto. Unless superseded by federal law, each contractor shall ensure that at least 50% of the contractor's workers performing labor on a construction project are bona fide Montana residents. The Commissioner of the Montana Department of Labor and Industry has established the resident requirements in accordance with sections 18-2-403 and 18-2-409 MCA. Any and all questions

DRAFT

concerning prevailing wage and Montana resident issues should be directed to the Montana Department of Labor and Industry.

The State of Montana charges a 1% tax on gross receipts from all public contracts over $5,000. Subrecipients shall ensure payment of gross receipts as required. Details may be found on the Montana Department of Revenue website.

Bonding: The Subrecipients will provide proof that contractor(s) and subcontractor(s) selected for the Project possess performance and completion bonds equal to the completed value of the infrastructure Project.

V. SCOPE OF WORK & ELIGIBILITY

A. National Objective: The Subrecipients certify that the activities carried out with funds provided under this Agreement will meet one or more of HUD's National Objectives as defined in 24 CFR Part 570.208:

☒ Individuals within a specific low-income area benefit from the activity

B. Project Description and Statement of Work (24 CFR 570.503(b)(1)): The Subrecipients will be responsible for administering the following activities in a manner satisfactory to the Grantee consistent with any standards and CDBG requirements as a condition of providing these funds. The Subrecipients will engage in the activities set forth in the Subrecipients' application for CDBG assistance:

a. Property: The Subrecipient, HAB Development, Inc., owns property in the City of Billings, Yellowstone County, Montana located near Sioux Lane, Billings, Montana 59105 and legally known as:

WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot PARK, PRIVATE PARK comprised of 1.348 AC and adjacent parcel on Sioux Lane, Billings MT 59105 legally described as WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot 1 comprised of 3.014 AC, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3792983.

b. Statement of Work: The major components of the project include infrastructure improvements, including construction of sidewalks, curbs and gutters.

C. Project Schedule and Levels of Performance: Each level of performance below includes time periods for performance. Unless amended by mutual written agreement by the Subrecipients and the City, the Subrecipients will perform the tasks described as outlined below:

Activity	Estimated Timeline
Construction of sidewalks, curbs and gutters	August 2026 to December 2027
Infrastructure will be completed in accordance with federal, state and local laws, ordinances, and regulations and must demonstrate sound engineering processes.	

D. Low-Income Area Eligibility: Project location is within Census Block Group 4, Tract 7.06. HUD's Web AppBuilder for ArcGIS utilizes the 2016-2020 American Community Survey data; 52 percent of residents in this area are low-income. However, when the adjacent nearby Census Block Group 3, Tract 7.06 is included to represent a larger user group, the percentage of low-income residents increases to 58 percent.

E. Environmental Review: The City has completed the Environmental Review Record for this activity (24 CFR 570.604).

F. Effective Date & Time of Performance (Period of Performance): This Agreement takes effect on the date the Agreement is signed by the last responsible party and will terminate upon completion of the final project closeout by the City. The activities expected to be performed by the Subrecipients must be completed by November 2029. The terms of this Agreement and the provisions herein shall be extended to cover any additional time during which the Subrecipients remains responsible for carrying out the approved activities and any assets or program income.

G. Ownership & Publication of Materials: As the activities carried out herein are funded, in part, with federal and public funding sources, all reports, information, data, and other materials prepared by the Subrecipients, contractor, or subcontractor pursuant to this Agreement are considered public property with unrestricted authority to release, publish or otherwise use, in whole or in part, information relating thereto. No material produced in whole or part under this

DRAFT

Agreement may be copyrighted or patented in the United States or in any other country without the City's prior written approval.

H. Prohibited Activities: The Subrecipients are prohibited from using funds provided herein or personnel employed in the administration of the program for:

1. Political activities including, but not limited to, financing the use of facilities or equipment for political purposes or to engage in other partisan political activities, such as candidate forums, voter transportation, or voter registration.
2. Inherently religious activities; Subrecipients that are directly funded under the CDBG program may not engage in inherently religious activities, such as worship, religious instruction, or proselytization, as part of the programs or services funded through CDBG. If the Subrecipients conducts such activities, the activities must be offered separately, in time or location, from the programs or services funded under CDBG, and participation must be voluntary for the beneficiaries of the CDBG programs or services.
3. Lobbying and/or political patronage; funds, materials, property, or services, provided directly or indirectly through CDBG, cannot be used for partisan political activity, or to further the election or defeat of any candidate for public office.
4. Nepotism activities including, but not limited to, preferential treatment in appointment, promotion, transfer, advancement of a family member in employment or public service provision.

I. Beneficiaries: Individuals and/or households with incomes less than 80 percent of the area median income as determined by the United States Department of Housing and Urban Development ("HUD").

J. Term: The term of this agreement is **15 years** from the agreement's latest signature date. If the property is sold or no longer provides housing for low-income individuals and/or households within the first 15 years of this agreement, the Subrecipients will immediately repay the City the entire $145,000 award.

VI. FINANCIAL MANAGEMENT

A. Award & Budget: The total amount of CDBG funds committed to this Project under this Agreement will not exceed $145,000 (one hundred forty-five thousand) and must be expended by the end of the Agreement performance period. A copy of the preliminary project budget is included in the Subrecipients' application (Attachment A) and by this reference is made a part of this Agreement and binding upon the Subrecipients. Funding not expended within one year will be considered un-programmed funds and made available for allocation to new projects.

B. Agreement Amendment: This Agreement may be adjusted to meet demonstrated need for project completion. Expenditure deadlines may be adjusted with an amendment.

C. Budget Modifications: Budget adjustments must be approved by the City in writing and in advance of expenditures. In the event the Subrecipients are unable to comply with the terms and the conditions of this Agreement, any costs incurred will be the Subrecipients' sole responsibility.

D. Award Reduction: If the actual total cost of completing the project is less than has been projected by the Subrecipients in its budget, the City may, at its discretion, reduce the amount to be provided under this Agreement in proportion to the overall savings.

E. Program Income (24 CFR 570.503 and 570.504): If the use of CDBG funding results in revenues (fees paid, insurance payments, etc.), the revenue is also considered CDBG and referenced as "program income." The Subrecipients will expend any program income it receives on the activities described herein, before requesting additional CDBG funds. The City will deduct the amount of program income on hand, shown on the drawdown form, from the amount requested by the Subrecipients. This program income will be treated as additional CDBG funds and will be subject to all applicable requirements governing the use of CDBG funds.

The Subrecipients will record receipt and expenditure of program income as part of the financial transactions of the grant program. If the Subrecipients anticipate program income after project closeout, a program income plan must be developed and submitted for review and written approval by the City at the time of closeout.

DRAFT

At the time of closeout, the City will specify the conditions and requirements that will apply to program income received by the Subrecipients after project closeout.

F. Procurement: The Subrecipients are required to ensure compliance with all applicable State of Montana code and administrative rules and with the requirements of Omnibus Circular – 2 CFR Part 200, including, but not limited to documenting the following:

1. Follow a free and open competitive process in securing products and services from the date this Agreement is executed until project completion. When possible, conduct specific outreach and advertising to reach minority- and women-owned businesses and businesses owned by low-income individuals.
2. Subrecipients must submit to the City evidence of firm commitment of the other resources necessary for the completion of the project, if any. The City will not release any CDBG funds to the Subrecipients until the Subrecipients have obtained firm commitments for all non-CDBG resources to be involved in the project. The Subrecipients may not expend or obligate any CDBG funds, until the City determines that this condition has been satisfied.
3. Subrecipients must receive permission from the City to enter into Construction Contract(s). This provision is to assure that the Subrecipients have complied with applicable procurement requirements and Labor Standards.
4. The Subrecipients must also properly document purchasing activities and decisions.
5. Properly bond and insure work involving large construction contracts and/or subcontracts.
6. When possible, use local businesses and contract with small, minority and/or women-owned businesses.
7. Subrecipients must not make any payments to organizations that were disbarred or suspended or otherwise ineligible to receive federal funding. Subrecipients must check the SAM.gov exclusion record database prior to utilizing federal resources.

G. Allowable Costs (2 CFR 200.403): The Subrecipients are required to ensure all expenditures are necessary, reasonable, and directly related to Project activities detailed within this Agreement AND not prohibited under federal, state or local laws or regulations. The standards for determining allowable costs reasonableness, allowability, and allocability of costs incurred as part of CDBG-financed activities are found in Omnibus Circular – 2 CFR Part 200.

The Subrecipient shall ensure compliance with the audit requirements of Omnibus Circular – 2 CFR Part 200, Subpart F as applicable. The charges may be considered a direct cost or an allocated indirect cost, as determined in accordance with the provisions of applicable OMB cost principles circulars, the Federal Acquisition Regulation (FAR) (48 CFR parts 30 and 31), or other applicable cost principles or regulations.

H. Compensations, Method of Payment, & Requests for Reimbursement (24 CFR 570.502 and 2 CFR 200.305): The City will authorize the Subrecipients to request the total assistance amount against the funding reserved for it by the City on a reimbursement basis. The City agrees to reimburse the Subrecipients for successfully completing the activities set forth in Section V – Scope of Work & Eligibility, as the Subrecipients incur project costs.

The City will reimburse the Subrecipients for approved, eligible and necessary expenses according to the backup and support documentation submitted to support the expenditures. During the term of this Agreement, the Subrecipients will submit progress reports to the City with each request for payment. This report will describe the status of the project with respect to each implementation objective including, at a minimum, the percentage of the project that has been completed, costs incurred, funds remaining and anticipated completion date. The report must also describe any significant problems encountered and any necessary modification of the project scope or implementation schedule being requested. A project narrative for each payment is a mandatory requirement. The City will not honor claims for payment until the Subrecipients submit to the City the required progress report and the City has approved it. Support documentation may include invoices, bills, certified payroll records, City permits and inspection records, and other documents necessary to justify the payment. Processing time may be up to 30 days and reimbursements may be requested every 30 days until funding has been expended.

DRAFT

The City will not reimburse the Subrecipients for any expenses not included in the approved budget or not clearly and accurately supported by the Subrecipients' records. Any authorized funds not expended under this Agreement will revert to the City and will be used to finance other CDBG projects following the period of performance.

If the City determines that the Subrecipients have failed to satisfactorily carry out their responsibilities under this Agreement, the City may revoke the Subrecipients' authority to request CDBG funds approved under this Agreement until the City and the Subrecipients agree on a plan to remedy the deficiency.

At least seventy-five percent (75%) of CDBG funding allocated to the Project by the City of Billings must be expended by April 1, 2027. Funding not expended by April 1, 2027 shall be considered un-programmed funds and made available for allocation to new projects.

I. Use of Real Property and Reversion of Assets (24 CFR 570.503(b)(7)): Any real property acquired or improved in whole or in part with CDBG funds must continue to be used for the purpose for which it was acquired or improved. Any changes in its use within fifteen (15) years of closeout of the project activities detailed within this Agreement must be approved by the City in writing. Upon expiration, termination, or closeout of this Agreement, the Subrecipients shall transfer to the City any CDBG funds on hand and any accounts receivable attributable to the use of CDBG funds under this Agreement.

J. Uniform Administrative and Program Management Standards: Subrecipients will ensure compliance with 2 CFR Part 200 as modified by 570.502, for non-profit subrecipients. The Subrecipients' internal controls will consist of a combination of procedures:

1. Organizational chart;
2. Written definition of duties and key job responsibilities;
3. Qualified personnel;
4. Formal system of authorization and supervision;
5. Separation of duties so no one individual has authority over an entire financial transaction;
6. Control over access to assets, blank forms, and confidential documents;
7. Periodic comparisons of financial records to actual assets and liabilities (reconciliation); and
8. Records that together create accountability in the Subrecipients' financial system and safeguard its cash, property, and other assets.

K. Accounting System: The Subrecipients are required to have accounting records that adequately identify the source and application of CDBG funds provided to them in compliance with 2 CFR Part 200. To meet this requirement, the Subrecipients' accounting system should include at least the following elements:

1. **Chart of Accounts:** A list of names and the numbering system for the individual accounts that contains the basic information about particular classifications of financial transactions for the organization.
2. **Cash Receipts Journal:** Documents chronologically when funds were received, in what amounts, and from what sources.
3. **Cash Disbursements Journal:** Documents chronologically the expenditures of the organization (e.g., when the expense was incurred, how much was spent, to whom funds were paid, and for what purpose).
4. **Payroll Journal:** Documents the organization's expenses on salaries and benefits and distinguishes different categories for regulatory purposes. Staff time spent on CDBG activities must be clearly documented and separated from staff time spent on activities not funded with CDBG.
5. **General Ledger:** After a transaction is entered in a journal, that information also should be transferred to the proper accounts contained in the general ledger. The general ledger summarizes chronologically the activity and financial status of all the accounts of an organization.

L. Accounting Records: The Subrecipients' accounting records must contain reliable and up-to-

DRAFT

date information about the sources and uses of funds, including:

1. Federal grant awards (or subgrant allocations) received by the organization;
2. Current authorizations and obligations of CDBG funds;
3. Unobligated balances (funds remaining available for distribution);
4. Assets, liabilities, program income, expenditures, and allowable costs; and
5. Eligible activity classifications specified in 24 CFR 570.201-570.206.

VII. ACCESS TO RECORDS & RECORDS RETENTION

The general CDBG standard for record keeping is that records must be accurate, complete, and orderly:

A. The Subrecipients will comply with CDBG record keeping regulations in 24 CFR Part 570 and 2 CFR Part 200, as now in effect or as they may be amended during the term of this Agreement; all requirements established by the City; applicable State and Federal laws, Executive Orders, regulations, administrative directives and procedures; and local ordinances and resolutions.

B. The Subrecipients shall furnish and cause each of its contractors and subcontractors to furnish all information and reports required hereunder and will permit access to its books, records and accounts by the City, HUD or its agent, or other authorized Federal officials for purposes of investigation to ascertain compliance with the rules, regulations and provisions stated herein.

C. In general, records shall be retained for **six (6) years** from the date of submission of the City's Comprehensive Annual Performance Evaluation Report (CAPER) in which the specific activity is reported for the last time, unless there is litigation, claims, audit, negotiation, or other actions involving the records, which has started before expiration of the 4-year period. In such cases, the records must be retained until completion of the action and resolution of all issues that arise from it or the end of the regular 4-year period, whichever is longer.

D. The Subrecipients will maintain adequate and reasonable records of its performance under this Agreement and will allow access to these records at any time during normal business hours by citizens, the City, HUD, the Comptroller General and, when required by law, the Montana Legislative Auditor (2 CFR Part 200).These records will be kept in the Subrecipients' offices as noted on page one.

E. The City or its agents may monitor and inspect all phases and aspects of the Subrecipient's performance to determine compliance with the Scope of Work, and other technical and administrative requirements, including the adequacy of the Subrecipient's records and accounts. The City will advise the Subrecipients of any specific areas of concern and provide the Subrecipients opportunity to propose corrective actions acceptable to the City.

F. The Subrecipients shall provide citizens with reasonable access to records regarding the past use of CDBG funds, consistent with applicable state and local laws regarding privacy and obligations of confidentiality.

VIII. REPORTING, GOALS, & MONITORING

In compliance with 24 CFR 570.501(b) and 2 CFR Part 200, the City will monitor the performance of the Subrecipients against goals and performance standards as stated in this Agreement and the Subrecipients' application, including data reporting on a quarterly and annual basis. Monitoring will be conducted via desk reviews for quarterly reports and requests for reimbursements. City staff may also schedule on-site monitoring visits to assess performance and compliance. Substandard performance, as determined by the City, will constitute noncompliance with this Agreement. If action to correct such substandard performance is not taken by the Subrecipients within a reasonable period of time after being notified by the City, Agreement suspension or termination procedures will be initiated.

A. **Quarterly Reports:** Subrecipients are required to submit quarterly reports, including project narratives and descriptions of any significant problems encountered, until the entire funding allocation has been expended and reimbursed. Quarterly reports are due fifteen (15) days after each quarter ends:

- July, August, September - due on October 15
- October, November, December - due on January 15
- January, February, March - due on April 15

DRAFT

- April, May, June - due on July 15

IX. PERSONNEL ASSIGNED TO SCOPE OF WORK, NOTICES, & LIAISONS

The Subrecipients have identified the following staff as Key Personnel to this project:

Staff Member / Title	General Project Duties	Time Allocation
Julie Stiteler, Homeword (HW) Senior Project Manager	• Responsible for the day-to-day oversight and management of consultants and contractors connected with development projects • Participates in the hiring of contractors and consultants through appropriate procurement processes • Manages development projects during pre-development and construction period • Facilitates and/or obtains governing body reviews and approvals related to construction of projects • Manages and maintains project budgets; prepares draw requests and capital installment requests to funders and coordinates with the Project Development Director to ensure spending aligns with ongoing budgets and funding requirements • Participates in and facilitates weekly Owner/Developer/Architect/Contractor meetings and monthly site visits during construction • Ensures timely processing of invoices and coordination with Homeword Fiscal Policy • Prepares monthly and/or quarterly reports for funding sources • Assists with the first-year construction warranty period on new developments with Asset Management Team, property management companies and Development team • Assists with due diligence requirements and equity investor selection for development deals • Writes and prepares grants and funding applications for Development projects • Ensures project design meets regulatory requirements excluding consultant responsibilities • Acts as Owner Representative when needed (site visit, reports, draw requests, etc.)	20-40% depending on the phase of the development project
Liz Stotts, HW Project Manager	• Responsible for the day-to-day oversight and management of consultants and contractors connected with development projects • Participates in the hiring of contractors and consultants through appropriate procurement processes • Manages development projects during pre-development and construction period • Facilitates and/or obtains governing body reviews and approvals related to construction of projects • Manages and maintains project budgets; prepares draw requests and capital installment requests to funders and coordinates with the Project Development Director to ensure spending aligns with ongoing budgets and funding requirements • Participates in and facilitates weekly Owner/Developer/Architect/Contractor meetings and monthly site visits during construction • Ensures timely processing of invoices and coordination with Homeword Fiscal Policy • Prepares monthly and/or quarterly reports for funding sources	20-40% depending on the phase of the development project

DRAFT

	• Assists with the first-year construction warranty period on new developments with Asset Management Team, property management companies and Development team • Assists with due diligence requirements and equity investor selection for development deals • Writes and prepares grants and funding applications for Development projects • Ensures project design meets regulatory requirements excluding consultant responsibilities • Acts as Owner Representative when needed (site visit, reports, draw requests, etc.)	
Tori Rushfeldt, HW Asset Project Manager	• Assist with construction site visits • Participates in the hiring of contractors and consultants through appropriate procurement processes • Assists with the preparation of draw requests and reports	5 to 10% depending on the phase of the project development
Laurel Ramsdell, HW Finance Manager	• Manages Project bookkeeping, including tracking use of funding and maintaining transaction records in QuickBooks	5 to 8% depending on the phase of the project development
Heather McMilin, HW Project Development Director	• Authorizes expenditures up to $5,000 • Oversight of Project Managers • Manages communications and expectations of Owner • Manages and facilitates communications with HW Leadership Team and Board of Directors	5-15% depending on the phase of the project development
Matt Joseph, HW Finance Director	• Oversight of financial management • Coordinates cost certification and information for Owner and Investor tax returns	0-5% depending on the phase of the project development
Karissa Trujillo, HW Executive Director	• Oversight of Project Team • Communications with Owner • Authorize expenditures over $5,000	0-5% depending on the phase of the project development
Amber Uzelac, HomeFront (HF) Director of Assets	• Developing and implementing asset management strategies, overseeing operations, and ensuring financial success through various initiatives and monitoring. • Oversight of leasing and relocation activities	5-20% depending on the phase of the project development
Helen Verhasselt, HF Chief Financial Officer	• Oversight of financial planning, budgeting, accounting, and risk management • Participates in strategic decision-making, working with the CEO and other executives to set financial goals and ensure the company's long-term success • Oversight of HW Financial Management during development	0-5% depending on the phase of the project development
Patti Webster, HF Chief Executive Officer/Executive Director	• Responsible for making major corporate decisions, managing overall operations, and driving the company's strategic direction • Primary public outreach facilitator • Oversight of Developer (HW)	5-10% depending on the phase of the project development

Any changes in the Key Personnel assigned or their general responsibilities under this project are subject to the prior approval of the Subrecipients. If new staff are hired to carry out the activities described in this Agreement, City staff must be consulted on the following and a recruitment plan must be approved by the City in advance of advertisement.

Equal Opportunity: Any hiring of employees or engaging contractors by the Subrecipients under this Agreement will be on the basis of merit and qualification, and the Subrecipients will not discriminate against any person or business on the basis of Disability, Race / Color, Religion, Sex, Familial Status, National Origin, Sexual Orientation, Gender Identity, Marital Status, Creed, or Age.

Notices required by this Agreement shall be in writing and delivered via mail (postage paid), personal delivery, or sent by electronic mail (email), fax or other electronic means. Any notice delivered or sent as previously mentioned shall be effective on the date of delivery or sending. All notices and other written communications under this Agreement shall be addressed to the individuals in the capacities indicated below, unless otherwise modified by subsequent written notice.

DRAFT

City	Subrecipients
Jordan Langton, Program Coordinator Community Development Division City of Billings Address: PO Box 1178, Billings, MT 59103 Phone: (406) 657-8281 Email: LangtonJ@billingsmt.gov	Patti Webster, Chief Executive Officer / Executive Director HAB Development, Inc. Address: 2415 1st Avenue N., Billings, MT 59101 Phone: 406.237.1916 Email: PattiW@homefrontmt.org Karissa Trujillo, Executive Director Homeword, Inc. Address: 1535 Liberty Lane, Ste 116A, Missoula, MT 59808 Phone: 406.532.4663 x12 Email: Karissa@homeword.org

X. MODIFICATION, ASSIGNABILITY, & INDEMNIFICATION

This Agreement contains the entire agreement between the parties, and no statements, promises, or inducements made by either party, or agents of either party, which are not contained in or authorized by this written Agreement, are valid or binding. This Agreement may not be enlarged, modified, or altered except upon written agreement, and does not imply any continuing commitment by the City of Billings beyond the termination date noted in this Agreement.

The Subrecipients accept responsibility for the adherence to the terms of this Agreement by subcontractors of Subrecipients' entities and by public or private agents or agencies to which it delegates authority to carry out portions of this Agreement.

The Subrecipients waive any and all claims and recourse against the City, including the right of contribution, for loss or damage to persons or property arising from, growing out of, or in a any way connected with or incidental to the Subrecipients' or any subcontractor's performance under this Agreement.

Further, the Subrecipients will indemnify, hold harmless, and defend the City and the State of Montana against any and all claims, demands, damages, costs, expenses, or liability arising out of the Subrecipients' or any subcontractor's performance of this Agreement. In the event the City is named as a co-defendant in any action relating to activities to be performed by the Subrecipients or a subcontractor under this Agreement, the Subrecipients will notify the City of the action and will represent the City in the action unless the City undertakes to represent itself as a co-defendant, in which case the City will bear its own litigation costs, expenses, and attorneys' fees.

The Subrecipients may request that this Agreement be amended. However, the City will allow an amendment only if the Subrecipients clearly demonstrate that the modification is justified and will enhance the overall impact of the original project. Any changes in the scope of the project, as outlined in this Agreement, including cost increases, must be submitted in writing by the Subrecipients to the City as a request for an award adjustment. Any adjustment granted by the City shall be appended to this Agreement as an amendment.

XI. CLOSEOUT (24 CFR 570.509)

Once all CDBG funding has been expended and activities completed, or if the Subrecipients request initiation of the closeout process, City staff will proceed with closeout. All closeout requirements must be completed within 90 days of the expiration or termination of this Agreement, unless the City authorizes an extension in writing.

In general, a grant is ready for closeout when the following conditions are met:

A. Activities are eligible, were completed and met a national objective.

B. Grant funds were expended in full or all remaining funds are returned to the City.

C. Reporting requirements were completed and submitted

D. Special conditions were met.

E. Audit and monitoring issues affecting the grant were resolved.

DRAFT

Following the grant closeout review, City staff will send a closeout letter to the Subrecipients if all CDBG conditions and requirements were met.

XII. AGREEMENT TERMINATION & REPAYMENT

In accordance with 2 CFR Part 200 and 24 CFR 570.503(b)(6), this Agreement may be terminated as follows:

A. **Termination and Modification Due to Loss of Funding.** If, for any reason, federal financial resources required by the City to fund the Subrecipients' Project are withdrawn from the City, the City may unilaterally terminate or modify the terms of this Agreement to reflect the loss of funding. If a termination or modification is required, the City will, to the extent permitted by available CDBG funds, compensate the Subrecipients for eligible expenses incurred by the Subrecipients as of the revised termination date. The City will give the Subrecipients written notice of the effective date of the modification or termination of this Agreement and, if a reduction in funding is required, the Subrecipients will provide the City with a modified project budget.

B. **Termination Due to Noncompliance with Agreement Terms.** If the City determines that the Subrecipients have failed to comply with the general terms and conditions of this Agreement, the project schedule, or any special conditions, and if upon notification of the defect the Subrecipients does not remedy the deficiency within a reasonable period to be specified in the notice, the City may terminate this Agreement in whole or in part at any time before the date of completion. The City will promptly notify the Subrecipients in writing of the decision to terminate, the reasons for the termination, and the effective date of the termination.

C. **Effect of Termination.** In the event of termination due to the Subrecipients' failure to comply with the terms of this Agreement or the project's adverse environmental impact, any cost incurred will be the responsibility of the Subrecipients. However, at its discretion, the City may approve a request by the Subrecipients for reimbursement of expenses incurred. The City's decision to authorize payment of these costs or to recover expended CDBG funds will be based on a consideration of the extent to which the expenditure of those funds represented a good faith effort of the Subrecipients to comply with the terms of this Agreement and on whether any failure to comply with the terms of this Agreement was the result of circumstances beyond the Subrecipients' control.

Repayment: The Subrecipients expressly agree to repay to the City any funds provided to the Subrecipients under this Agreement that the Subrecipients, its subcontractors or Subrecipients' entities, or any public or private agent or agency to which it delegates authority to carry out portions of this Agreement expends in violation of the terms of this Agreement or the Federal and State statutes and regulations governing the CDBG Program.

XIII. GOVERNING LAW AND VENUE

The Agreement shall be construed and enforced in accordance with the laws of the State of Montana. Venue for any suit between the parties arising out of this Agreement shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

DRAFT

XIV. SIGNATURES

IN WITNESS OF THE TERMS SET OUT ABOVE, the parties have executed this Agreement.

CITY OF BILLINGS	Subrecipients
Mike Nelson, Mayor	**HAB Development, Inc.** Patti Webster, Chief Executive Officer
Signature:	Signature:
Date:	Date:
Attestation by: Denise Bohlman, City Clerk	**Homeword, Inc.:** Karissa Trujillo, Executive Director
Signature:	Signature:
Date:	Date:

DRAFT

Please return to:
City of Billings
Community Development Division
P.O. Box 1178
Billings, MT 59103

DEED RESTRICTION AGREEMENT

This DEED RESTRICTION AGREEMENT (this "Agreement") is dated as of _____, 2026, by and between HOMEFRONT 4 LBL LG LLC (the "Project Owner") and the CITY OF BILLINGS, MONTANA, P.O. Box 1178, Montana 59103 (the "City"). The Project Owner and the City are each individually referred to herein as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, the Project Owner desires to work with the City and build affordable housing on property owned by the Project Owner in the City of Billings, Yellowstone County, Montana, commonly known as LB Lofts, Sioux Lane, Billings, Montana 59105 and legally described as:

> *WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot PARK, PRIVATE PARK comprised of 1.348 AC and adjacent parcel on Sioux Lane, Billings MT 59105 legally described as WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot 1 comprised of 3.014 AC, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3792983.*

(referred to herein as the "Property");

WHEREAS, in July 2025, the City entered into a HOME Investment Partnership Program ("HOME") Agreement and a Community Development Block Grant (CDBG) Agreement with the United States Department of Housing and Urban Development (HUD) whereby the City will receive and administer these funds for activities and projects in compliance with the HOME Investment Partnerships Act;

WHEREAS, Project Owner submitted an Affordable Housing Application, attached as Exhibit A, to the City to receive $1,400,000 of HOME and $145,000 in CDBG funds to assist with the new construction of an affordable housing project on the Property to construct one hundred and two (102) affordable rental two-bedroom units. Of these one hundred and two (102) units, a total of six (6) of these units will be designated city HOME-assisted units. All HOME units will be floating HOME units. Each of the six (6) City HOME-assisted units will be rented to an income qualified tenant who is at or below the 60% area median income as determined by HUD's annual income limits. The project as described in this paragraph shall be referred to herein as the "Project";

WHEREAS, the Project will provide affordable housing for at least twenty (20) years because as a condition to receiving HOME and CDBG funds, the Project Owner will record Affordable Housing Covenants (as defined herein) against the Property; and

WHEREAS, the Parties desire to enter into this Agreement which sets forth the obligations and commitments of the Parties with respect to the Project, including that the performance and administration of this Agreement and the Project shall be subject to the applicable provisions of the City's HOME and CDBG Agreements with HUD.

NOW, THEREFORE, the City and the Project Owner, each in consideration of the representations, covenants, and agreements of the other, as set forth herein, mutually represent, covenant, and agree as follows:

Section 1. Rules of Interpretation and Exhibits.

1.1 Rules of Interpretation.

(a) The words "herein," "hereof" and words of similar import, without reference to any particular section or subdivision, refer to this Agreement as a whole rather than to any of its particular sections or subdivisions.

(b) References to any particular section or subdivision hereof are to the section or subdivision of this Agreement in its original signed form, unless otherwise indicated.

(c) The word "or" is not exclusive but is intended to contemplate or encompass one, more, or all the alternatives conjoined.

(d) When a statute, rule, law, ordinance, or any other requirement or regulation is cited herein, the reference includes any amendment or modification to such statute, rule, law, ordinance, or any other requirement or regulation that may occur in the future.

1.2 Exhibits. The following Exhibits are attached to and by reference made a part of this Agreement:

Exhibit A: Affordable Housing Application

Exhibit B: Proof of Land Ownership and Land Donation

Exhibit C: City's HOME and CDBG Agreements with HUD

Exhibit D: Declaration of Restrictive Covenants

Section 2. Representations.

2.1. City Representations. The City hereby represents as follows:

(a) The City has received funding approval from HUD pursuant to the HOME Investment Partnerships Act (42 U.S.C. 12701 et seq.) and has executed HOME Investment Partnership and Community Development Block Grant Agreements with HUD on July 14, 2025, which will allow the City to administer funds for activities and projects in compliance with federal regulations.

(b) Environmental Review Record has been completed and HUD has authorized the use of HOME and CDBG funds for the development of the Project.

(c) Prior to this HOME and CDBG funding commitment, the City has certified completion of the following: subsidy layering and underwriting analysis; assessment of the current market demand in the neighborhood; assessment of the experience and financial capacity of the Project Owner; and confirmation of firm written financial commitments to the Project.

2.2. Project Owner Representations. The Project Owner hereby represents as follows:

(a) The Project Owner is a limited liability limited partnership, duly formed, validly existing and in good standing, and is duly qualified to do business in the State of Montana. The Project Owner has the power to enter into this Agreement and by all necessary corporate action has duly authorized the execution and delivery of this Agreement.

(b) The Project Owner has a good marketable title to the Property, free and clear of all liens, encumbrances, and defects except such as do not materially affect the value of the Property or materially interfere with the use made and proposed to be made of the Property by the Project Owner.

(c) The Project Owner has the financial capability and/or commitments to complete the Project.

(d) The Project Owner is not aware of any facts in existence of which would cause the Project Owner to be in violation in any material respect of any Environmental Laws and Regulations applicable to the Project or any infrastructure improvements. The Project Owner has not received from any local, state, or federal official any notice or communication indicating that the activities of the Project Owner have been, may be, or will be in violation of any Environmental Laws and Regulations applicable to the Project or any infrastructure improvements.

(e) Neither the execution and delivery of this Agreement, the consummation of the transactions contemplated hereby, nor the fulfillment of or compliance with the terms

DRAFT

and conditions hereof is prohibited or limited by, conflicts with, or results in a breach of the terms, conditions, or provisions of the certificate of formation, partnership agreement, or operating agreement of the Project Owner or any evidence of indebtedness, agreement or instrument of whatever nature to which the Project Owner is now a party or by which it is bound, or constitutes a default under any of the foregoing.

(f) There is no action, suit, investigation, or proceeding now pending or, to the knowledge of the Project Owner, threatened against or affecting the Project Owner or its business, operations, properties, or condition (financial or otherwise) before or by any governmental department, commission, board, authority or agency, or any court, arbitrator, mediator or grand jury, that could, individually or in the aggregate, materially and adversely affect the ability of the Project Owner to complete the Project.

(g) The Project Owner acknowledges and agrees that the HOME and CDBG funds received by Project Owner are subject to the terms and conditions of the City's HOME and CDBG Agreements with HUD as set forth in Exhibit C, and Project Owner agrees to comply with those terms and conditions including, but not limited to, the following:

1) HOME Investment Partnerships Program 24 CFR Part 92 as part of the Cranston-Gonzalez National Affordable Housing Act;
2) Housing and Community Development Act of 1974 for CDBG funding;
3) Uniform Relocation Act at 24 CFR Part 42;
4) HUD regulations at 24 CFR Part 92;
5) Funds received for affordable housing under this Agreement are repayable when the housing no longer qualifies as affordable housing and repayment shall be made as specified in 24 CFR Part 92.
6) Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Super / Omni Circular codified at 2 CFR Part 200;
7) Civil Rights and Fair Housing, Employment and Contracting Opportunity requirements at 24 CFR 570.601, 570.602, 570.607, and Executive Order 14173. Project Owners shall comply with the Fair Housing Act, HUD regulations, and the Montana Human Rights Act prohibiting employment, contracting, and beneficiary discrimination based on disability, race, religious affiliation, sex, sexual orientation, gender identity, familial status, pregnancy, national origin, marital status, creed, and age;
8) Construction and accessibility standards referenced in Section 504 of the Rehabilitation Act of 1973, Americans with Disabilities Act, and Architectural Barriers Act at 24 CFR Part 8;
9) Copeland "Anti-kickback" Act, which prohibits a federal building contractor or subcontractor from inducing an employee into giving up any part of the compensation that they are entitled to under the terms of their employment contract;
10) Contract Work Hours and Safety Standards Act at 40 USC 3701;
11) Requirements on the Environmental Review Record in reference to Contamination and Toxic Substances 24 CFR Part 50.3(i) and 58.5(i), including radon testing and mitigation response. In addition, it is reviewed as a worker safety hazard relative to land development. The Project Owner is required to assess the property for radon exposure to protect workers during construction and residents post construction;
12) The Project Owner will comply with the Violence Against Women Act (VAWA) requirements at 24 CFR § 92.359 to provide housing protections for people applying for or living in units subsidized by the federal government and who have experienced domestic violence, dating violence, sexual assault, or stalking, to help keep them safe and reduce their likelihood of experiencing

DRAFT

homelessness. The City's reference herein to HUD forms 5380, 5381, 5382, and 5383 serve as official notice and certification forms to the Project Owner.

Section 3. Project Owner Undertakings.

(a) Construction and Maintenance of Project. The Project Owner hereby agrees and commits to the City that it will diligently prosecute to completion the construction of the Project in accordance with this Agreement, the site plan submitted to the City and all applicable federal, State, and local laws, rules, regulations, ordinances, and plans relating to or governing the development or use of the Project, including applicable Land Use Regulations and Environmental Laws and Regulations. The Project Owner agrees and commits to the City that construction shall be completed in accordance with the Project Schedule in Section 3.5.

3.1. Project Budget and Expenditure Deadlines.

(a) The total budget for 78 of the 102 units, financed in part by four percent low-income housing tax credits through the State of Montana, is as follows:

HC Equity Non-Competitive	$10,847,566
HomeFront Loan	$9,079,042
Glacier Bank Tax Exempt Loan	$8,200,000
Deferred Developer Fee	$2,860,453
Go Housing MT Tax Exempt Loan	$2,100,000
City of Billings HOME Funds	$1,400,000
City of Billings CDBG Funds	$145,000
Total Sources:	**$34,632,061**

Fiscal Years Funding Origin	***Award Amount***	***Expenditure Deadline***
FY2021-2026	**$1,400,000 HOME** **$145,000 CDBG**	Funds must be expended within **four (4) years** of the date funds are committed as reflected by the date of the last signature on the Development Agreement.

(b) The Project Owner may not modify the finalized budget without having requested and received the City's written approval of the adjustment which shall not be unreasonably withheld. Modifications to the budget without City approval will be considered a violation of the contract and are grounds for termination at any point without consideration for performance or compensation.

(c) The Project Owner has the financial capacity to complete the Project, and the Project Owner agrees to pay all costs thereof. If there is an increase in the costs of the Project from that shown herein, the Project Owner shall notify the City of the increase and submit additional evidence in a form acceptable to the City that the Project Owner has the financial capacity to cover such additional costs and complete the Project.

(d) At all times during the term of this Agreement, the Project Owner will operate and maintain, preserve, and keep the Project or cause the Project to be operated, maintained, preserved, and kept for the purposes for which it was constructed, and with the appurtenances and every part and parcel thereof, in good repair and condition. The Project Owner agrees to permit the City and any of its officers, employees or agents access to the Project for the purpose of inspection of all work being performed in connection with the Project; provided, however, that the City shall have no obligation to inspect such work.

(e) The Project Owner is required to adhere to the current HOME maximum per-unit subsidy limits as established by HUD.

DRAFT

(f) The total HOME and CDBG funding allocated to the project will be repaid to the City by the Project Owner if the Project Owner fails to comply with federal, state, or local requirements for the use of HOME and CDBG funds, construction, or rental to income-eligible households.

(g) The Project Owner will submit a HOME Match Funds report when units are completed as determined by the Certificate of Occupancy issued by the City.

3.2. Subsidy Layering Review. The Project Owner will ensure compliance with subsidy layering review requirements, including the provision of the following, updated documents as soon as they become available:

(a) Certification of Federal Assistance

(b) Sources and Uses Budget

(c) Development Budget

(d) Operating Budget, including Pro-Forma for a period of operation equal to the duration of the established period of affordability.

Should the project involve the use of low-income housing tax credits (LIHTC), the Project Owner will provide the City a copy of the LIHTC subsidy layering review for the project file as soon as the review is completed.

3.3. Preparation, Review and Approval of Construction Plans. In connection with the Project, the Project Owner, at its sole expense, shall prepare and submit construction plans, drawings, and related documents for each portion of the Project to the appropriate City officials for architectural, engineering or land use review and written approval or permits. The Project Owner acknowledges that no review or approval by City officials hereunder may be in any way construed by the Project Owner to replace, override or be in lieu of any required review, inspection, or approval by the City Planning Division, or any other building construction official review or approvals required by any federal, State, or local laws or ordinances or regulations, including any HUD regulations or requirements applicable to this Project. Nothing contained in this Agreement indicates or evidences that the City has approved or will approve the Project or any portion thereof. This Agreement does not affect or limit the City's regulatory powers with regard to the Project, including, without limitation, those relating to building permits or other permits or the payment of fees. As further described in Section 6.1, the City shall have no liability and the Project Owner shall hold the City harmless with respect to any increases in costs of the Project related to or arising out of delays resulting from the City's regulatory actions or approvals.

3.4. Construction of Infrastructure Improvements. The Project Owner shall acquire, install, construct, or otherwise provide any infrastructure improvements necessary for the development of the Project. The Project Owner acknowledges and agrees that the City is not responsible for acquiring, installing, constructing, or otherwise providing the infrastructure improvements.

3.5. Project Schedule. The Project Owner commenced Project planning prior to the date of the application for HOME and CDBG funds to the City. Project Owner will complete all work required by this Agreement in accordance with the following timetable:

Milestone	***Start By***	***Complete By***
Construction *Must begin 12 months following commitment of funds via written Agreement*	November 2026	N/A
Milestone	***Start By***	***Complete By***
Project Completion *Must be completed within four years of written Agreement date*	N/A	Certificate of Occupancy issued by November 2029
Units leased to income qualified tenants	N/A	Nine (9) months post the date of construction completion

DRAFT

The Project Owner must communicate any anticipated or proposed changes to this schedule to the City in writing as soon as they are known for review and approval by the City. The City may, in its sole discretion, (i) determine whether such change is appropriate and, if so, fix a new and superseding milestone date and also adjust other subsequent milestone dates, along with any other terms or conditions, or (ii) terminate this Agreement, in which case the City will have no obligation to reimburse the Project Owner hereunder. If this Agreement is terminated as described in this Section 3.5 and the Project Owner has not received any reimbursement but has recorded the Affordable Housing Covenants described in Section 3.12, upon request of the Project Owner, the City agrees to cooperate with the Project Owner to remove the Affordable Housing Covenants from the Property.

3.6. Prevailing Wage Rates; Competitive Bidding. The Project Owner understands that the City is obligated to follow certain laws with respect to the expenditure of public funds, which includes HOME and CDBG funds. The Project Owner agrees to comply with laws that govern City contracting obligations, such as, without limitation, laws and rules regarding prevailing wage and solicitation of work on a competitive basis. HOME-funded projects with a total number of residential units of 12 or more must comply with Davis-Bacon Act regarding prevailing wage rates and other regulations.

Without limitation of the foregoing, the Project Owner agrees that in the awarding of contracts for this Project (i) it will, and it will cause its contractor to, publicly bid competitively contracts for each component of the Project, and (ii) through its contract with its contractor, it will, in addition to the requirements of Sections 3.10 and 3.11, require its contractor to, pay the Prevailing Wage Rates on such contracts related to the Project. The Project Owner will provide to the City all documentation requested to verify the compliance of the Project Owner and its contractor with the foregoing requirements. Failure of the Project Owner or its contractor to bid competitively contracts for each component of the Project or to require contracts entered into directly with contractors or sub-contractors to include provisions requiring the contractor or sub-contractor to pay the Prevailing Wage Rates on the work related to the Project will be considered a breach of this Agreement and the City will be entitled, at its discretion and without obligation, to exercise any and all measures to assure compliance and retroactive compensation plus interest to workers not paid in accordance with this Agreement, and recovery of any penalty or fine assessed by the State attributed to any failure to pay the Prevailing Wage Rates. Additionally, the Project Owner acknowledges that a violation of these requirements may, in the City's sole discretion, cause the Project to be ineligible for reimbursement with HOME and CDBG funds, in which case the City will have no obligation to reimburse or pay the Project Owner hereunder.

3.7. Utilities. The Project Owner shall not interfere with, or construct any improvements over, any public street or utility easement without the prior written approval of the City. All connections to public utility lines and facilities shall be subject to approval of the City and any private utility company involved. The Project Owner at its own expense shall replace any public facilities or utilities damaged during the Project by the Project Owner or its agents or by others acting on behalf of or under their direction or control of the Project Owner.

3.8. Permits and Compliance with Laws. The Project Owner will obtain, in a timely manner, all required permits, licenses and approvals, and will meet all requirements of all local, state, and federal laws, rules and regulations which must be obtained or met in connection with the acquisition and construction of the Project, including any additional regulations of the HOME Investment Partnerships Act and HUD. Without limiting the foregoing, the Project Owner will request and seek to obtain from the City or other appropriate governmental authority all necessary land use, zoning, and building permits. The Project Owner will comply in all material respects with all Environmental Laws and Regulations applicable to the construction, acquisition, and operation of the Project, will obtain any and all necessary environmental reviews, licenses or clearances under, and will comply in all material respects with, Environmental Laws and Regulations. In addition, the Project Owner shall comply fully with all applicable state and federal laws, regulations, and municipal ordinances related to worker safety including but not limited to the Occupational Safety and Health Act (OSHA), the safety rules, codes, and provisions of the Montana Safety Act in Title 50, Chapter

DRAFT

71, MCA, all applicable City, County, and State building and electrical codes, and the Americans with Disabilities Act.

3.9. Easements. To the extent that any infrastructure improvements are to be located on the Property, the Project Owner hereby agrees to grant to the City and applicable utility companies from time to time such easements, rights-of-way and similar licenses in a form required by the City and as are reasonably necessary to permit the City to own, operate and maintain the infrastructure improvements.

3.10. Nondiscrimination and Equal Pay Requirement. The Project Owner shall fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. The Project Owner is the employer for the purpose of providing healthcare benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by the Project Owner subjects subcontractors to the same provisions. In accordance with 49-3-207, MCA, and Executive Order No. 04-2016. The Project Owner agrees that the hiring of persons to perform under this Agreement will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, national origin, ancestry, age, disability, military service or veteran status, or marital status by the persons in performance of this Agreement.

3.11. Worker's Compensation Insurance. The Project Owner shall provide in its construction contracts related to the Project with all its respective contractors and subcontractors that such contractors are to be covered by a Worker's Compensation insurance program with the State, a private insurance carrier, an approved self-insurance plan in accordance with State law or a current, verifiable exemption.

3.12. Affordable Housing Covenants as defined by the Declaration of Restrictive Covenants attached hereto as Exhibit D. The Project Owner's covenants described in this Section 3.12 are referred to herein as the "Affordable Housing Covenants."

(a) The Project Owner agrees that, as a condition to receiving any reimbursement under this Agreement, the Project Owner will file a restrictive covenant on the Property, providing that any development on the Property will include a minimum of 102 housing units (the "Restricted Units"), which will be restricted for a period not less than 20 years for use as housing affordable to households with incomes ≤80% area median income ("AMI") as determined by HUD annually. As a condition to reimbursement hereunder, the Project Owner shall record the Affordable Housing Covenants, substantially in the form attached hereto as Exhibit D against the Property.

(b) The Affordable Housing Covenants must (i) run with the land, (ii) bind, for a period not less than 20 years from the date of issuance of a certificate of occupancy with respect to the Restricted Units, the Restricted Units to be affordable to 60% AMI households, as rental units with rental prices that do not exceed the HOME rent limits determined annually and (iii) provide that a third-party or government entity with experience in managing affordable housing units must manage the rental of the Restricted Units.

In addition, the Affordable Housing Covenants will provide that the Restricted Units are prohibited from being used, rented, or made available as short-term rentals, which is a residential dwelling unit that is rented out for a period of 30 days or less. The affordability requirements in the Affordable Housing Covenants will be determined by the current HOME limits, tied to AMI, and pursuant to the Affordable Housing Covenants permissible rental prices of the Restricted Units will be based on the most recent affordability data available through the Department of Housing and Urban Development.

(c) Project Owner acknowledges and agrees that the Affordable Housing Covenants are fundamental to the City's agreements hereunder. The Parties acknowledge that, as development proceeds at the Property, it may be necessary or desirable to record other instruments to implement the Affordable Housing Covenants and provide for the affordability of the Restricted Units, either in addition to or in replacement of the Affordable

DRAFT

Housing Covenants to be recorded as a condition to reimbursement of the Project Owner under this Agreement, and the Parties agree to cooperate with respect to recording such other instruments if necessary or desirable.

(d) Affordability requirements for the HOME program will be met, including regulations outlined for the affordability of rental housing units as per 24 CFR 92.252.

(e) The Project Owner expressly agrees to repay the City all funds paid on behalf of the Project Owner or its subcontractors if the housing constructed does not meet the affordability requirements for the specified period of affordability (24 CFR 92.504(c)(3)(ii)).

Section 4. City Undertakings. Subject to satisfaction of all conditions herein, the City agrees to reimburse the Project Owner in an amount not to exceed $1,545,000 for eligible project costs.

Section 5. Reimbursement for the Eligible Costs. The City's obligation to make periodic or final payment to the Project Owner shall be subject to the following conditions and in accordance with the following procedures:

(a) City's receipt of HOME and CDBG funds is sufficient to make such payment. Final reimbursement will be made only when the Project Owner is in full compliance with this Agreement.

(b) Payment is made on a reimbursement basis of actual and proper expenditures and shall be made in accordance with this Agreement between City and Project Owner. The Project Owner may only request disbursement of funds when funds are needed for payment of eligible costs, and the amount of the disbursement request must be limited to the amount needed.

(c) The City shall only reimburse HOME-eligible expenses following on-site inspection for construction compliance.

(d) At the time of the Project Owner's request for reimbursement (i) all of the Project Owner's representations as set forth in Section 2.2 must be true and correct, (ii) the Project Owner must not be in breach of any covenant or undertaking set forth in Section 3, and (iii) there must be adequate HOME and CDBG funds available.

(e) The City may withhold any payment if the Project Owner has failed to comply with program objectives, contractual terms, or reporting requirements. The City may withhold payment of the final five percent (5%) of the total award amount until the Project Owner has submitted, and the City has accepted, all required financial and performance report information required pursuant to either the Project or City requirements. The following documentation must be submitted for payment requests:

1) Completed Request for Reimbursement and Progress Report form.
2) Invoices, receipts, purchase orders, and/or contracts pertaining to the specific request for disbursement.

(f) The Project Owner must provide evidence satisfactory to the City that the Affordable Housing Covenants have been recorded with the Yellowstone County Clerk and Recorder's Office and have not been modified, amended, or rescinded other than with the prior written consent of the City. If residential development is proceeding or has occurred at the Property and does not comply with the Affordable Housing Covenants, this Agreement shall terminate and the Project Owner shall not be eligible for additional reimbursement and Project Owner will be subject to the repayment terms as specified in 24 CFR Part 92.

(g) The infrastructure improvements shall have been completed in their entirety and the City shall have delivered to the Project Owner written acceptance of the infrastructure improvements (which may be in the form of a certificate of completion or such other format as required by the City). The Project Owner must demonstrate to the City's satisfaction, by a title report or other means acceptable to the City, that the infrastructure improvements are free of financial liens and any encumbrances affecting the infrastructure improvements must be acceptable to the City.

(h) If HOME and CDBG funds are available and all terms and conditions have been satisfied, the City shall begin reimbursements to the Project Owner. Once the Project Owner

DRAFT

receives HOME and CDBG funds, the Affordable Housing Covenants shall remain in place for the full term set forth therein, regardless of whether any subsequent installments are paid to the Project Owner.

5.1. Failure to Satisfy Conditions. If any of the conditions described herein are not satisfied in the determination of the City, the City shall have no obligation to make any reimbursement and the City's determination to refrain from reimbursing, or its inability to reimburse, any of the eligible costs shall not be or result in a default of this Agreement.

Section 6. Indemnification and Insurance.

6.1 Indemnification. The Project Owner releases the City and all City Council members, board members, officers, agents, servants and employees of the City (the "Indemnified Parties") from, and covenants and agrees that the Indemnified Parties shall not be liable for, and agrees to indemnify, defend and hold harmless the Indemnified Parties against, any loss, damage, cost (including reasonable attorneys' fees), claim, demand, suit, action or other proceeding whatsoever (i) arising or purportedly arising out of, or resulting or purportedly resulting from, the acquisition and construction of the Project, including any infrastructure improvements, any violation by the Project Owner of any agreement, condition or covenant of this Agreement, the ownership, maintenance and operation of the Project, or the presence on any portion of the Land, of any dangerous, toxic or hazardous pollutants, contaminants, chemicals, waste, materials or substances; or (ii) which is proximately caused by the Project Owner or its officers, agents, contractors, consultants or employees.

6.2 Insurance. Project Owner shall keep and maintain the Project at all times insured against such risks and in such amounts, with such deductible provisions, as are customary in connection with facilities of the type and size comparable to the Project, and the Project Owner shall carry and maintain, or cause to be carried and maintained, and pay or cause to be paid timely the premiums for direct damage insurance covering all risks of loss on a replacement cost basis in an amount equivalent to the full insurable value thereof.

Subject to the terms of any mortgage relating to the Project, policies of insurance required by this Section 6.2 shall insure and be payable to Project Owner and shall provide for release of insurance proceeds to Project Owner for restoration of loss. The City shall be furnished certificates showing the existence of such insurance. In case of loss, Project Owner is hereby authorized to adjust the loss and execute proof thereof in the name of all parties in interest.

During construction of the Project, any and all of the foregoing insurance policies may be maintained by the Project Owner's contractor; provided that once the Project is placed into service, Project Owner shall maintain all of the foregoing insurance policies.

In addition to and independent of the above, the Project Owner shall at the Project Owner's expense secure liability insurance through an insurance company or companies duly licensed and authorized to conduct insurance business in Montana. The insurance shall not contain any exclusion for liabilities specifically assumed by the Project Owner in this Section. The insurance shall cover and apply to all claims, demands, suits, damages, losses, and expenses that may be asserted or claimed against, recovered from, or suffered by the City in relation to construction of the Project and any infrastructure improvements without limit and without regard to the cause therefore. The Project Owner must furnish to the City an accompanying certificate of insurance and accompanying endorsements in amounts not less than as follows:

Commercial General Liability – including contractual and personal injury coverage of $750,000 per claim and $1,500,000 per occurrence for injuries, including accidental death

Automobile Liability - $1,500,000 per accident

The above amounts shall be exclusive of defense costs. The City, its officers, agents, and employees, shall be endorsed as an additional or named insured on a primary non-contributory basis on the Commercial General Liability policy. The insurance and required endorsements must be in a form suitable to City and shall include no less than a thirty (30) day notice of cancellation or non-renewal. The City must approve all insurance coverage and endorsements prior to the Project Owner commencing work on Project or infrastructure

DRAFT

improvements. Project Owner must notify the City within two (2) business days of Project Owner's receipt of notice that any required insurance coverage will be terminated or Project Owner's decision to terminate any required insurance coverage for any reason.

Section 7. Agreement Suspension; Termination; Repayment. This Agreement may be terminated as follows and is subject to the following provisions in accordance with 24 CFR 85.43, suspension or termination may occur if the Project Owner materially fails to comply with any term of the Agreement (24 CFR 92.504(C)(2)(ix)).

7.1 Contract Suspension. If the Project Owner fails to comply with any contractual provision, the City may, after notice to the Project Owner, suspend the Agreement and withhold further payments to prohibit the Project Owner from incurring additional obligations of contractual funds or demand repayment of funds expended, pending corrective action or a decision to terminate in accordance with provisions herein. The City may determine to allow such necessary and proper costs which the Project Owner could not reasonably avoid during the period of suspension, provided such costs were necessary and reasonable for the conduct of the project.

7.2 Termination Due to Loss of Funding. The parties hereto expressly recognize that Project Owner is to be paid, reimbursed, or otherwise compensated with federal HOME and CDBG funds provided to City under the HUD HOME Agreement for the purpose of contracting for the services provided for herein or with program income; and therefore, the Project Owner expressly understands and agrees that all its rights, demands, and claims to compensation arising under this Agreement are contingent upon receipt of such funds by City. In the event that such funds or any part thereof are not received by City, the City may immediately terminate or amend this Agreement.

7.3 Termination for Cause or Convenience.

(a) If the Project Owner shall fail to fulfill in a timely and proper manner their obligations under this Agreement, or if the Project Owner shall violate any of the covenants, agreements, or stipulations of this Agreement, the City shall thereupon have the right to terminate this Agreement for cause by giving fifteen (15) days written notice to the Project Owner of such termination.

(b) It is understood that the Project Owner and City representatives shall enter into negotiations pursuant to Section 8.17 in an attempt to reach a solution mutually acceptable to both parties within ten (10) days of notification of termination.

(c) In any event, the City may terminate the Agreement to fund an activity without cause or recourse from the Project Owner, its agents, or subcontractors.

(d) Notwithstanding the above, the Project Owner shall not be relieved of liability to the City for any damages sustained by the City by virtue of any breach of contract by the Project Owner, and the City may withhold any payment to the Project Owner for the purpose of setoff until such time as the exact amount of damages due to the City from the Project Owner is determined.

7.4 Return of Material. In event of termination, all finished or unfinished documents, data studies, surveys, drawings, maps, models, photographs, and reports or other material prepared by the Project Owner under this Agreement, shall, at the option of the City, become the City's property, and City shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents and other materials.

7.5 Reversion of Assets. Upon expiration of this Agreement, the Project Owner must transfer to the City any HOME and CDBG funds on hand at the time of expiration and any accounts receivable attributable to the use of HOME and CDBG funds.

7.6 Repayment. The Project Owner expressly agrees to repay to the City any funds paid on behalf of the Project Owner or its subcontractors that are expended in violation of the terms of this Agreement or the federal statutes and regulations governing the HOME program, or if for some reason the project is unable to move forward within the time frame set forth herein.

Section 8. General Provisions.

8.1 Conflicts of Interest; City's Representatives Not Individually Liable.

DRAFT

(a) The Project Owner represents that it does not employ, retain, or contract with an officer or employee of the City and that no member, officer or employee of the City has a personal or financial interest, direct or indirect, in this Agreement or in the Project.

(b) The Project Owner acknowledges and agrees to comply with the conflict of interest provisions of 24 CFR § 92.356 prohibiting the Project Owner from allowing any of their employees, agents, officials, consultants, or immediate family members from occupying a HOME-assisted housing unit for the period of affordability, with the exception of management or maintenance employee(s).

(c) No member, officer or employee of the City shall be personally liable to Project Owner in the event of any default under or breach of this Agreement by the City, or for any amount that may become due to Project Owner for any obligation issued under or arising from the terms of this Agreement.

8.2 Rights Cumulative. The rights and remedies of the Parties of this Agreement, whether provided by law or by this Agreement, shall be cumulative, and the exercise by any Party hereto of any one or more of such remedies shall not preclude the exercise by such Party, at the same or different times, of any other remedy for the same default or breach or of any of its remedies for any other default or breach of the Party subject to the limitation of remedies provided herein. No waiver made by such Party with respect to the performance or the manner or time thereof, of any obligation under this Agreement, shall be considered a waiver with respect to the particular obligation of the other Party or a condition to its own obligation beyond those expressly waived in writing and to the extent thereof, or a waiver in any respect in regard to any other rights of the Party making the waiver of any obligations of the other Party. Delay by a Party hereto instituting or prosecuting any cause of action or claim hereunder shall not be deemed a waiver of any rights hereunder.

8.3 Term of Agreement. The duration of this Agreement includes the construction, lease-up, and renting of housing units for the entire period of affordability.

The project is subject to ongoing HOME compliance requirements for an affordability period of twenty (20) years from the date the Certificate of Occupancy is completed, and the project completion report is entered into HUD's Integrated Disbursement & Information System (IDIS). Information necessary for completing activities in IDIS includes finalized project budget; occupant demographic and income data; information on unit configuration; rents; and rental assistance.

8.4 Limitation on City Liability. No agreements or provisions contained in this Agreement nor any agreement, covenant or undertaking by the City contained in any document in connection with the Project shall give rise to any pecuniary liability of the City or a charge against its general credit or taxing powers or shall obligate the City financially in any way except with respect to then-available HOME and CDBG funds. No failure of the City to comply with any term, condition, covenant or agreement herein shall subject the City to liability for any claim for damages, costs or other financial or pecuniary charge except to the extent that the same can be paid or recovered from then-available HOME and CDBG funds; and no execution on any claim, demand, cause of action or judgment shall be levied upon or collected from the general credit, general funds or taxing powers of the City. Nothing herein shall preclude a proper party in interest from seeking and obtaining specific performance against the City for any failure to comply with any term, condition, covenant, or agreement herein; provided that no costs, expenses or other monetary relief shall be recoverable from the City except as may be payable from HOME and CDBG funds. This Agreement shall not constitute or be construed to give rise to a debt of the City.

8.5 Assignment. This Agreement is unique among the City and the Project Owner and no Party may assign any rights or privileges, or delegate any duties or obligations under this Agreement, without first obtaining the written consent of the other Party.

8.6 Successors Bound By Agreement; No Third Party Beneficiary; No Property Interest. Subject to compliance with Section 8.5, this Agreement will inure to the benefit of and be binding upon the Parties to this Agreement and their respective successors in interest and permitted assignees. This Agreement is for the exclusive benefit of the Parties, does not constitute a third-party beneficiary agreement, and may not be relied upon or enforced by a

DRAFT

third party. This Agreement, by itself, does not create or give rise to a property interest in the Property or the Project.

8.7 Prior Agreements. This Agreement supersedes, merges and voids any and all prior discussions, negotiations, agreements and undertakings between the Parties with respect to the subject matter of this Agreement. The Parties waive and release each other from any claims, actions, or causes of action that relate in any manner to any prior discussions, negotiations, agreements, and undertakings between the Parties with respect to the subject matter of this Agreement.

8.8 Entire Agreement. This Agreement, including any exhibits and attachments hereto, embodies the entire agreement and understanding of the Parties with respect to its subject matter and no statements, promises, or inducements made by either party, or agents of either party that are not contained in or authorized by this written Agreement, are valid or binding.

8.9 Amendments, Changes and Modifications. This Agreement may be amended and any of its terms may be modified only by written amendment authorized and signed by the Parties hereto.

8.10 Headings. The headings of articles and sections in this Agreement are inserted for convenience of reference only and do not limit or amplify the terms and provisions of the Agreement in any manner. The headings will be ignored and will not affect the construction of any provisions of this Agreement.

8.11 Notice. Any formal notice, demand or communication required or permitted by the terms of this Agreement to be given to the City or the Project Owner will be in writing and will be delivered to such Party either: (i) by personal hand-delivery; (ii) by depositing the same in the United States mail, certified mail with return receipt requested; (iii) by depositing the same with a nationally recognized overnight delivery service; or (iv) with respect to notice to the Project Owner, by email (in which case the notice shall be effective as of the date of confirmed delivery). Notice will be deemed complete upon receipt of the notice pursuant to any of the foregoing methods of notice. Notices and communications to the parties must be addressed to and delivered at the following addresses:

If to City:

City of Billings
Attention: Jordan Langton, Program Coordinator
P.O. Box 1178
Billings, MT 59103
406.860.9126
langtonj@billingsmt.gov

With a copy to :

City of Billings
Attention: Billings City Administrator
P.O. Box 1178
Billings, MT 59103

If to Project Owner:

HAB Development, Inc.
Attention: Patti Webster, Chief Executive Officer / Executive Director
2415 1st Avenue N.
Billings, MT 59101
406.245.6391
pattiw@homefrontmt.org

The City and the Project Owner, by notice given hereunder, may designate different addresses to which subsequent notices, certificates or other communications should be sent.

DRAFT

8.12 Ownership and Publication of Materials. All reports, information, data, and other materials related to the Project and prepared by any subcontractor pursuant to this Agreement are to be the property of the Project Owner and the City, which each have the nonexclusive and unrestricted authority to release, publish or otherwise use in whole or in part, information relating to it. No material produced in whole or in part under this Agreement may be copyrighted or patented in the United States or in any other country without the prior written permission of the City and the Project Owner.

8.13 Survival of Contract Terms. Notwithstanding anything herein to the contrary, the parties understand and agree that all terms and conditions of this Agreement and attachments hereto that may require continued performance or compliance beyond the termination date of this Agreement shall survive such termination date and shall be enforceable by City as provided herein in the event of such failure to perform or comply by the Project Owner or its subcontractors.

8.14 Severability. If any provision of this Agreement is declared void or held invalid, such provision will be deemed severed from this Agreement and the remaining provisions of this Agreement will otherwise remain in full force and effect.

8.15 Place of Performance. The place of performance of this Agreement will be in the City of Billings, Yellowstone County, Montana.

8.16 Governing Law. This agreement and the legal relations between the Parties hereto will be governed by and construed in accordance with the laws of the State of Montana, without giving effect to any choice of law statutes, rules, or principles.

8.17 Dispute Resolution.

(a) Any claim, controversy, or dispute between the Parties, their agents, employees, or representatives shall be resolved first by negotiation between senior-level personnel from each Party duly authorized to execute settlement agreements.

(b) If the Parties are unable to resolve the dispute, the matter will be referred to HUD for resolution.

(c) Upon mutual agreement of the Parties, the Parties may invite an independent, disinterested mediator acceptable to the Parties to assist in the negotiated settlement discussions.

(d) If the parties are unable to resolve the dispute within thirty (30) days from the date the dispute was first raised, then such dispute may only be resolved in a court of competent jurisdiction in compliance with the applicable law and the provisions of this Agreement. Venue for any suit between the parties arising out of this Agreement shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

8.18 Attorney's Fees; Costs. In the event of any dispute or litigation arising out of this Agreement, the prevailing party shall be entitled to recover from the other party its reasonable costs and expenses, including reasonable attorneys' fees, costs, and expenses.

8.19 Further Assurances and Corrective Instruments. The Parties agree that they will, from time to time, execute, acknowledge, and deliver, or cause to be executed, acknowledged, and delivered, such supplements hereto and such further instruments as may reasonably be required for correcting any inadequate or incorrect description of the Project or for carrying out the expressed intention of this Agreement.

8.20 Reports/Accountability/Public Information.

(a) The Project Owner agrees to develop and/or provide documentation as requested by the City demonstrating the Project Owner's compliance with the requirements of this Agreement. The Project Owner shall allow the City, its auditors, and other persons authorized by the City to inspect and copy its books and records for the purpose of verifying that the monies reimbursed to the Project Owner pursuant to this Agreement were used in compliance with this Agreement and all applicable provisions of federal, state, and local law, including any requirements of the HOME Investment Partnerships Act and/or HUD. The Project Owner shall not issue any statements, releases or information for public dissemination regarding this Agreement or the work contemplated hereunder without prior written approval of the City.

DRAFT

(b) Upon completion of the project's predevelopment, the Project Owner will submit to the City the following project predevelopment records:

1) Property acquisition records, including, but not limited to:
2) Property Appraisal
3) Title Report
4) Site Control Status
5) Property Survey
6) Soils Report
7) Engineer's Report
8) Environmental Reports

(c) The Project Owner will submit to the City the following property construction or rehabilitation records including, but not limited to:

1) Documentation that the project meets applicable property standards for HOME rehabilitation activities and / or new construction.
2) Documentation that the rents charged in each HOME-assisted unit conforms to HOME program requirements.
3) For each household renting a HOME-assisted unit, a copy of the rental application, income verification, and rental Agreement and subsequent annual income verifications.
4) An approved Affirmative Marketing Plan which complies with 24 CFR 92.351 for projects with five (5) or more HOME-assisted units.
5) Immediate written notification of any pending legal action which names the Project Owner and the real property assets covered under this Agreement.
6) Copies of invoices submitted for payment.
7) Verification of matching contributions.

(d) The records described in this Section 8.20 must be retained for a period of five years after project closeout.

(e) Records demonstrating compliance with project requirements that apply for the period of affordability must be retained for at least five years after the conclusion of the required period of affordability.

(f) If any litigation, claim negotiation, audit or other action has been commenced before the expiration of the regular five-year period, the records must be retained until completion of the action and resolution of all issues which arise from it, or until the end of the regular period, whichever is later.

(g) Access to the records described above and all other documentation relating to the program is governed by all applicable state and federal laws as they pertain to disclosure of information to the public and to the individual's right of privacy.

[Signature and notary pages to follow]

DRAFT

IN WITNESS WHEREOF, the Parties hereto have caused this Deed Restriction Agreement to be executed on _____, 2026.

CITY OF BILLINGS, MONTANA

By:_____
Mike Nelson, Mayor

ATTEST:

By:_____
Denise Bohlman, City Clerk

HomeFront 4 LBL LG LLLP,
a Montana limited liability limited partnership

By: HomeFront 4 LBL LG LLC
a Montana limited liability company

By: HAB Development, Inc.,
a Montana nonprofit corporation

By:_____
Patti Webster, Chief Executive Officer / Executive Director

STATE OF MONTANA)
: ss.
COUNTY OF YELLOWSTONE)

On _____, 2026, before me, _____, a Notary Public for the State of Montana, personally appeared _____ and whose name is subscribed to the within instrument and acknowledged to me that they 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:_____
My Commission Expires:_____

DRAFT

Please return to:
City of Billings
Community Development Division
P.O. Box 1178
Billings, MT 59103

DRAFT

MONTANA TRUST INDENTURE

THIS TRUST INDENTURE, made this **DATE** between **HAB Development, Inc.** whose mailing address is **2415 1st Avenue N., Billings Montana 59101** as GRANTORS, GINA DAHL, of Billings, Montana, an attorney licensed to practice law in the State of Montana, whose mailing address is P.O. Box 1178, Billings, MT 59103, as TRUSTEE, and the CITY OF BILLINGS, a Municipal Corporation, organized under the laws of the State of Montana, whose mailing address is P.O. Box 1178, Billings, MT 59103, as BENEFICIARY.

WITNESSETH: That Grantor hereby irrevocably GRANTS, BARGAINS, SELLS, CONVEYS AND WARRANTS TO TRUSTEE IN TRUST, nevertheless, WITH POWER OF SALE, that certain real property, which does not exceed thirty (30) acres in area, situated in the County of Yellowstone, State of Montana, particularly described as follows, to wit:

> ***WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot PARK, PRIVATE PARK comprised of 1.348 AC and adjacent parcel on Sioux Lane, Billings MT 59105 legally described as WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot 1 comprised of 3.014 AC, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3792983.***

TOGETHER WITH: (1) All buildings, fixtures and improvements thereon, and all water rights, rights-of-way, tenements, hereditaments, privileges and appurtenances thereunto belonging, now owned or hereafter acquired, however evidenced, used or enjoyed with said premises or belonging to the same; (2) All right, title and interest hereinafter acquired in or to any of said premises, hereby also releasing, relinquishing and waving all exemptions, rights of dower and homestead, in or to said premises, vested or inchoate; (3) All heating, air conditioning, plumbing and lighting facilities, equipment and fixtures now or hereafter installed upon or within said premises, used or proper or necessary to constitute the said premises a habitable, usable or operating unit; all of said property being designated and deemed for the purposes of this instrument a part of the realty; and (4) All of the rents, issues and profits of said premises, SUBJECT, HOWEVER, to the right, power and authority hereinafter conferred upon Beneficiary to collect and apply such rents, issues and profits.

TO SECURE TO BENEFICIARY: Payment of the principal sum: **ONE MILLION FOUR-HUNDRED THOUSAND DOLLARS ($1,400,000)** in HOME funds and **ONE HUNDRED FORTY-FIVE THOUSAND DOLLARS ($145,000)** in CDBG funds according to the terms of the Declaration of Restrictive Covenants and Deed Restriction Agreement dated on the same date noted herein, and any extensions and/or renewals or modifications thereof, by GRANTOR payable to the order of BENEFICIARY if the terms of the Declaration of Restrictive Covenants or Deed Restriction Agreement are violated.

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal the day and year first above written.

_____

Patti Webster, Chief Executive Officer Date
HAB Development, Inc.

This Montana Trust Indenture is subordinate to the Deed Restriction Agreement dated _____, 2026 recorded _____, under document number _____.

STATE OF MONTANA)
): ss
COUNTY OF YELLOWSTONE)

On this _____, 2026, before me, a Notary Public for the State of Montana, personally appeared **Patti Webster** known to me to be the person(s) described in and who executed the foregoing instrument and acknowledged that he/she executed the same as his/her free act and deed.

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

Notary Stamp and Signature:

DRAFT

Please return to:
City of Billings
Community Development Division
P.O. Box 1178
Billings, MT 59103

DECLARATION OF RESTRICTIVE COVENANTS

This Declaration of Restrictive Covenants (the "Agreement) is made _____, 2026, by HomeFront 4 LBL LG LLC, a Montana limited liability corporation and HAB Development, whose mailing address is 2415 1st Avenue N., Billings, Montana 59101 ("Declarant").

RECITALS

A. Declarant owns certain real property located at Sioux Lane, Billings, MT 59105, and more particularly described as follows (the "Property"):

> ***WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot PARK, PRIVATE PARK comprised of 1.348 AC and adjacent parcel on Sioux Lane, Billings MT 59105 legally described as WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot 1 comprised of 3.014 AC, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3792983.***

B. It is the intent of the Declarant to meet the conditions of the Affordable Housing Development Agreement, dated as of [_____], by and among the City of Billings, Montana (the "City"), and Declarant, in relation to the development of the Property; and

C. As a condition of approval for the Site Plan of the development of 102 residential housing units on the Property, (the "Project"), the City requires the Declarant to record a covenant running with the land pursuant to the terms of the Affordable Housing Development Agreement; and

D. To satisfy the requirement of the Affordable Housing Development Agreement, the Declarant desires to place beneficial covenants and restrictions upon the Property for the use and benefit of Declarant and for the use, benefit, and protection of the future owners thereof and the City.

NOW, THEREFORE, Declarant hereby declares:

1. Recitals Incorporated. The above recitals are hereby incorporated into this agreement.

2. Provision of Income Restricted Housing.

a. Declarant agrees that rents for all Qualifying Units will not exceed the allowable HOME Investment Partnership Program ("HOME") rents during the entire twenty (20) year period of affordability. In projects with five (5) or more HOME-assisted units, 20 percent (20%) of the HOME-assisted units must comply with the HOME low rents and occupied by households with an area median income ("AMI") less than fifty percent (50%). The remaining units can be rented at the high HOME rental limit. Limits are reported annually for single persons and households of various sizes by the United States Department of Housing and Urban Development (HUD), or by any successor United States Government department, agency, or instrumentality, for the Primary Metropolitan Statistical Area which includes the City.

b. A "Qualifying Unit" means a unit that:

(i) is rented to either a Low-Income Family or Very Low-Income Family; and

(ii) is used in complying with the Very Low-Income and Low-Income occupancy requirements of 24 CFR § 92.252.

c. The Declarant will make continuously available for occupancy by Low-Income Families as Qualifying Units six (6) units, which will be floating and consist of two-bedroom units available for occupancy by Very Low-Income Families.

d. "Low-Income Families" means families and individuals whose Annual Income do not exceed eighty percent (80%) of area median income in the area in which the Property is located, as determined by the Secretary of HUD.

DRAFT

e. "Very Low-Income Families" means families and individuals whose Annual Incomes do not exceed fifty percent (50%) of median income for the area in which the Property is located, as determined by the Secretary of HUD.

f. The rental of the Qualifying Units shall be administered by a third-party manager with experience in managing affordable housing units, or other person acceptable to the City.

g. The Qualifying Units will be operated as rental units. Throughout the term of this Declaration, the Qualifying Units must be affordable to households with income no greater than 80% of the AMI. All rental prices for the Qualifying Units must be based on the most recent affordability data available through the HUD's Affordability Data System for the City or similar affordability data available at the time of rental.

3. Prohibition on Use as Short Term Rentals. The Affordable Housing Units are prohibited from being used, rented, or made available as short-term rentals, which is a residential dwelling unit that is rented out for a period of 30 days or less. Leases must be for a period of a one-year period.

4. Term. This Declaration shall remain in place and be enforceable for a term of 20 years from the date hereof and shall inure to the benefit of Declarant, each owner of Property, the City, and their respective legal representatives, heirs, successors, or assigns, subject to the right of amendment provided herein.

5. Amendment. This Declaration may not be amended without the prior written consent of the City of Billings. Any amendment shall become effective only upon the filing of such amendment in the records of the Clerk and Recorder of Yellowstone County, Montana.

6. Enforcement. The Declarant, the City, or any owner of real property within the Property may take action to enforce the provisions of this Declaration. Enforcement may be by injunction, declaratory judgment, action for damages, or any other legal claims, all of which shall be cumulative and non-exclusive. The prevailing party in any action shall be entitled to recover, in addition to other damages, its reasonable litigation expenses, including attorney's fees, as may be awarded in the judgment of the court.

7. Covenants to Run with the Land. The Declarant intends that the terms of this Declaration shall run with the land and shall continue in effect with respect to the entire Property notwithstanding any partition or division of the Property.

8. Severability. Invalidation of any one of these covenants or restrictions by judgment or court order shall in no way affect any other provisions, which shall remain in full force and effect.

9. Choice of Law and Venue. This Declaration of Covenants, Conditions, and Restrictions shall be governed by the laws of Montana and venue for any suit between the parties arising out of this Agreement shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

[Signature and notary pages to follow]

DRAFT

IN WITNESS WHEREOF the DECLARANT has signed this instrument and arranged for its recordation in the real property records of Yellowstone County, Montana.

HomeFront 4 LBL LC LLLP,
a Montana limited liability limited partnership

By: HomeFront 4 LBL LG LLC
a Montana limited liability company

By: HAB Development, Inc.,
a Montana nonprofit corporation,

By:_____
Patti Webster, Chief Executive Officer / Executive Director

STATE OF MONTANA)
:ss
COUNTY OF YELLOWSTONE)

On _____, 2026, before me, _____, personally appeared _____, known to me or proven on the basis of satisfactory evidence to be the CEO of HF 4 LBL LG LLC, a Montana limited liability company which is the General Partner of HomeFront 4 LBL LG LLLP, a Montana limited liability limited partnership, and acknowledged to me that she executed the within instrument on behalf of said limited liability limited partnership.

WITNESS my hand and official seal.

_____
Printed Name:_____
(NOTARIAL SEAL) Notary Public for the State of Montana
Residing at _____
My Commission expires:_____

Acknowledged by:

CITY OF BILLINGS

By:_____
Mike Nelson, Mayor

ATTEST:

_____
Denise Bohlman, City Clerk

STATE OF MONTANA)
:ss
COUNTY OF YELLOWSTONE)

On _____, 2026, before me, _____, this instrument was signed or acknowledged by Mike Nelson and Denise Bohlman, acting in the capacities of Mayor and City Clerk, respectively, of the City of Billings, Montana.

_____
(NOTARIAL SEAL) Printed Name:_____
Notary Public for the State of _____
Residing at _____
My commission expires _____

DRAFT

1PROMISSORY NOTE
LB LOFTS – AFFORDABLE HOUSING PROJECT

$1,400,000 – HOME Investment Partnership Program (HOME)
$145,000 – Community Development Block Grant (CDBG) Billings, Montana

FOR VALUE RECEIVED, **HAB Development, Inc.**, herein after referred to as the "Borrower" promises to assign to the City of Billings, herein after referred to as "Lender," the sum of $1,545,000.00, to be provided as determined through the provisions contained within the Deed Restriction Agreement and Trust Indenture dated **DATE**. Such amounts will be calculated using the requirements contained within said Deed Restriction Agreement and Trust Indenture of the total assistance provided by the Lender to the Borrower. Said sums shall be in proper form of assignment, without interest, said assignment being effective through the Period of Affordability, twenty (20) years, only upon sale, transfer or other disposition, or change of use as described in the above-mentioned Deed Restriction Agreement and Trust Indenture dated **DATE**, wherein the City of Billings is the Lender.

This promissory note is secured by a Trust Indenture on certain real property located in the jurisdictional boundaries of the City of Billings commonly known as LB Lofts, Sioux Lane, Billings, Montana 59105 and legally known as:

> ***WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot PARK, PRIVATE PARK comprised of 1.348 AC and adjacent parcel on Sioux Lane, Billings MT 59105 legally described as WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot 1 comprised of 3.014 AC, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3792983.***

The Borrower shall transfer or assign the property herein described only with the written consent of Lender. Such consent shall not be unreasonably withheld provided Lender's security interest herein is adequately protected. Lender may, at their option, declare immediately due and payable all sums secured by the Mortgage / Trust Indenture upon the sale or transfer of all or any part of the real property described in the Mortgage / Trust Indenture without the Borrower's prior knowledge and written consent.

During the term of this Promissory Note, the Borrower shall keep the subject property free from all liens or encumbrances of any kind, except those expressly consented to in writing by the Lender. Any such liens or encumbrances shall constitute a default herein and Borrower agrees to indemnify and hold the Lender harmless from any liability for such liens and encumbrances.

The Borrower covenants and agrees that they will commit no waste that will lessen the value of the premised nor shall they cause any damage thereto which shall reduce the value of the premises and property as security for the payment of the purchase price as herein provided.

During the life of this Promissory Note, and until the Period of Affordability has been met, and until full payment, Borrower shall secure and maintain, if insurable, the premiums for premises comprehensive and fire loss coverage covering full replacement cost covering both Borrower and Lender. Property taxes, first mortgage and all other financial obligations must be maintained.

If default be made in the payment of said principal, or in any of the covenants of the Deed Restriction Agreement and Trust Indenture securing this Promissory Note, then, at the holder's election, upon notice as provided in the Deed Restriction Agreement and Trust Indenture dated as noted herein, the entire principal option shall not constitute a waiver of the right to exercise the same in the event of any subsequent default or at any other time. The undersigned agree to pay reasonable attorney's fees, in addition to other costs, in case of the collection of this Promissory Note by an attorney, either with or without suit.

The undersigned shall always comply with the use, occupancy and recapture restrictions affecting the property described in the Deed Restriction Agreement and Trust Indenture securing this Promissory Note and set forth in the Deed Restriction Agreement and Trust Indenture dated as noted herein, between the Borrower and the Lender. If the undersigned shall fail or refuse to comply with such use, occupancy and recapture restrictions, the Lender may, at their option and with notice as provided in such Deed Restriction Agreement and Trust Indenture, declare the entire unpaid principal balance of this Promissory Note immediately due and payable and may invoke any remedies provided in such Deed Restriction Agreement, Trust Indenture or applicable law in the event of default.

The indebtedness evidenced by this Promissory Note is secured by a Deed Restriction Agreement and Trust Indenture dated as noted herein, and reference is made to the Deed Restriction Agreement and Trust Indenture for rights as to acceleration of the indebtedness evidenced by this Promissory Note.

Borrower:

By: HAB Development, Inc.,
a Montana nonprofit corporation

_____

Patti Webster, Chief Executive Officer Date
HAB Development, Inc.

DRAFT

WHEN RECORDED MAIL TO:

Glacier Bank
Attn: Jennifer Wheeler (or successor)
202 Main Street
P.O. Box 27
Kalispell, MT 59903-0027

MASTER SUBORDINATION AGREEMENT

THIS MASTER SUBORDINATION AGREEMENT (this "Agreement") is entered into as of [CLOSING DATE] (the "Closing Date"), by and between **Montana Department of Commerce**, an agency of the State of Montana ("DOC"); **City of Billings, Montana** (the "City" together with DOC, "Junior Lenders"), **Glacier Bank**, its successors and assigns ("Senior Lender"), and **HomeFront 4 LBL LG LLLP**, a Montana limited liability limited partnership ("Borrower").

RECITALS

A. Borrower and Senior Lender have entered or will enter into a Construction Loan Agreement dated as of the Closing Date (as it may be amended, restated, modified, or supplemented from time to time, the "Loan Agreement"), pursuant to which Senior Lender has agreed to extend to Borrower a loan in an original principal amount not to exceed $8,317,240.00 (the "Loan").

B. To secure its obligations under the Loan Agreement and the Promissory Note made by Borrower and payable to the order of Senior Lender dated as of the Closing Date, in the original principal amount of up to $8,317,240.00, Borrower entered into or will enter into, contemporaneously with their execution of this Agreement, a Deed of Trust, an Assignment of Rents, a Security Agreement, and other ancillary loan documents, each dated as of the Closing Date.

C. It is a condition precedent to the obligation of Senior Lender to make the Loan in accordance with the terms of the Loan Agreement that this Agreement be executed and delivered to Senior Lender by Junior Lenders.

D. Junior Lenders expect to derive benefits from the making of the Loan to Borrower by Senior Lender and finds it advantageous, desirable and in Junior Lenders' best interest to comply with the requirement that Junior Lenders execute this Agreement and deliver it to Senior Lender.

DRAFT

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and in order to induce Senior Lender to enter into the Loan Agreement and to make the Loan to Borrower, Junior Lenders hereby agree with Senior Lender for Senior Lender's benefit as follows:

1. Definitions. As used in this Agreement, the following terms shall have the meaning indicated:

(a) "Agreement": As defined in the introductory paragraph of this Agreement.

(b) "Borrower": As defined in the introductory paragraph of this Agreement.

(c) "Junior Lenders": As defined in the introductory paragraph of this Agreement.

(d) "Junior Debt": All liabilities and obligations of Borrower to Junior Lenders, howsoever created, arising, or evidenced, whether direct or indirect, absolute or contingent, due or to become due, now existing or hereafter arising or incurred, including without limitation all obligations of Borrower to Junior Lenders under the Junior Notes, and any renewals, refinancings, or replacements thereof.

(e) "Junior Liens": As defined on Exhibit B to this Agreement, which is incorporated herein by reference.

(f) "Junior Notes": As defined on Exhibit B to this Agreement, which is incorporated herein by reference.

(g) "Loan": As defined in Recital A to this Agreement.

(h) "Loan Agreement": As defined in Recital A to this Agreement.

(i) "Obligations": As defined in Section 4 of this Agreement.

(j) "Real Property": The land described on Exhibit A to this Agreement, together with all buildings, fixtures, and improvements thereon and all water rights, rights of way, easements, rents, issues, profits, tenements, hereditaments, privileges and appurtenances thereunto belonging.

(k) "Senior Debt": All obligations of Borrower to Senior Lender under the Loan Agreement and any documents or instruments entered into or delivered in connection with the Loan Agreement.

DRAFT

(l) "Senior Lien": All liens or encumbrances securing or collateralizing the Senior Debt, or any part of the Senior Debt, including without limitation, that certain Deed of Trust, that certain Assignment of Rents, and that certain Security Agreement, and other ancillary loan documents, each dated as of the Closing Date, by and between Borrower and Senior Lender, as applicable, describing the Real Property and other collateral to secure the Senior Debt, each recorded concurrently or substantially concurrently herewith, as applicable, and those certain Fixture Financing Statement(s) in favor of Senior Lender, and other ancillary loan documents, as they each may be amended, restated, modified, or supplemented from time to time pursuant to their respective terms.

(m) "Senior Lender": As defined in the introductory paragraph of this Agreement.

(n) "Trustee": Stewart Title of Southwestern Montana, LLC, whose address is 280 E. Front Street, Suite B, Missoula, MT 59802.

2. Other Defined Terms. All terms used in this Agreement which are not specifically defined in this Agreement shall have the meaning assigned to them in the Loan Agreement.

3. Lien Priority. The Senior Lien and any and all extensions, renewals, modifications, or replacements of the Senior Lien shall be and at all times remain a lien or charge on the Real Property prior and superior to the Junior Liens. Junior Lenders intentionally and unconditionally waive, relinquish, and subordinate the priority and superiority of the Junior Liens to the Senior Lien. The Junior Liens shall be and at all times remain in and have the order of priority set forth on Exhibit B. The priorities set forth in this Section 3 are applicable irrespective of: (a) the time, manner, or method of creation, attachment, or perfection of any of the liens or security interests created under or in respect of the Senior Lien; (b) the time, manner, method, or order of the filing or recording of the Senior Lien and the Junior Liens or the taking of any other actions, to perfect or protect any liens or security interests in the Real Property; and (c) the rules for determining priority under any requirements of law governing or determining the relative priorities of creditors (including, without limitation, any insolvency laws).

4. Continuing Nature of Subordination. This Agreement shall be effective and may not be terminated or otherwise revoked by Junior Lenders until all of Borrower's obligations to Senior Lender related to the Loan (the "Obligations") shall have been fully paid and discharged and all financing arrangements between Borrower and Senior Lender have been terminated. This is a continuing agreement of subordination and Senior Lender may continue, at any time and without notice to Junior Lenders, to extend credit or other financial accommodations and loan monies to or for the benefit of Borrower in reliance on this Agreement.

5. Additional Agreements Between Senior Lender and Borrower. Each Junior Lender hereby consents and agrees to any agreement or arrangement, in which Senior Lender

waives, postpones, extends, reduces, or modifies any provisions of the documents related to the Senior Debt, including any provision requiring the payment of money. Senior Lender, at any time and from time to time, may enter into such agreement or agreements with Borrower as Senior Lender may deem proper, increasing the amount of, extending the time of payment of or renewing or otherwise altering the terms of all or any of the Obligations or affecting any security underlying any or all of the Obligations, and may exchange, sell, release, surrender or otherwise deal with any such security, without in any way thereby impairing or affecting this Agreement.

6. Subordination of Junior Debt. The payment and performance of the Junior Debt is hereby subordinated to the payment and performance of the Senior Debt in accordance with this Agreement. Prior to any Event of Default, Junior Lenders may receive payment from Borrower in respect of the Junior Debt. Upon and during the continuance of any Event of Default, Junior Lenders will not ask, demand, sue for, take or receive from Borrower or any other Person liable for all or any part of the Senior Debt, by setoff or in any other manner, the whole or any part of the Junior Debt, or any monies which may now or hereafter be owing in respect of the Junior Debt (whether such amounts represent principal or interest, or obligations which are due or not due, direct or indirect, absolute or contingent). Junior Lenders will not ask, demand, sue for, take, or receive from Borrower, or any other Person liable for all or any part of the Senior Debt any security for the Junior Debt or any negotiable instrument for the Junior Debt, unless and until all of the Senior Debt shall have been fully paid and satisfied and all financing arrangements between Borrower and Senior Lender have been terminated.

7. Payments Received by Junior Lenders. If Junior Lenders receive any payment or distribution or security or instrument or proceeds thereof upon or with respect to the Junior Debt prior to the payment in full of the Senior Debt and termination of all financing arrangements between Borrower and Senior Lender, except as may be permitted under this Agreement, Junior Lenders shall receive and hold the same in trust, as trustee, for the benefit of Senior Lender and shall forthwith deliver the same to Senior Lender in precisely the form received (except for the endorsement or assignment by Junior Lenders where necessary), for application on any of the Senior Debt, due or not due and, until so delivered, the same shall be held in trust by Junior Lenders as the property of Senior Lender. In the event of the failure of Junior Lenders to make any endorsement or assignment to Senior Lender, Senior Lender, or any of its officers or employees, is hereby irrevocably authorized to make the same.

8. Junior Debt Owed Only to Junior Lenders. Junior Lenders warrant and represent that Junior Lenders have not previously assigned any interest in the Junior Debt, that no other Person owns an interest in the Junior Debt (whether as joint holders of Junior Debt, participants or otherwise) and that the entire Junior Debt is owing only to Junior Lenders. Junior Lenders further covenant that the entire Junior Debt shall continue to be owing only to Junior Lenders unless it is assigned, in whole or in part (which assignment may occur without the prior consent of Senior Lender), to a Person who agrees with Senior Lender to be bound by the subordination provisions set forth herein.

9. Notice of Default. Junior Lenders will deliver to Senior Lender written notice of

DRAFT

any default under the Junior Debt.

10. Subordination of Subrogation Rights. Without limiting any other provision of this Agreement, Junior Lenders agree that if, by reason of payment by any of Junior Lenders of real estate taxes or other monetary obligations of Borrower pursuant to the documents related to the Junior Debt or by reason of any of Junior Lender's exercise of any other right or remedy under the documents related to the Junior Debt, any of Junior Lenders acquire by right of subrogation or otherwise a lien or encumbrance on the Property or the Project that, but for this Section 10, would be considered senior to the lien or liens of any of the documents related to the Senior Debt, in that event, such lien or encumbrance of such Junior Lender shall be subject and subordinate to Senior Lien and the other documents related to the Senior Debt.

11. Further Documents. Upon the demand of Senior Lender from time to time, Junior Lenders shall further execute whatever instruments and/or documents are reasonably required by Senior Lender in order to evidence that the Junior Liens are subject and subordinate to the lien, terms, covenants, and conditions of the Senior Lien.

12. Waivers. Junior Lenders expressly waive all notice of the acceptance by Senior Lender of this Agreement and all other notices not specifically required pursuant to the terms of this Agreement. Senior Lender shall be entitled to manage and supervise the Obligations and other financial accommodations to Borrower without regard to the existence of any rights that Junior Lenders may now or hereafter have in or to any of the assets of Borrower.

13. Conflict. Each party hereto agrees that, in the event of any conflict or inconsistency between the terms or application of the documents related to the Senior Debt, the terms or application of the documents related to the Junior Debt, and the terms of this Agreement, the terms of this Agreement shall govern and control, including, but not limited to: (a) the relative priority of the security interests of Senior Lender on the one hand and Junior Lenders on the other hand, in the Real Property; (b) the timing of the exercise of remedies by Senior Lender and Junior Lenders under the documents related to the Senior Debt, including without limitation the Senior Lien; and (c) all other rights and obligations that Senior Lender and Junior Lenders have agreed to pursuant to this Agreement.

14. Miscellaneous.

(a) **Notices.** All notices and demands required or permitted to be given to or made upon any party hereto under this Agreement shall be in writing and shall be personally delivered or sent by certified mail, postage prepaid, return receipt requested, or by telecopier, and shall be deemed to be given on the day that such writing is delivered or sent to the intended recipient thereof in accordance with the provisions of this subsection. Unless otherwise specified in a notice sent or delivered in accordance with the foregoing provisions of this subsection, notices and demands in writing shall be given to or made upon the respective parties hereto at their respective addresses (or to their respective telecopier numbers) set forth below:

DRAFT

If to Junior Lenders: Montana Department of Commerce
HOME Investment Partnerships Program
c/o Julles Engle (or successor)
301 S. Park Avenue
PO Box 200528
Helena, MT 59620-0528

The City of Billings
P.O. Box 1178
Billings, MT 59103

If to Senior Lender: Glacier Bank
Attn: Jennifer Wheeler (or successor)
202 Main Street
P.O. Box 27
Kalispell, MT 59903-0027

(b) **Successors, Assigns, Modifications.** This Agreement shall be binding upon and inure to the benefit of the successors and assigns of the parties. This Agreement may be amended or modified only in writing signed by all parties hereto. No amendment, waiver, or consent shall, without the prior written consent of Senior Lender: (i) subordinate or have the effect of subordinating any Obligations to any other indebtedness or obligations of any other party; or (ii) subordinate or have the effect of subordinating the Senior Lien to any other lien or encumbrance related to any other indebtedness or obligations of any other party.

(c) **Severability of Provisions.** If any provision of this Agreement or the application thereof to any Person or entity or circumstance shall, to any extent, be illegal, invalid, and/or unenforceable, the remainder of this Agreement or the application of such provision to Persons or entities or circumstances other than those as to which it is illegal, invalid, and/or unenforceable, as the case may be, shall not be affected, and each provision of this Agreement shall be legal, valid, and enforceable to the extent permitted by law. The illegality, invalidity, and/or unenforceability of any provision of this Agreement in any jurisdiction shall not affect the legality, validity, and/or enforceability thereof in any other jurisdiction.

(d) **Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

(e) **Governing Law.** This Agreement shall be governed by and construed in

accordance with the laws of the State of Montana.

(f) **Authority.** Each party hereby represents that all legal action necessary for the execution of this Agreement by such party has been duly taken and that the Person(s) signing below on behalf of such party is duly authorized to execute this Agreement.

(g) **Entire Agreement.** This Agreement contains the whole and only agreement between the parties with regard to the subordination of the Junior Liens to the Senior Lien and shall supersede and cancel any prior agreements as to such, or any, subordination. Junior Lenders have not relied on any inducements or assurances from Senior Lender, Borrower, or anyone in executing this Agreement, other than as set forth herein.

IN WITNESS WHEREOF, the parties have executed this Agreement and this Agreement is effective as of the Closing Date.

DRAFT

{Signature page(s) to follow}

BORROWER:

HomeFront 4 LBL LG LLLP,
a Montana limited liability limited partnership

By: HF 4 LBL LG LLC,
a Montana limited liability company
its General Partner

By: _____
Name: Patti Webster
Its: Chief Executive Officer

STATE OF MONTANA)
:ss
County of Yellowstone)

This instrument was signed and sworn to before me on _____ ____, 2026, by Patti Webster, Chief Executive Officer of HF 4 LBL LG LLC, General Partner of HomeFront 4 LBL LG LLLP.

WITNESS my hand and official seal.

_____
Printed Name:

_____

Notary Public for the State of _____

DRAFT

SENIOR LENDER:

GLACIER BANK

By: _____
Name: _____
Its: _____

STATE OF MONTANA)
:ss
County of Flathead)

This instrument was signed and sworn to before me on _____ ___, 2026, by _____, the _____ of Glacier Bank.

WITNESS my hand and official seal.

_____
Printed Name: _____
Notary Public for the State of _____

DRAFT

JUNIOR LENDER:

MONTANA DEPARTMENT OF COMMERCE,
an agency of the State of Montana

By: _____
Name: _____
Its: _____

STATE OF MONTANA)
:ss
County of _____)

This instrument was signed and sworn to before me on _____ ___, 2026, by _____, the _____ of the Montana Department of Commerce.

WITNESS my hand and official seal.

_____
Printed Name: _____

Notary Public for the State of _____

DRAFT

JUNIOR LENDER:

CITY OF BILLINGS, MONTANA

By: _____
Name: _____
Its: _____

STATE OF MONTANA)
:ss
County of Yellowstone)

This instrument was signed and sworn to before me on _____ ___, 2026, by _____, the _____ of the City of Billings, Montana.

WITNESS my hand and official seal.

_____
Printed Name: _____

Notary Public for the State of _____

DRAFT

EXHIBIT A

Legal Property Description

WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot PARK, PRIVATE PARK comprised of 1.348 AC and adjacent parcel on Sioux Lane, Billings MT 59105 legally described as WHITETAIL SQUARE SUB (10), S22, T01 N, R26 E, BLOCK 1, Lot 1 comprised of 3.014 AC, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3792983.

DRAFT

EXHIBIT B

Junior Lien Priority
Definition of Junior Notes and Junior Liens and Priority of Junior Liens

"**Junior Notes**": Collectively, the following instruments:

(a) "Note 1": Promissory Note made by Borrower and payable to the order of DOC, dated concurrently or substantially concurrently herewith, in the original principal amount of $1,650,000.00, and any renewals, refinancings, amendments, restatements, or replacements thereof.

(b) "Note 2": Promissory Note made by Borrower and payable to the order of the City, dated concurrently or substantially concurrently herewith, in the original principal amount of $1,200,000.00, and any renewals, refinancings, amendments, restatements, or replacements thereof.

"**Junior Liens**": All liens or encumbrances securing or collateralizing the Junior Debt, or any part of the Junior Debt, including without limitation the following:

(a) "Junior Lien 1": Subordinate Deed of Trust, dated concurrently or substantially concurrently herewith, made by Borrower in favor of the trustee named therein, for the benefit of DOC and describing the Real Property to secure the repayment of the indebtedness evidenced by Note 1 and recorded concurrently or substantially concurrently herewith, and any renewals, refinancings, amendments, restatements, or replacements thereof.

(b) "Junior Lien 2": Montana Trust Indenture, dated concurrently or substantially concurrently herewith, made by Borrower in favor of the trustee named therein, for the benefit of the City and describing the Real Property to secure the repayment of the indebtedness evidenced by Note 2 and recorded concurrently or substantially concurrently herewith, and any renewals, refinancings, amendments, restatements, or replacements thereof.

PRIORITY OF JUNIOR LIENS:

FIRST	Junior Lien 1
SECOND	Junior Lien 2

DRAFT

Consent 1. H.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Sage Tower - CDBG Subrecipient Agreement Procurement Amendment
PRESENTED BY: Jordan Langton
Department: Planning & Community Services
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Community Development (CD) staff recommend approval of the amended Sage Tower Community Development Block Grant (CDBG) Development Agreement. The amendment removes the City's procurement provisions, allowing the rehabilitation project to advance toward construction in a timely manner while requiring the developer to comply with all applicable federal procurement standards per the award of CDBG and HOME funds.

EXECUTIVE SUMMARY

On May 11, 2026, City Council approved a $750,000 allocation of CDBG funds through the Affordable Housing Development Program to support the rehabilitation of Sage Tower. This agenda item presents an alternative procurement method for selection of the project's General Contractor. To accommodate this alternative procurement approach and ensure compliance with applicable federal procurement requirements, the CDBG Development Agreement previously approved by Council has been amended with the assistance of the City Attorney's Office and City Purchasing Agent.

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

Procedural History:

- **January 16, 2026:** Homeword submitted an Affordable Housing Development Program application requesting $750,000 to rehabilitate Sage Tower, including new roofing, windows, mechanical, plumbing and more.
- **April 8, 2026:** The City Attorney's Office completed its review of the project's legal agreements.
- **May 11, 2026:** The City Council approved an allocation of $750,000 for the project.
- **June 22, 2026:** Homeword contacted staff and initiated the submittal of the attached request to utilize an alternative procurement method for selection of the project's General Contractor.
- **June 30, 2026:** The City Attorney's Office completed its review of the amended legal agreements associated with the alterative procurement request.

Alternative Procurement Request:

Homeword submitted a request to the City of Billings seeking approval to use an alternative procurement method for selecting a General Contractor. Homeword requested approval to use a Request for Proposals (RFP) process in lieu of the public sealed bid method, while remaining compliant with applicable federal procurement requirements. To accommodate the alternative procurement method, the City’s Development Agreements approved by City Council on May 11, 2026, have been amended with assistance from the City Attorney’s Office and City Purchasing Agent to remove the City’s procurement provisions. The alternative procurement process will continue to comply with federal procurement standards applicable to projects utilizing the City's HUD funding.

FISCAL EFFECTS

The City currently has $750,000 in CDBG funding allocated to the Sage Tower rehabilitation project. The City has an upcoming expenditure deadline for CDBG funding (April 1, 2027). Unexpended funds may be de-obligated by the U.S. Department of Housing and Urban Development (HUD), so facilitating advancement of this project in timely manner supports the City's goals for its CDBG program.

STAKEHOLDERS

This project serves households seeking housing they can afford in Billings; those experiencing homelessness; at-risk of homelessness. All the individuals and families served by the project will have incomes under 80 percent of the area's median income. Retaining this housing type for Billings residences is critical to supplying affordable and accessible housing to residents of various income levels in the community.

ALTERNATIVES

The City Council may:

- Approve the Development Agreement amendments to allow the alternative procurement method for selecting a General Contractor for the Sage Tower renovations; or,
- Not Approve the Development Agreement amendments to allow the alternative procurement method for selecting a General Contractor for the Sage Tower renovations. Not having acces to this allowable procurement method may create further barriers to the timely completion of this renovation and rehabilitation project, according to Homeword.

Attachments

Homeword - Alternate Procurement Request
Sage Tower Subrecipient Agreement
Sage Tower Deed Restriction Agreement
Sage Tower Trust Indenture
Sage Tower Promissory Note

Homeword

June 24, 2026

Billings Community Development Division
Billings Planning & Community Services Department

Montana Department of Commerce
Community Housing

RE: Sage Tower – General Contractor Procurement Process Request

Dear Billings Community Development Division and State of Montana Department of Commerce,

We formally request approval from the City of Billings and Montana Department of Commerce to use a Request for Proposals (RFP) procurement method for selection of the General Contractor (GC) for the Sage Tower project, in lieu of the public sealed bid process. Currently, with the ongoing market impacts, we believe the consideration and approval of this request is essential for Sage Tower to move forward with construction this fall smoothly and for the relocation planning to be sufficient prior to the start of construction. We understand that this procurement request follows all State and Federal procurement requirements.

This request is a necessary adjustment to align procurement with current market realities and to ensure the successful, timely, and fiscally responsible delivery of this project. The continued reliance on a public sealed bid process in the current construction environment will materially increase project risk, cost, and the likelihood of additional delay. We believe the proposed approach will save months and allow us to get to a much needed agreed upon construction contract value for project feasibility, allowing us to move forward with the project. It is also critical to have the selected GC be able to get this project in their pipeline and identify any critical lead time materials that need to be procured early.

We are requesting approval at this phase of the Sage Tower project because we believe an alternative method would be significantly advantageous for the successful implementation of this project. Construction market conditions have not materially improved since we last made these requests of the participating jurisdictions for the Baatz Block Apartments in Great Falls and our Creekside rehabilitation in Missoula. We have seen lingering global COVID effects, challenges of sustained labor shortages, volatile material pricing, extended lead times, and uncertainty stemming from federal economic policy. These factors have fundamentally altered contractor behavior and availability. The expectation that multiple qualified contractors will competitively bid under a sealed process is no longer consistent with reality in Montana.

Even before the pandemic, a procurement process using a public sealed bid with the requirement of selecting the lowest qualified bidder was not a consistently successful method of procurement for the construction industry environment in Montana. Montana, as a largely rural state, does not have the depth of qualified General Contractors (GCs) to make this procurement method result in the lowest cost and good-quality construction project. Because the construction industry in Montana continues to be robust,

researchers estimate that Montan would need an additional 1,000 workers per year to keep up with the demand. When GCs are in high demand, there is little incentive for them to spend hours on a sealed bid procurement with perhaps only a 10-20% chance they will get the job.

In fact, the public sealed bid method is increasingly producing the opposite of its intended outcome. Rather than fostering competition and cost efficiency, it routinely results in:

- Limited or single bid responses;
- Inflated pricing due to risk premiums and incomplete subcontractor participation;
- Reduced quality and increased costs due to lack of contractor engagement during design; and
- Project delays due to contractor scheduling constraints.

These are not theoretical concerns. Please see Exhibit A for a detailed list of the results of recent GC procurement activities demonstrating the advantages to the projects of the RFP process over the sealed bid process. Project where the GC was procured with an RFP were competed sooner and more efficiently, resulting in a more efficient use of the funds provided by the PJs without sacrificing quality.

The fundamental issue is capacity. Qualified General Contractors and subcontractors in Montana are consistently booked one to three years in advance. In this environment, the sealed bid process is structurally incompatible with how the construction industry operates. Contractors are unwilling to invest significant time preparing detailed bids for projects they cannot reliably schedule. As a result, the most qualified firms often do not participate at all. Under a sealed bid timeline, a GC would not be selected until immediately prior to construction, at which point they would be too busy to begin the work for another three to five months, delaying completion of the project, and nobody wants that.

Importantly, the City of Billings has already recognized these market constraints and acted. As of June 2025, the City updated its purchasing procedures to allow for alternative procurement methods, including RFP-based contractor selection, when deemed in the best interest of project delivery. This policy shift reflects a clear acknowledgment—by the largest city in Montana—that the traditional low-bid model is not always effective or appropriate in the current environment.

On Page 13, Section B.5 of the City's June 2025 Purchasing Policy, it states:
"…Through this process, the City will make a written award of a contract to the vendor whose proposal offers the best value for the City through specified evaluation factors.

An RFP is used when:

- Factors other than price may be considered when making the award decision;
- Negotiations may be desired;
- Requirements cannot be described by detailed specifications; and/or,
- The contractor is expected to provide innovative ideas."

Additionally, the RFP process provides critical advantages that are unattainable under sealed bidding:

- Early contractor involvement enables real-time cost estimating, constructability review, and value engineering;
- Long-lead materials (such as electrical equipment with lead times now exceeding 12–24 months) can be identified and procured early;

- Contractors can incorporate the project into their schedules well in advance, ensuring adequate staffing and resource allocation; and
- Subcontractor bidding can occur earlier and more competitively, before workloads peak

Federal procurement regulations support this approach. There is no prohibition against RFP-based contractor selection, and 2 CFR §200.318(g) explicitly encourages value engineering—an outcome that is only realistically achievable, while also complying with federal timeline requirements, with early contractor involvement. Furthermore, the conditions required for sealed bidding under 2 CFR §200.320(c)(1) are not present in the current Montana market. Specifically:

- We cannot reasonably expect two or more effectively competitive bids; and
- An Award based primarily on price does not produce the lowest or best value outcome under current conditions.

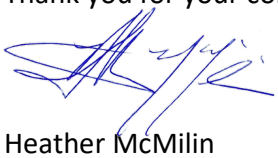
Our proposed RFP process will fully preserve open and fair competition. It will include broad public advertisement, clearly defined evaluation criteria, documented scoring, and a structured interview process for shortlisted firms. The GC selection will be based on best value, considering qualifications, experience, capacity, and price, consistent with federal guidance.

In conclusion, proceeding with a sealed bid process on this project will not achieve intended goals of fairness, competition, or cost efficiency. Based on extensive recent experience, it will instead increase costs, reduce competition, and jeopardize the project schedule. Conversely, approving the RFP method will:

- Increase participation from qualified contractors;
- Improve cost certainty and overall value;
- Reduce schedule risk; and
- Align procurement with both industry best-practices and the updated policies of the City of Billings.

For these reasons, we strongly urge the City of Billings and Montana Department of Commerce to approve the use of the RFP procurement method for selection of the General Contractor for the Sage Tower project. This approval will allow us to move forward and meet funding timeline requirements.

Thank you for your consideration,



Heather McMilin
Homeword Project Development Director

Exhibit A: Recent Past GC Procurement Experience

The issues described in our formal request are well illustrated over the last five plus years:

- 2024: On our Creekside project Homeword hired a General Contractor using the approved alternate procurement process using the RFP method. Our GC was able to work closely with the design team on how to prepare the bid documents for subcontractors and move toward our fixed available funding to renovate the project. Creekside is a rehabilitation project, and scopes of work can be modified and completed via operations if necessary. We created unit pricing and allowances and worked closely with the GC on the relocation planning. None of this work could be done accurately without a GC on board during the design phase.
- 2023: At Baatz Block Apartments, where the approved RFP process was used, we had five General Contractors, including four local Great Falls GCs, respond to the ad and submit a proposal. Of those five respondents, four confirmed they would not have participated in a public sealed bid process that would have had to occur four to five months after the RFP could happen; public sealed bids require extremely detailed plans and specifications where RFPs require only schematics and high-level scoping documents, as well as many hours spent by the GC with no assurance of getting the job. The RFP process still results in a more accurate price because the GC is intimately familiar with the construction documents and design intent. The added benefit is that the GC can include the project in their work pipeline, allowing for adequate resources and capacity to meet the schedule.
- 2022: At Junegrass, a 138 rental home project we completed in Kalispell, there were no HOME or other restrictive funding sources other than Housing Tax Credits. The General Contractor was selected through an interview process, largely because they had performed well on two past projects with Homeword and GMD, the Managing General Partner. With the GC on board early, we were able to accurately assess the cost impacts of building into the hillside with a stepped foundation vs. grading the site flatter and using large retaining walls to create a flatter building pad. The savings to build into the hillside were approximately one and a half million dollars (6.5% of the project hard costs), plus an estimated 6 weeks of construction time. Without the early involvement of the GC, we would have been unable to accurately estimate the cost savings to fully analyze that option.
- 2021: At Trinity, in Missoula, where the GC was selected through a Request For Proposals (RFP) with a follow-up interview process, the GC was selected early enough in the process to result in over $2,000,000 in savings while not reducing the quality of the project, because the people who design the project, architects and engineers, were able to consult with those who actually do the work and build the project. The process was still open and fair – any GC could respond to the RFP; it was advertised all over the state and posted on the plan exchanges. Once selected, the GC could schedule the project into their timeline and bid the project out to subcontractors earlier to get competitive pricing and get the project on their schedules.
- 2020: At Hearthstone in Anaconda, again only one GC responded to the public sealed bid. Local Butte GCs were too busy to even bother bidding, as were Missoula GCs. Local subs were also too busy to bid. The result was a non-local GC and subs that all had to travel to get to the work, increasing the cost of the project with travel, lodging and per diem expenses.
- 2020: At Alpenglow in Whitefish, only one GC responded to the open public bid. Local Kalispell GCs were too busy to even bother bidding. Local subs were also too busy to bid. The result was a non-

local GC and subs that all had to travel to get to the work, increasing the cost of the project with travel, lodging and per diem expenses.

- 2019: At Bluebunch in Livingston, the initial bids came in more than 200% over budget: Livingston is a small town and had no local GCs, and few local subs with the capacity or bonding capability to even bid the job. The nearest sizable market is Bozeman, where the contractors were so busy they were scheduling jobs out a year or more into the future. The two responding GCs for the rebid were from Valier (near Kalispell) and Great Falls. Subs that responded to these GCs requests for bids were limited and no local subs had the bonding capacity to bid, so all their bids were increased with travel and lodging costs.

Homeword is happy to provide you with additional information/documentation on any of these projects if needed.

Community Development Block Grant Affordable Housing Development Program

SUBRECIPIENT AGREEMENT

Between:
City of Billings
A Montana Municipal Corporation
whose address is
P.O. Box 1178, Billings, Montana 59103
(the "City")

And

Homeword, Inc.
a Montana Non-Profit Organization
who address is
1535 Liberty Lane, Ste 116A, Missoula, Montana 59808
(the "Subrecipient")

Project Location: 115 North 24th Street, Billings, Montana 59101

This Subrecipient Agreement (the "Agreement"), entered on **DATE**, by and between, the following subrecipient of Community Development Block Grant ("CDBG") funds, to wit: **Homeword, Inc.** (the "Subrecipient"), and the **City of Billings**, as the City and provider of such funds pursuant to a CDBG award, for the affordable housing project located at **115 North 24th Street, Billings, Montana** (the "Project"), made by the City of Billings' Community Development Division under provisions of Title I of the Housing and Community Development Act of 1974, as amended (the "Act").

It is mutually agreed that no funds will be disbursed prior to the date of the execution of this Development Agreement (the "Agreement"). This Agreement will remain in effect for the Term of this agreement as defined in Scope of Work / Eligibility below.

Any provisions contained herein which are found to be inconsistent with the Act, federal, state or local laws, and implementing regulations, will be deleted or appropriately modified as directed by Community Development staff and in no case shall any such inconsistency, whether remedied or not, impair the remainder.

I. PURPOSE

The purpose of this written Agreement is to provide **$750,000** in CDBG funding to the Subrecipient for their use in carrying out project activities described in the application and approved under the City's Affordable Housing Development Program.

Under this Agreement, the City is still responsible for the overall administration and monitoring of the use of CDBG funds in accordance with program requirements.

II. APPLICATION INCORPORATED BY REFERENCE

The Subrecipient's application for CDBG assistance (copy attached) is incorporated into this Agreement by this reference and the representations made in the application are binding upon the Subrecipient.

III. ACCEPTANCE OF CDBG PROGRAM REQUIREMENTS

The Subrecipient, their contractors, and subcontractors will comply with all current requirements now in effect or as they may be amended during the term of this agreement:

A. CDBG Laws and Regulations;

B. Part 570 – Community Development Block Grants, Housing and Urban Development (HUD);

C. Federal, State, and local government laws, Executive Orders, regulations, administrative directives, ordinances, resolutions, and procedures;

D. Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Super / Omnibus Circular codified at 2 CFR Part 200;

E. Civil Rights and Fair Housing Accessibility; Employment and Contracting Opportunities requirements at 24 CFR 570.601, 570.602, 570.607, 570.614, Subpart J and Subpart K. Subrecipient shall comply with the Fair Housing Act, HUD regulations, and the Montana Human Rights Act prohibiting employment, contracting, and beneficiary discrimination based on:

Disability - includes people with HIV / AIDS and people in recovery from alcohol / drugs; Race / Color; Religion; Religious Belief; Sex - includes protection against sexual harassment; Familial Status - includes the presence of children under the age of 18 and/or pregnancy; National Origin; Marital Status; Creed; and Age;

F. Section 3 (Part 75): To the greatest extent possible, provide training, employment, contracting and other economic opportunities to low-income persons;

G. MBE / WBE at 2 CFR 200.321: Job and contract opportunity outreach must ensure inclusion of businesses owned by minorities and women. Records must be maintained in compliance with 24 CFR 570.506(g);

H. Labor Standards at 24 CFR 570.603: Applies to all non-volunteer labor financed in whole or in part with CDBG;

I. Subrecipient must not contract with, hire, or employ an individual in the United States knowing that the contractor or individual is not authorized with respect to such employment;

J. Subrecipient must provide liability insurance coverage, fidelity bond coverage for principal staff handling the organization's accounts, and payment of payroll taxes and worker's compensation insurance coverage, as required by Federal and State law;

K. Conflict of Interest at 24 CFR 570.611, Subrecipient must maintain procedures to prohibit employees, consultants, board members, officers, and elected or appointed officials from using their positions for a purpose that has the appearance of being motivated by a desire for private gain for themselves or others, weather real or apparent. These procedures must apply to all aspects of project administration, including the procurement of supplies, equipment, construction and services;

L. Projects involving over $2,000 in CDBG funding and eight or more residential units must comply with Davis-Bacon prevailing wage rates and regulations, including submission of weekly certified payrolls and payroll deductions;

M. Lead-Based Paint requirements (24 CFR 570.608).;

N. Construction and accessibility standards referenced in Section 504 of the Rehabilitation Act;

O. Copeland "Anti-kickback" Act, which prohibits a federal building contractor or subcontractor from inducing an employee into giving up any part of the compensation that they are entitled to under the terms of their employment contract;

P. Contract Work Hours and Safety Standards Act (29 CFR Part 4, 5, 6 and 8; and 29 CFR Part 70 to 240)

Q. National Flood Insurance Program (24 CFR 570.605);

R. Floodplain Management (24 CFR Part 55);

S. Relocation, Real Property Acquisition, and One-for-One Housing Replacement (24 CFR 570.606);

T. Political Activity (24 CFR 570.207(a)(3));

U. City of Billings Building, Zoning, and Fire Safety Codes and;

V. All requirements of the Build America, Buy America (BABA) Act and all applicable rules and notices, as may be amended, shall be complied with if applicable to the project.

IV. SCOPE OF WORK / ELIGIBILITY

A. **National Objective**: The Subrecipient certifies that the activities carried out with funds provided under this Agreement will meet one or more of HUD's National Objectives as defined in 24 CFR Part 570.208 for Multi-Unit Residential Rehabilitation:

☒ Activity improves permanent, low-income housing

B. **Project Description and Statement of Work (24 CFR 570.503(b)(1)):** The Subrecipient will be responsible for administering the following activities in a manner satisfactory to the Grantee consistent with any standards and CDBG requirements as a condition of providing these funds. The Subrecipient will engage in the activities set forth in the Subrecipient's application for CDBG grant assistance:

1. **Property**: The Subrecipient owns property in the City of Billings, Yellowstone County, Montana legally known as:
    a. ***Parcel A:*** Lots 13, 14, 15, 16, 17 and 18, Block 88, of Original Town of

Billings, 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. 16312.

b. ***Parcel B:*** A leasehold interest created by that certain Parking Space Lease, a memorandum of which was recorded March 19, 2008 under Document No. 3458313 in Lots 5, 6, 7, 8 and 9, Block 88, Original Town of Billings, 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. 16312.

c. **Address:** 115 North 24th, Billings, Montana 59101

d. **Tax Code:** A00594

e. **Geocode:** 03-1033-33-3-09-07-0000

2. **Statement of Work:** Design, prepare plans and specifications, and rehabilitate units to be fully functional and usable units. Repair windows, plumbing, roofing, mechanical and more in residential units and common areas of the building.

C. Project Schedule and Levels of Performance: Each level of performance below includes time periods for performance. Unless amended by mutual written agreement by the Subrecipient and the City, the Subrecipient will perform the tasks described below:

Activity	Estimated Timeline
Design, prepare plans and specifications and rehabilitate units to be fully functional and usable units, including repairs to windows, plumbing, roofing, mechanical and more in residential units and common areas of the building.	July 2026 to December 2028

D. Environmental Review: The City has completed the Environmental Review Record for this activity (24 CFR Part 58).

E. Effective Date & Time of Performance (Period of Performance): This Agreement takes effect on **DATE** and will terminate upon completion of the final project closeout by the City. The activities to be performed by the Subrecipient must be completed by **DATE.**

F. Ownership & Publication of Materials: As the activities carried out herein are funded, in part, with federal and public funding sources, all reports, information, data, and other materials prepared by the Subrecipient, contractor, or subcontractor pursuant to this Agreement are considered public property with unrestricted authority to release, publish or otherwise use, in whole or in part, information relating thereto. No material produced in whole or part under this Agreement may be copyrighted or patented in the United States or in any other country without the City's prior written approval.

G. Prohibited Activities: The Subrecipient is prohibited from using funds provided herein or personnel employed in the administration of the program for:

1. Political activities including, but not limited to, financing the use of facilities or equipment for political purposes or to engage in other partisan political activities, such as candidate forums, voter transportation, or voter registration.

2. Inherently religious activities; Subrecipient may not engage in inherently religious activities, such as worship, religious instruction, or proselytization, as part of the programs or services funded through CDBG. If a Subrecipient conducts such activities, the activities must be offered separately, in time or location, from the programs or services funded under CDBG, and participation must be voluntary for the beneficiaries of the CDBG programs or services.

3. Lobbying and / or political patronage; funds, materials, property, or services, provided directly or indirectly through CDBG, cannot be used for partisan political activity, or to further the election or defeat of any candidate for public office.

4. Nepotism activities including, but not limited to, preferential treatment in appointment, promotion, transfer, advancement of a family member in employment or public service provision.

H. Beneficiaries: Individuals and/or households with incomes less than 80 percent of the area median income as determined by the United States Department of Housing and Urban Development ("HUD").

I. Term: The term of this agreement is **15 years** from the agreement's latest signature date. If

DRAFT

the property is sold or no longer provides housing for low-income individuals and/or households within the first 15 years of this agreement, the Subrecipient will immediately repay the City the entire $750,000 award.

V. PERSONNEL ASSIGNED TO SCOPE OF WORK, NOTICES & LIAISONS

The Subrecipient shall assign the following staff as Key Personnel to this project:

Staff Member / Title	General Project Duties	Time Allocation
Julie Stiteler, Homeword (HW) Senior Project Manager	• Responsible for the day-to-day oversight and management of consultants and contractors connected with development projects • Participates in the hiring of contractors and consultants through appropriate procurement processes • Manages development projects during pre-development and construction period • Facilitates and/or obtains governing body reviews and approvals related to construction of projects • Manages and maintains project budgets; prepares draw requests and capital installment requests to funders and coordinates with the Project Development Director to ensure spending aligns with ongoing budgets and funding requirements • Participates in and facilitates weekly Owner/Developer/Architect/Contractor meetings and monthly site visits during construction • Ensures timely processing of invoices and coordination with Homeword Fiscal Policy • Prepares monthly and/or quarterly reports for funding sources • Assists with the first-year construction warranty period on new developments with Asset Management Team, property management companies and Development team • Assists with due diligence requirements and equity investor selection for development deals • Writes and prepares grants and funding applications for Development projects • Ensures project design meets regulatory requirements excluding consultant responsibilities • Acts as Owner Representative when needed (site visit, reports, draw requests, etc.)	20-40% depending on the phase of the development project
Liz Stotts, HW Project Manager	• Responsible for the day-to-day oversight and management of consultants and contractors connected with development projects • Participates in the hiring of contractors and consultants through appropriate procurement processes • Manages development projects during pre-development and construction period • Facilitates and/or obtains governing body reviews and approvals related to construction of projects • Manages and maintains project budgets; prepares draw requests and capital installment requests to funders and coordinates with the Project Development Director to ensure spending aligns with ongoing budgets and funding requirements • Participates in and facilitates weekly Owner/Developer/Architect/Contractor meetings and monthly site visits during construction • Ensures timely processing of invoices and coordination with Homeword Fiscal Policy • Prepares monthly and/or quarterly reports for funding sources • Assists with the first-year construction warranty period on new developments with Asset Management Team, property management companies and Development team • Assists with due diligence requirements and equity investor selection for development deals	20-40% depending on the phase of the development project

DRAFT

	• Writes and prepares grants and funding applications for Development projects • Ensures project design meets regulatory requirements excluding consultant responsibilities • Acts as Owner Representative when needed (site visit, reports, draw requests, etc.)	
Tori Rushfeldt, HW Asset Project Manager	• Assist with construction site visits • Participates in the hiring of contractors and consultants through appropriate procurement processes • Assists with the preparation of draw requests and reports	5 to 10% depending on the phase of the project development
Laurel Ramsdell, HW Finance Manager	• Manages Project bookkeeping, including tracking use of funding and maintaining transaction records in QuickBooks	5 to 8% depending on the phase of the project development

Any changes in the Key Personnel assigned or their general responsibilities under this project are subject to the prior approval of the Subrecipient. If new staff are hired to carry out the activities described in this Agreement, City staff must be consulted on the following and a recruitment plan must be approved by the City in advance of advertisement.

Equal Opportunity: Any hiring of employees or engaging contractors by the Subrecipient under this Agreement will be on the basis of merit and qualification, and the Subrecipient will not discriminate against any person or business on the basis of Disability, Race / Color, Religion, Sex, Familial Status, National Origin, Sexual Orientation, Gender Identity, Marital Status, Creed, or Age.

Notices required by this Agreement shall be in writing and delivered via mail (postage paid), personal delivery, or sent by electronic mail (email), fax or other electronic means. Any notice delivered or sent as previously mentioned shall be effective on the date of delivery or sending. All notices and other written communications under this Agreement shall be addressed to the individuals in the capacities indicated below, unless otherwise modified by subsequent written notice.

City	Subrecipient
Jordan Langton Community Development Coordinator City of Billings PO Box 1178 Billings, MT 59103 Phone: (406) 657-8281 Email: langtonj@billingsmt.gov	**Karissa Trujillo** Executive Director Homeword, Inc. 1535 Liberty Lane, Suite 116A Missoula, MT 59808 (406) 532-4663 Email: karissa@homeword.org

VI. FINANCIAL MANAGEMENT

A. Award & Budget: The total amount of this Agreement will not exceed $750,000 (seven hundred and fifty thousand dollars) and must be expended by the end of the agreement performance period as noted in Scope of Work / Eligibility. A copy of the preliminary project budget is included in the Subrecipient's application (Attachment A) and by this reference is made a part of this Agreement and binding upon the Subrecipient. Funding not expended within one year will be considered un-programmed funds and made available for allocation to new projects.

B. Agreement Amendment: This Agreement may be adjusted to meet demonstrated need for project completion. Expenditure deadlines may be adjusted with an amendment.

C. Budget Modifications: Adjustments between line items must be approved in advance by the City. In the event the Subrecipient is unable to comply with the terms and the conditions of this Agreement, any costs incurred will be the Subrecipient's sole responsibility.

D. Award Reduction: If the actual total cost of completing the project is less than has been projected by the Subrecipient in its budget, the City may, at its discretion, reduce the amount

to be provided under this Agreement in proportion to the overall savings.

E. Program Income (24 CFR 570.503 and 570.504): If the use of CDBG funding results in revenues (fees paid, insurance payments, etc.), the revenue is also considered CDBG and referenced as "program income." The Subrecipient will expend any program income it receives on the activities described herein, before requesting additional CDBG funds. The City will deduct the amount of program income on hand, shown on the drawdown form, from the amount requested by the Subrecipient. This program income will be treated as additional CDBG funds and will be subject to all applicable requirements governing the use of CDBG funds.

The Subrecipient will record receipt and expenditure of program income as part of the financial transactions of the grant program. If the Subrecipient anticipates program income after project closeout, a program income plan must be developed and submitted for review and written approval by the City at the time of closeout.

Any program income on hand when the agreement expires, or received after the agreement's expiration, shall be paid to the recipient.

F. Procurement: The Subrecipient is required to ensure compliance with all applicable State of Montana code and administrative rules and with the requirements of Omnibus Circular – 2 CFR Part 200, including, but not limited to, documenting the following:

1. Follow a free and open competitive process in securing products and services from the date this Agreement is executed until project completion. When possible, conduct specific outreach and advertising to reach minority- and women-owned businesses and businesses owned by low-income individuals.
2. Subrecipient must submit to the City evidence of firm commitment of the other resources necessary for the completion of the project, if any. The City will not release any CDBG funds to the Subrecipient until the Subrecipient has obtained firm commitments for all non-CDBG resources to be involved in the project. The Subrecipient may not expend or obligate any CDBG funds, until the City determines that this condition has been satisfied.
3. Subrecipient must receive permission from the City to enter into Construction Contract(s). This provision is to assure that the Subrecipient has complied with applicable procurement requirements and Labor Standards.
4. Subrecipient must properly document purchasing activities and decisions.
5. Properly bond and insure work involving large construction contracts and/or subcontracts.
6. When possible, use local businesses and contract with small, low-income, minority and/or women-owned businesses.
7. Subrecipient must not make any payments to organizations that were disbarred or suspended or otherwise ineligible to receive federal funding. Subrecipient must check the SAM.gov exclusion record database prior to utilizing federal resources.

G. Allowable Costs (2 CFR 200.403): The Subrecipient is required to ensure all expenditures are necessary, reasonable, and directly related to Project activities detailed within this Agreement AND not prohibited under federal, state or local laws or regulations. The standards for determining allowable costs reasonableness, allowability, and allocability of costs incurred as part of CDBG-financed activities are found in Omnibus Circular – 2 CFR Part 200.

The Subrecipient shall ensure compliance with the audit requirements of Omnibus Circular – 2 CFR Part 200, Subpart F as applicable. The charges may be considered a direct cost or an allocated indirect cost, as determined in accordance with the provisions of applicable OMB cost principles circulars or other applicable cost principles or regulations.

H. Compensations, Method of Payment, & Requests for Reimbursement (24 CFR 570.502 and 2 CFR 200.305): The City will authorize the Subrecipient to request the total assistance amount against the funding reserved for it by the City on a reimbursement basis. The City agrees to reimburse the Subrecipient for successfully completing the activities set forth in Scope of Work / Eligibility, as the Subrecipient incurs project costs.

The City will reimburse the Subrecipient for approved, eligible and necessary expenses according to the backup and support documentation submitted to support the expenditures. During the term of this Agreement, the Subrecipient will submit progress reports to the City

DRAFT

with each request for payment. This report will describe the status of the project with respect to each implementation objective including, at a minimum, the percentage of the project that has been completed, costs incurred, funds remaining and anticipated completion date. The report must also describe any significant problems encountered and any necessary modification of the project scope or implementation schedule being requested. A project narrative for each payment is a mandatory requirement. The City will not honor claims for payment until the Subrecipient submits to the City the required progress report and the City has approved it. Support documentation may include invoices, bills, certified payroll records, City permits and inspection records, and other documents necessary to justify the payment. Processing time may be up to 30 days and reimbursements may be requested every 30 days until funding has been expended.

The City will not reimburse the Subrecipient for any expenses not included in the approved budget or not clearly and accurately supported by the Subrecipient's records. Any authorized funds not expended under this Agreement will revert to the City and will be used to finance other CDBG projects following the period of performance.

If the City determines that the Subrecipient has failed to satisfactorily carry out their responsibilities under this Agreement, the City may revoke the Subrecipient's authority to request CDBG funds approved under this Agreement until the City and the Subrecipient agrees on a plan to remedy the deficiency.

I. **Real Property & Reversion of Assets (24 CFR 570.503(b)(7)):** Any real property acquired or improved in whole or in part with CDBG funds must continue to be used for the purpose for which it was acquired or improved. Any changes in its use within fifteen (15) years of closeout of the project activities detailed within this Agreement must be approved by the City in writing. Upon expiration, termination, or closeout of this Agreement, the Subrecipient shall transfer to the City any CDBG funds on hand and any accounts receivable attributable to the use of CDBG funds under this Agreement.

The purchase of equipment is restricted to items associated with carrying out housing improvements described in this Agreement. CDBG cannot be used to purchase personal equipment for employees, volunteers, or beneficiaries. Equipment or physical assets purchased with CDBG funding must continue to be used for the activities described herein for a period of at least five (5) years following the performance period as noted in Scope of Work / Eligibility. Equipment purchased with CDBG funds is subject to Property Disposition requirements and it must be inventoried, controlled, and monitored by the Subrecipient for at least five (5) years.

If the Subrecipient sells or no longer uses the equipment, the Subrecipient shall pay to the City an amount equal to the current market value of the property less any portion of the value attributable to expenditures of non-CDBG funds for the acquisition of, or improvement to, the equipment. The payment shall be treated as program income by the City.

J. **Uniform Administrative and Program Management Standards:** Subrecipient will ensure compliance with 2 CFR Part 200 as modified by 570.502. The Subrecipient's internal controls will consist of a combination of procedures:

1. Organizational chart;
2. Written definition of duties and key job responsibilities;
3. Qualified personnel;
4. Formal system of authorization and supervision;
5. Separation of duties so no one individual has authority over an entire financial transaction;
6. Control over access to assets, blank forms, and confidential documents;
7. Periodic comparisons of financial records to actual assets and liabilities (reconciliation); and
8. Records that together create accountability in the Subrecipient's financial system and safeguard its cash, property, and other assets.

K. **Accounting System:** The Subrecipient is required to have accounting records that adequately identify the source and application of CDBG funds provided to them in compliance with 2 CFR Part 200. To meet this requirement, the Subrecipient's accounting system should include at least the following elements:

1. **Chart of Accounts:** A list of names and the numbering system for the individual accounts that contains the basic information about classifications of financial

DRAFT

transactions for the organization.

2. **Cash Receipts Journal:** Documents chronologically when funds were received, in what amounts, and from what sources.
3. **Cash Disbursements Journal:** Documents chronologically the expenditures of the organization (e.g., when the expense was incurred, how much was spent, to whom funds were paid, and for what purpose).
4. **Payroll Journal:** Documents the organization's expenses on salaries and benefits and distinguishes different categories for regulatory purposes. Staff time spent on CDBG activities must be clearly documented and separated from staff time spent on activities not funded with CDBG.
5. **General Ledger:** After a transaction is entered in a journal, that information also should be transferred to the proper accounts contained in the general ledger. The general ledger summarizes chronologically the activity and financial status of all the accounts of an organization.

L. **Accounting Records:** The Subrecipient's accounting records must contain reliable and up-to-date information about the sources and uses of funds, including:

1. Federal grant awards (or subgrant allocations) received by the organization;
2. Current authorizations and obligations of CDBG funds;
3. Unobligated balances (funds remaining available for distribution);
4. Assets, liabilities, program income, expenditures, and allowable costs; and
5. Eligible activity classifications specified in 24 CFR 570.201-570.206.

VII. ACCESS TO RECORDS & RECORD RETENTION

The general CDBG standard for record keeping is that records must be accurate, complete, and orderly:

A. The Subrecipient will comply with CDBG record keeping regulations in 24 CFR Part 570 and 2 CFR Part 200, as now in effect or as they may be amended during the term of this Agreement; all requirements established by the City; applicable State and Federal laws, Executive Orders, regulations, administrative directives and procedures; and local ordinances and resolutions.

B. The Subrecipient shall furnish and cause each of its contractors and subcontractors to furnish all information and reports required hereunder and will permit access to its books, records and accounts by the City, HUD or its agent, or other authorized Federal officials for purposes of investigation to ascertain compliance with the rules, regulations and provisions stated herein.

C. In general, records shall be retained for **six (6) years** from the date of submission of the City's Comprehensive Annual Performance Evaluation Report (CAPER) in which the specific activity is reported for the last time, unless there is litigation, claims, audit, negotiation, or other actions involving the records, which has started before expiration of the 4-year period. In such cases, the records must be retained until completion of the action and resolution of all issues that arise from it or the end of the regular 4-year period, whichever is longer.

D. The Subrecipient will maintain adequate and reasonable records of its performance under this Agreement and will allow access to these records at any time during normal business hours by citizens, the City, HUD, the Comptroller General and, when required by law, the Montana Legislative Auditor (2 CFR Part 200). These records will be kept in the Subrecipient's office.

E. The City or its agents may monitor and inspect all phases and aspects of the Subrecipient's performance to determine compliance with the Scope of Work, and other technical and administrative requirements, including the adequacy of the Subrecipient's records and accounts. The City will advise the Subrecipient of any specific areas of concern and provide the Subrecipient with the opportunity to propose corrective actions acceptable to the City.

F. The Subrecipient shall provide citizens with reasonable access to records regarding the past use of CDBG funds, consistent with applicable state and local laws regarding privacy and obligations of confidentiality.

VIII. REPORTING, GOALS, & MONITORING

In compliance with 24 CFR 570.501(b) and 2 CFR Part 200, the City will monitor the performance of

the Subrecipient against goals and performance standards as stated in this Agreement and the Subrecipient's application, including data reporting on a quarterly and annual basis. Monitoring will be conducted via desk reviews for quarterly reports and requests for reimbursements. City staff may also schedule on-site monitoring visits to assess performance and compliance. Substandard performance, as determined by the City, will constitute noncompliance with this Agreement. If action to correct such substandard performance is not taken by the Subrecipient within a reasonable period of time after being notified by the City, Agreement suspension or termination procedures will be initiated.

A. Quarterly Reports: Subrecipient is required to submit quarterly reports, including project narratives and descriptions of any significant problems encountered, until the entire funding allocation has been expended and reimbursed. Quarterly reports are due fifteen (15) days after each quarter ends:

- July, August, September - due on October 15
- October, November, December - due on January 15
- January, February, March - due on April 15
- April, May, June - due on July 15

B. Pest Control Reports: Subrecipient is required to include pest control updates with their quarterly reports, including any major instances of pest infestations (bed bugs, cockroaches, etc.) and detailed remediation plans.

IX. MODIFICATION, ASSIGNABILITY & INDEMNIFICATION

This Agreement contains the entire agreement between the parties, and no statements, promises, or inducements made by either party, or agents of either party, which are not contained in or authorized by this written Agreement, are valid or binding. This Agreement may not be enlarged, modified, or altered except upon written agreement, and does not imply any continuing commitment by the City of Billings beyond the termination date noted in this Agreement.

The Subrecipient accepts responsibility for the adherence to the terms of this Agreement by subcontractors of Subrecipient entities and by public or private agents or agencies to which it delegates authority to carry out portions of this Agreement.

The Subrecipient waives any and all claims and recourse against the City, including the right of contribution, for loss or damage to persons or property arising from, growing out of, or in any way connected with or incidental to the Subrecipient's or any subcontractor's performance under this Agreement.

Further, the Subrecipient will indemnify, hold harmless, and defend the City and the State of Montana against any and all claims, demands, damages, costs, expenses, or liabilities arising out of the Subrecipient's or any subcontractor's performance of this Agreement. In the event the City is named as a co-defendant in any action relating to activities to be performed by the Subrecipient or a subcontractor under this Agreement, the Subrecipient will notify the City of the action and will represent the City in the action unless the City undertakes to represent itself as a co-defendant, in which case the City will bear its own litigation costs, expenses, and attorneys' fees.

The Subrecipient may request that this Agreement be amended. However, the City will allow an amendment only if the Subrecipient clearly demonstrates that the modification is justified and will enhance the overall impact of the original project. Any changes in the scope of the project, as outlined in this Agreement, including cost increases, must be submitted in writing by the Subrecipient to the City as a request for an award adjustment. Any adjustment granted by the City shall be appended to this Agreement as an amendment.

X. AGREEMENT TERMINATION & SUSPENSION

In accordance with 2 CFR Part 200 and 24 CFR 570.503(b)(6), this Agreement may be terminated as follows:

A. Termination and Modification Due to Loss of Funding. If, for any reason, federal financial resources required by the City to fund the Subrecipient's projects are withdrawn from the City, the City may unilaterally terminate or modify the terms of this Agreement to reflect the loss of funding. If a termination or modification is required, the City will, to the extent permitted by available CDBG funds, compensate the Subrecipient for eligible expenses incurred by the Subrecipient as of the revised termination date. The City will give the Subrecipient written notice of the effective date of the modification or termination of this Agreement and, if a reduction in funding is required, the Subrecipient will provide the City with a modified project

DRAFT

budget.

B. Termination Due to Noncompliance with Agreement Terms. If the City determines that the Subrecipient has failed to comply with the general terms and conditions of this Agreement, the project schedule, or any special conditions, and if upon notification of the defect the Subrecipient does not remedy the deficiency within a reasonable period to be specified in the notice, the City may terminate this Agreement in whole or in part at any time before the date of completion. The City will promptly notify the Subrecipient in writing of the decision to terminate, the reasons for the termination, and the effective date of the termination.

C. Effect of Termination. In the event of termination due to the Subrecipient's failure to comply with the terms of this Agreement or the project's adverse environmental impact, any cost incurred will be the responsibility of the Subrecipient. However, at its discretion, the City may approve a request by the Subrecipient for reimbursement of expenses incurred. The City's decision to authorize payment of these costs or to recover expended CDBG funds will be based on a consideration of the extent to which the expenditure of those funds represented a good faith effort of the Subrecipient to comply with the terms of this Agreement and on whether any failure to comply with the terms of this Agreement was the result of circumstances beyond the Subrecipient's control.

Repayment: The Subrecipient agrees to repay to the City all CDBG funds if the property is sold or no longer used for the purpose of affordable housing prior to the fifteen (15) year term. The Subrecipient expressly agrees to repay to the City any funds provided to the Subrecipient under this Agreement that the Subrecipient, its subcontractors or Subrecipient entities, or any public or private agent or agency to which it delegates authority to carry out portions of this Agreement expends in violation of the terms of this Agreement or the Federal and State statutes and regulations governing the CDBG Program.

XI. GRANT CLOSEOUT (24 CFR 570.509)

Once all CDBG funding has been expended and activities completed, or if the Subrecipient requests initiation of the closeout process, City staff will proceed with closeout. All closeout requirements must be completed within 90 days of the expiration or termination of this Agreement, unless the City authorizes an extension in writing.

In general, a grant is ready for closeout when the following conditions are met:

1. Activities are eligible, were completed and met a national objective.
2. Grant funds were expended in full or all remaining funds are returned to the City.
3. Reporting requirements were completed and submitted
4. Special conditions were met.
5. Audit and monitoring issues affecting the grant were resolved.

Following the grant closeout review, City staff will send a closeout letter to the Subrecipient if all CDBG conditions and requirements were met.

XII. INSURANCE AND CONTRACTS

The Subrecipient shall furnish the City with proof of insurance, as stipulated below, as this Agreement is submitted to the City for signature, finalization, and prior to commencing the activities described herein.

The Subrecipient shall secure and maintain such insurance policies to protect itself, its subcontractors, and the City, from all claims for bodily injuries, death or property damage that may arise under this agreement; whether the acts were made by the City or Subrecipient or by any contractor or subcontractor or anyone employed by the Subrecipient directly or indirectly.

The City shall be listed as an additional insured on all insurance policies and will include the following language:

> *The Company agrees that it will give the City of Billings, Montana, no less than 30 days advance written notice of its intent to cancel or materially change the described policy.*

This language, however, if accompanied by a disclaimer or any other language, which negates Subrecipient responsibility for failing to provide said notice, will not be acceptable.

The following insurance policies are required:

A. Workers' compensation and employer's liability coverage as required by Montana law;

B. Professional liability in the amount of $1,500,000 per claim;

The following insurance policies are also required and must include a waiver of subrogation against the City:

A. Commercial General Liability, including contractual and personal injury coverages of $750,000 per claim and $1,500,000 per occurrence for injuries, including accidental death to any one person; and

B. Automobile liability of $1,500,000 per accident.

Insurance Certificates: Insurance certificates shall be filed with the City giving satisfactory evidence of insurance as stipulated above **at the time** the Agreement is signed. The Public Liability Insurance certificate shall be maintained during the life of the Agreement. The Builders Risk Insurance shall be secured prior to initiating construction.

Approval of Contractor / Subcontractor and Insurer: The insurer must be satisfactory to the City Attorney for the City of Billings. Further, the Subrecipient will assure all subcontractors performing work on the Project maintain public liability, property, and casualty insurance and stationary workers compensation insurance coverage in compliance with state Law.

Construction Contracts: The Subrecipient agrees to deny participation in construction contracts by ineligible, debarred or suspended persons or entities. **The Subrecipient will provide the City with the names of contractor(s) and subcontractor(s) prior to entering into contracts.** The City will check each contractor for a City of Billings business license, state contractor registration, worker's compensation, and insurance, registration in the federal government's System for Award Management (SAM), and that the contractor(s) is not debarred by the State of Montana and/or SAM.

The Subrecipient also understands that, if applicable and unless superseded by federal law, Montana law requires that contractors and subcontractors give preference to the employment of Montana residents for any public works contract in excess of $25,000 for construction or non-construction services in accordance with sections 18-2-401 through 18-2-432 MCA, and all administrative rules adopted pursuant thereto. Unless superseded by federal law, each contractor shall ensure that at least 50% of the contractor's workers performing labor on a construction project are bona fide Montana residents. The Commissioner of the Montana Department of Labor and Industry has established the resident requirements in accordance with sections 18-2-403 and 18-2-409 MCA. Any and all questions concerning prevailing wage and Montana resident issues should be directed to the Montana Department of Labor and Industry.

The State of Montana charges a 1% tax on gross receipts from all public contracts over $5,000. Subrecipient shall ensure payment of gross receipts as required. Details may be found on the Montana Department of Revenue website.

Bonding: The Subrecipient will provide proof that contractor(s) and subcontractor(s) selected for the Project possess performance and completion bonds equal to the completed value of the Project.

XIII. SIGNATURES

IN WITNESS OF THE TERMS SET OUT ABOVE, the parties have executed this Agreement.

CITY

By:_____
Mike Nelson, Mayor, City of Billings

_____
Printed Name

_____
Date

SUBRECIPIENT

By: _____
Karissa Trujillo, Executive Director, Homeword, Inc.

_____
Printed Name

_____
Date

_____
Mailing Address

_____
Phone Number

_____
E-mail address

DRAFT

After recording return to:
City of Billings
Community Development Division
P.O. Box 1178
Billings, MT 59103

DEED RESTRICTION AGREEMENT
Affordable Housing Development Program

between

City of Billings
A Montana Municipal Corporation
whose address is
P.O. Box 1178 Billings, Montana 59103
the "City"

and

Homeword, Inc., a Montana Non-Profit Organization
whose address is
1535 Liberty Lane, Suite 116A, Missoula, Montana 59808,
hereafter referred to as the "Owner"

DATE

WHEREAS the City has granted to the Owner, **CDBG** funding in the amount of **Seven Hundred and Fifty Thousand and No Dollars ($750,000),** as a grant for the purpose of rehabilitating **eighty-one (81) units** of affordable housing, including new roofing, windows, mechanical components, plumbing and more as the owner of the property legally described as:

> ***Parcel A: Lots 13, 14, 15, 16, 17 and 18, Block 88, of Original Town of Billings, 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. 16312.***
>
> ***Parcel B: A leasehold interest created by that certain Parking Space Lease, a memorandum of which was recorded March 19, 2008 under Document No. 3458313 in Lots 5, 6, 7, 8 and 9, Block 88, Original Town of Billings, 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. 16312.***

WHEREAS the Owner must agree to continuously comply with CDBG Program restrictions for the property located at **115 North 24th Street in Billings, MT** for the Term of this Agreement; and the parties have entered into this Agreement to evidence Owner's agreement to comply with such restriction.

NOW, THEREFORE in consideration of the grants and other good and valuable consideration, the parties hereto do hereby agree as follows.

WITNESSETH THAT the City and the Owner, mutually agree as follows:

A. PURPOSE

This Deed Restriction Agreement ("Agreement") is made and entered into this day by and between the City and the Owner and is in effect from the date of this agreement as outlined herein and continues for a period of **fifteen (15) years** of assured affordability.

B. DEFINITIONS

1. **Agreement** means this Land Use / Deed Restriction Agreement, as it may from time to time be amended.
2. **City** means the City of Billings, Montana.
3. **CDBG** means Community Development Block Grant Program.
4. **Property Owner** means the owner(s) as set forth at the beginning of this Agreement, or any successor in title to the property.
5. **Assisted Unit** means any unit for which CDBG funds are used for construction and/or rehabilitation.
6. **Low-Income Households** means households with a total household income not exceeding eighty (80) percent of current area median income in the area in which the property is located, as determined by the Secretary of Housing and Urban Development.
7. **Qualified Tenant** means a family or individual tenant of a qualifying unit who satisfies the income requirements set forth in this Agreement.
8. **Term** means a period commencing after the completion of construction as evidenced by the Certification of Completion and enduring for the entire period of affordability of fifteen (15) years.
9. **HUD** means the United States Department of Housing and Urban Development.

C. USE AND OCCUPANCY OF THE PROPERTY

1. It is agreed that during the Term, the Property Owner will maintain the Property as affordable housing for low-income households.
2. In accordance with the minimum property standards set forth in the City's Policies and Procedures for the CDBG Affordable Housing Program.

D. REPAYMENT PROVISIONS

1. **Term**

   The term of this agreement will be **fifteen** (**15) years** as evidenced by the CDBG Subrecipient Agreement.

2. **Loan Repayment**

   Repayment of the CDBG loan amount noted above will be deferred for the term, provided that the Property Owner is in full compliance with this agreement. **The loan will become due in full to the City if the property is sold or no longer used for affordable housing serving low-income households before the term has been met.**

E. REPRESENTATIONS AND WARRANTIES OF OWNER

Owner represents and warrants that it has validly executed this Agreement and the same constitutes the binding obligation of Owner. Owner has full power, authority, and capacity to enter into this Agreement, to carry out Owner's obligations as described in this Agreement and to assume responsibility for compliance with all applicable federal rules and state and local regulations.

To the best of Owner's knowledge, the making of this Agreement and Owner's obligations hereunder:

1. Will not violate any contractual covenants or restrictions between the Owner or any third party affecting the property.
2. Will not conflict with any of the instruments that create or establish Owner's authority.
3. Will not conflict with any applicable public or private restriction.
4. Does not require any consent or approval or any public or private authority which has not already been obtained; and
5. Are not threatened with invalidity or unenforceability by any action, proceeding or investigation pending or threatened, by or against the Owner, without regard to capacity, any person with whom Owner may be jointly or severally liable, or the property or any part thereof.
6. No litigation or proceedings are pending or to the best of owner's knowledge, threatened against Owner which if adversely determined could individually or in the aggregate have an adverse effect on title to or the use and enjoyment or value of the property, or any portion thereof, or which could in any way interferes with the consummation of this Agreement.
7. Owner agrees to indemnify and hold harmless the City from and against all liabilities, losses, claims, damages, judgments, costs and expenses (including, without limitation, reasonable attorney's fees) incurred by the City as a result of any material inaccuracy in any of the representations and warranties contained herein.

F. ENFORCEMENT AND REMEDIES

1. If the Property Owner defaults in the performance of any of its obligations under this Agreement or breaches any covenant, agreement or restriction set forth herein, and if such default remains uncured for a period of sixty (60) days after notice thereof shall have been given by the City (or for any extended period approved in writing by the City if the default or breach stated in such notice can be corrected, but not within such 60-day period, unless the Property Owner does commence such correction with such 60-day period but thereafter does not diligently pursue the same to completion within such extended period), the City shall be entitled to apply to any court having jurisdiction of the subject matter for specific performance of this Agreement, for an injunction against any violation of the Agreement, or for such other relief as may be appropriately compensated by monetary damages in the event of the Property Owner's default. The City shall be entitled to its reasonable attorneys' fees in any such judicial action in which the City shall prevail.
2. If the Property Owner refused or fails to comply with any of the forgoing restrictions, or if the Property Owner sells, transfers or conveys any interest in the Property without notifying the City, the City may, at its option declare the Property Owner to be in default of this Agreement; the City may thereupon declare all sums then due and owing by the Property Owner to the City, whether payment thereof has been deferred, and to be immediately due and payable and may invoke any other remedies provided in this Agreement or in applicable law.
3. If the Property Owner fails or refused to comply with use and occupancy restrictions on the Property, City may, at its option, declare the Property Owner to be in default of this Agreement; City may thereupon declare all sums then due and owing by Property Owner to City, to be immediately due and payable and may invoke any other remedies provided in this Agreement or in applicable law.
4. Any default under this Agreement shall be deemed a default under that certain Promissory Note dated **DATE,** executed by Property Owner payable to City of Billings and under that certain Trust Indenture dated **DATE** wherein Property Owner is the grantor(s) and the City of Billings is the beneficiary. In like manner, any default under said promissory Note or said Trust Indenture shall be deemed a default under this Agreement. In the event of any such default, the City shall be entitled to pursue any or all the remedies provided in any of such instruments or in law or equity, subject only

to the notice provisions set forth above.

5. Each right, power, and remedy of the City provided for in this Agreement now or hereafter existing at law or in equity or by stature or otherwise shall be cumulative and concurrent and shall be in addition to every other right, power or remedy provided for in this Agreement or now or hereafter existing at law or in equity or by status or otherwise, and the exercise or beginning of the exercise by the City of any one or more of the rights, powers or remedies provided for in this Agreement or now or hereafter existing at law or in equity or by statute of otherwise shall not preclude the simultaneous or later exercise by the City of any or all such other rights, powers or remedies.

G. MISCELLANEOUS

1. Notices

All notices required or permitted to be given under this Agreement must be in writing and will be deemed to have been duly given if delivered personally or mailed, postage prepaid, by registered or certified United States mail, return receipt requested, addressed to the parties at the following address:

City	Owner
Jordan Langton Community Development Coordinator City of Billings PO Box 1178 Billings, MT 59103 Phone: (406) 657-8281 Email: langtonj@billingsmt.gov	**Karissa Trujillo** Executive Director Homeword, Inc. 1535 Liberty Lane, Suite 116A Missoula, MT 59808 (406) 532-4663 Email: karissa@homeword.org

2. Binding Effect; Covenants Running with the Land

During the Term, this Agreement and the covenants, reservations and restrictions contained herein shall be deemed **covenants running with the land** for the benefit of the City and/or the State and its successors, and shall pass to and be binding upon Owner's heirs, assigns and successors in title to the property, or if the property shall not include title to land, but shall include a leasehold interest in land, this Agreement and the covenants, reservations et al shall bind the leasehold interest as well as the property and shall pass to and be binding upon all heirs, assigns and successors to such interests; provided.

Upon expiration of the Term in accordance with the terms hereof said covenants, reservations and restrictions shall expire. Each and every contract, deed or other instrument hereafter executed covering or conveying the property or any portion thereof shall conclusively be held to have been executed, delivered and accepted subject to such covenants, reservations and restrictions, regardless of whether such covenants, reservations and restrictions are set forth in such contract, deed or other instruments.

If a portion or portions of the property are conveyed, all of such covenants, reservations and restrictions shall run to each portion of the property. The City and/or the State, at Owners cost and expense, shall cause this Agreement to be duly recorded or filed and re-recorded or re-filed in such places, and Owner shall pay or cause to be paid all recording, filing, or payments in lieu of taxes, fees and charges, and shall comply with all such statutes and regulations as may be required by law, in the opinion of qualified counsel, in order to establish, preserve and protect the ability of the grantee to enforce this Agreement.

H. SIGNATURES

FOR HOMEWORD
Karissa Trujillo, Executive Director, Homeword, Inc.
Printed Name:
Signature:
Date:
STATE OF MONTANA) : ss. County of Yellowstone) On _____, 2026, before me, a Notary Public for the State of Montana, personally appeared Karissa Trujillo, known to me to be the EXECUTIVE OFFICER of HOMEWORD, INC. and whose name is subscribed to the within instrument and acknowledged to me that they executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.

Seal:	

FOR CITY OF BILLINGS	
Denise Bohlman, City Clerk, City of Billings	**Mike Nelson, Mayor, City of Billings**
Printed Name:	Printed Name:
Signature:	Signature:
Date:	Date:
STATE OF MONTANA) : ss. County of Yellowstone) On _____, 2026, before me, a Notary Public for the State of Montana, personally appeared MIKE NELSON and DENISE BOHLMAN, known to me to be the MAYOR and CITY CLERK respectively of the City of Billings, and whose names are subscribed to the within instrument and acknowledged to me that they executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.	
Seal:	
Approved as to form:	_____ Gina Dahl, City Attorney

After recording, please return to:
City of Billings
Community Development Division
PO Box 1178
Billings, MT 59103

MONTANA TRUST INDENTURE

THIS TRUST INDENTURE, made this date **DATE** between **Homeword, Inc.** whose mailing address is **1535 Liberty Lane, Suite 116A, Missoula, Montana 59808** as GRANTORS, GINA DAHL, of Billings, Montana, an attorney licensed to practice law in the State of Montana, whose mailing address is P.O. Box 1178, Billings, MT 59103, as TRUSTEE, and the CITY OF BILLINGS, a Municipal Corporation, organized under the laws of the State of Montana, whose mailing address is P.O. Box 1178, Billings, MT 59103, as BENEFICIARY.

WITNESSETH: That Grantor hereby irrevocably GRANTS, BARGAINS, SELLS, CONVEYS AND WARRANTS TO TRUSTEE IN TRUST, nevertheless, WITH POWER OF SALE, that certain real property, which does not exceed thirty (30) acres in area, situated in the County of Yellowstone, State of Montana, particularly described as follows, to wit:

Parcel A: Lots 13, 14, 15, 16, 17 and 18, Block 88, of Original Town of Billings, 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. 16312.

Parcel B: A leasehold interest created by that certain Parking Space Lease, a memorandum of which was recorded March 19, 2008 under Document No. 3458313 in Lots 5, 6, 7, 8 and 9, Block 88, Original Town of Billings, 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. 16312.

TOGETHER WITH: (1) All buildings, fixtures and improvements thereon, and all water rights, right-of-ways, tenements, hereditaments, privileges and appurtenances thereunto belonging, now owned or hereafter acquired, however evidenced, used or enjoyed with said premises or belonging to the same; (2) All right, title and interest hereinafter acquired in or to any of said premises, hereby also releasing, relinquishing and waving all exemptions, rights of dower and homestead, in or to said premises, vested or inchoate; (3) All heating, air conditioning, plumbing and lighting facilities, equipment and fixtures now or hereafter installed upon or within said premises, used or proper or necessary to constitute the said premises a habitable, usable or operating unit; all of said property being designated and deemed for the purposes of this instrument a part of the realty; and (4) All of the rents, issues and profits of said premises, SUBJECT, HOWEVER, to the right, power and authority hereinafter conferred upon Beneficiary to collect and apply such rents, issues and profits.

TO SECURE TO BENEFICIARY: Payment of the principal sum: **SEVEN HUNDRED AND FIFTY THOUSAND DOLLARS ($750,000)** in CDBG funds according to the terms of the Deed Restriction Agreement dated on the same date noted herein, and any extensions and/or renewals or modifications thereof, by GRANTOR payable to the order of BENEFICIARY if the terms of the Deed Restriction Agreement are violated.

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal the day and year first above written.

_____

Karissa Trujillo, Executive Director **Date**
Homeword, Inc.

This Montana Trust Indenture is subordinate to the Deed Restriction Agreement dated _____, 2026, recorded _____, under document number _____.

STATE OF MONTANA)
): ss
County of Yellowstone)

On this _____, 2026, before me, a Notary Public for the State of Montana, personally appeared **Karissa Trujillo** known to me to be the person(s) described in and who executed the foregoing instrument and acknowledged that he/she executed the same as his/her free act and deed.

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

Notary Stamp and Signature:

1PROMISSORY NOTE
SAGE TOWER – AFFORDABLE HOUSING REHABILITATION PROJECT

$750,000.00 Billings, Montana

FOR VALUE RECEIVED, **Homeword, Inc.**, herein after referred to as the "Borrower" promise to assign to the City of Billings, herein after referred to as "Lender," the sum of **$750,000**, to be provided as determined through the provisions contained within the Deed Restriction Agreement and Trust Indenture dated **DATE.** Such amounts will be calculated using the requirements contained within said Deed Restriction Agreement and Trust Indenture of the total assistance provided by the lender to the Borrower. Said sums shall be in proper form of assignment, without interest, said assignment being effective through the Period of Affordability, 15 years, upon sale, transfer or other disposition or change of use as described in the above-mentioned Deed Restriction Agreement and Trust Indenture dated **DATE**, wherein the City of Billings is the Lender.

This promissory is secured by a Trust Indenture on certain real property located in the jurisdictional boundaries of the City of Billings commonly known as 115 North 24th Street, Billings, Montana, 59101 and legally described as:

> ***Parcel A: Lots 13, 14, 15, 16, 17 and 18, Block 88, of Original Town of Billings, 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. 16312.***
>
> ***Parcel B: A leasehold interest created by that certain Parking Space Lease, a memorandum of which was recorded March 19, 2008 under Document No. 3458313 in Lots 5, 6, 7, 8 and 9, Block 88, Original Town of Billings, 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. 16312.***

The Borrower shall transfer or assign the property herein described only with the written consent of Lender. Such consent shall not be unreasonably withheld provided Lender security interest herein is adequately protected. Lender may, at their option, declare immediately due and payable all sums secured by the Mortgage / Trust Indenture upon the sale or transfer of all or any part of the real property described in the Mortgage / Trust Indenture without the Borrower's prior knowledge and written consent.

During the term of this Promissory Note, the Borrower shall keep the subject property free from all liens or encumbrances of any kind, except those expressly consented to in writing by the Lender. Any such liens or encumbrances shall constitute a default herein and Borrower agrees to indemnify and hold the Lender harmless from any liability for such liens and encumbrances.

The Borrower covenants and agrees that they will commit no waste that will lessen the value of the premises nor shall they cause any damage thereto which shall reduce the value of the premises and property as security for the payment of the purchase price as herein provided.

During the life of this Promissory Note, and until the Period of Affordability has been met, and until full payment, Borrower shall secure and maintain, if insurable, the premiums for premises comprehensive and fire loss coverage covering full replacement cost covering both Borrower and Lender. Property taxes, first mortgage and all other financial obligations must be maintained.

If default be made in the payment of said principal, or in any of the covenants of the Deed Restriction Agreement and Trust Indenture securing this Promissory Note, then, at the holder's election, upon notice as provided in the Deed Restriction Agreement and Trust Indenture dated as noted herein, the entire principal option shall not constitute a waiver of the right to exercise the same in the event of any subsequent default or at any other time. The undersigned agree to pay reasonable attorney fees, in addition to other costs, in case of the collection of this Promissory Note by an attorney, either with or without suit.

The undersigned shall always comply with the use, occupancy and recapture restrictions affecting the property described in the Deed Restriction Agreement and Trust Indenture securing this Promissory Note and set forth in the Deed Restriction Agreement and Trust Indenture dated as noted herein, between the borrower and the lenders. If the undersigned shall fail or refuse to comply with such use, occupancy and recapture restrictions, the Lenders may, at their option and with notice as provided in such Deed Restriction Agreement and Trust Indenture, declare the entire unpaid principal balance of this Promissory Note immediately due and payable and may invoke any remedies provided in such Deed Restriction Agreement, Trust Indenture or applicable law in the event of default.

The indebtedness evidenced by this Promissory Note is secured by a Deed Restriction Agreement and Trust Indenture dated as noted herein, and reference is made to the Deed Restriction Agreement and Trust Indenture for rights as to acceleration of the indebtedness evidenced by this Promissory Note.

Borrower Signature:

_____ _____

Karissa Trujillo, Executive Director **Date**
Homeword, Inc.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Purchase of 2026 John Deere Backhoe
PRESENTED BY: Derick Miller
Department: Public Works
Presentation: No
Legal Review: No
Project Number: na

RECOMMENDATION

Staff recommends the City Council approve the purchase of one (1) 2026 John Deere 710P backhoe from RDO Equipment Co. in the amount of $240,000.

EXECUTIVE SUMMARY

The FY27 Equipment Replacement Plan includes the purchase of one backhoe to support the City's water and wastewater maintenance and emergency response operations. Staff obtained two quotations through the Sourcewell cooperative purchasing program, with the recommended John Deere backhoe submitting the lowest responsive quote while meeting the City's operational requirements. Sufficient funding is available in the FY27 Water and Sewer budget, and staff recommends approval of the purchase.

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

The purchase of one (1) backhoe is included in the approved FY27 Equipment Replacement Plan (ERP) and the FY27 Water and Wastewater budget. Backhoes are an essential piece of equipment used by water and wastewater crews to respond to water main breaks, sewer line failures, and other maintenance and emergency repair activities. Their versatility allows crews to excavate, load materials, backfill trenches, and restore work sites efficiently, helping to minimize service disruptions and maintain a high level of customer service.

Staff recommends procuring the equipment through the Sourcewell cooperative purchasing program. Sourcewell competitively solicits and awards contracts on behalf of participating public agencies, allowing the City to obtain equipment at pricing that is comparable to, and often lower than, traditional competitive bidding while streamlining the procurement process. To ensure the City received the best overall value, staff obtained two quotations through the Sourcewell contract. The recommended unit submitted the lowest responsive quote while meeting the City's operational requirements, providing the best value to the City.

FISCAL EFFECTS

The backhoe was included in the FY27 Equipment Replacement Plan and budgeted in the FY27 Water and Sewer budget in the amount of $284,354. The purchase price is below the budgeted amount, resulting in project savings. The remaining budgeted funds will be available to help offset cost increases or funding shortfalls for other equipment purchases included in the FY27 Equipment Replacement Plan.

STAKEHOLDERS

ALTERNATIVES

City Council may:

- Approve purchasing one (1) 2026 John Deere backhoe from RDO Equipment Co through Sourcwell; or,
- Not approve the purchase. If the purchase is not approved, the existing backhoe will continue to experience increasing maintenance costs and downtime as it has reached the end of its useful life. Extended equipment outages may reduce the City's ability to provide timely repairs and could negatively impact service levels.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Purchase of 2026 Vactor Sewer Cleaner Unit
PRESENTED BY: Derick Miller
Department: Public Works
Presentation: No
Legal Review: No
Project Number: NA

RECOMMENDATION
Staff recommends the City Council approve the purchase of one (1) 2026 Vactor 2100i PD Combination Sewer Cleaner from Joe Johnson Equipment in the amount of $594,083.

EXECUTIVE SUMMARY
The FY27 Equipment Replacement Plan includes the purchase of one combination sewer cleaner to support the City's wastewater maintenance and emergency response operations. Staff obtained two quotations through the Sourcewell cooperative purchasing program, with the selected unit representing the lowest responsive quote while maintaining compatibility with the City's existing jet truck fleet, reducing long-term inventory and maintenance costs. Sufficient funding is available in the FY27 Wastewater Fund, and staff recommends approval of the purchase.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)
The purchase of one (1) combination sewer cleaner is included in the approved FY27 Equipment Replacement Plan (ERP) and the FY27 Wastewater budget. Combination sewer cleaners are a critical component of the City's wastewater maintenance program, providing high-pressure jetting and vacuum capabilities to clean sanitary sewer lines, reduce the risk of sanitary sewer overflows, respond quickly to blockages and emergency situations, and safely locate buried utilities. Maintaining a reliable combination sewer cleaner is essential to protecting public health, minimizing service disruptions, and extending the service life of the City's underground infrastructure.

Staff recommends procuring the equipment through the Sourcewell cooperative purchasing program. Sourcewell competitively solicits and awards contracts on behalf of participating public agencies, allowing the City to obtain equipment at pricing that is comparable to, and often lower than, traditional competitive bidding while streamlining the procurement process. To ensure the City received the best overall value, staff obtained two quotations through the Sourcewell contract. The recommended unit submitted the lowest responsive quote and is compatible with the City's existing jet truck fleet, allowing for shared, interchangeable parts that reduce inventory requirements, simplify maintenance, and lower long-term operating costs by thousands of dollars.

FISCAL EFFECTS
The combination sewer cleaner was included in the FY27 Equipment Replacement Plan and budgeted in the FY27 Wastewater Fund in the amount of $600,000. The purchase price is below the budgeted amount, resulting in project savings. The remaining budgeted funds will be available to help offset cost increases or funding shortfalls for other equipment purchases included in the FY27 Equipment Replacement Plan.

STAKEHOLDERS

ALTERNATIVES
City Council may:

- Approve the purchase of one (1) 2026 Vactor 2100i PD combination sewer cleaner from Joe Johnson Equipment through Sourcewell; or,
- Not approve the purchase of the Vactor 2100i PD combination sewer cleaner. If the purchase is not approved, the existing combination sewer cleaner will continue to experience increasing maintenance costs and downtime as it has reached the end of its useful life. Extended equipment outages may reduce the City's ability to provide timely response times and could negatively impact service levels.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Purchase of Compact Excavator
PRESENTED BY: Derick Miller
Department: Public Works
Presentation: No
Legal Review: No
Project Number: NA

RECOMMENDATION

Staff recommends the City Council approve the purchase of one (1) Caterpillar compact excavator from Tractor and Equipment Co. in the amount of $114,605.91.

EXECUTIVE SUMMARY

The FY27 Equipment Replacement Plan includes the purchase of one compact excavator to support water and sewer maintenance and emergency repair operations. Staff obtained two quotations through the Sourcewell cooperative purchasing program, with Tractor & Equipment Company submitting the lowest quote for a Caterpillar compact excavator that meets the City's operational needs. Sufficient funding is available in the FY27 Water and Wastewater budgets, and staff recommends approval of the purchase.

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

The purchase of one (1) compact excavator is included in the approved FY27 Equipment Replacement Plan (ERP) and the FY27 Water and Wastewater budget. Compact excavators are an essential piece of equipment used by Water and Sewer Distribution and Collection crews to perform maintenance and emergency repairs. Their compact size allows crews to safely excavate in confined spaces and around existing utilities while minimizing damage to streets, sidewalks, landscaping, and other surrounding infrastructure, reducing both restoration costs and impacts to the public.

Staff recommends procuring the excavator through the Sourcewell cooperative purchasing program. Sourcewell competitively solicits and awards contracts on behalf of participating public agencies, allowing the City to obtain equipment at pricing that is comparable to, and often lower than, traditional competitive bidding while streamlining the procurement process. To ensure the City received the best value, staff obtained two Sourcewell quotations. Tractor & Equipment Company submitted the lowest quote for a Caterpillar compact excavator that meets the City's operational requirements. Accordingly, staff recommends awarding the purchase to Tractor & Equipment Company through the Sourcewell cooperative purchasing contract.

FISCAL EFFECTS

The compact excavator was included in the FY27 Equipment Replacement Plan and budgeted in the FY27 Water and Wastewater Funds in the amount of $118,706. The purchase price is below the budgeted amount, resulting in project savings. The remaining budgeted funds will be available to help offset cost increases or funding shortfalls for other equipment purchases included in the FY27 Equipment Replacement Plan.

STAKEHOLDERS

ALTERNATIVES

City Council may:

- Approve purchasing one (1) 2026 Caterpillar compact excavator from Tractor and Equipment through Sourcewell; or,
- Not approve the purchase. If the purchase is not approved, the existing compact excavator will continue to experience increasing maintenance costs and downtime as it has reached the end of its useful life. Extended equipment outages may reduce the City's ability to provide timely repairs and could negatively impact service levels.

Consent 1. L.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Stewart Park Playground Equipment Purchase
PRESENTED BY: Brad Wright
Department: Parks/Rec/Public Lands
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

PRPL is seeking City Council consent to purchase new playground equipment for Stewart Park from Grondahl Recreation who is an authorized Sourcewell Cooperative purchasing agent Contract # 101625-BUR. Playground equipment cost as proposed by Grondahl Recreation is $399,018.70. Project will be funded through the approved CIP 2026 Budget.

EXECUTIVE SUMMARY

PRPL seeks City Council consent to purchase new playground equipment for Stewart Park from Grondahl Recreation utilizing the Sourcewell state purchasing contract. Playground purchase and installation will cost $399,018.70. Funding will come from the previously approved FY26 CIP budget of $400,000. Not approving the purchase of new equipment will ultimately result in the removal of the existing playground due to unsafe conditions.

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

Replacement of the Stewart Park Playground was approved in the CIP2026 Budget. Playground replacement is due to failing equipment, age, use, and parts availability. It has exceeded the manufacturer's suggested life expectancy and replacement parts are becoming harder to obtain due to the age of the playground. The new proposed playground was selected by a committee made up of various city employees and citizens of Billings.

Sourcewell is a national cooperative purchasing organization that helps local governments, schools, and nonprofits streamline procurement by offering competitively solicited contracts for a wide range of products and services. By leveraging collective buying power, Sourcewell enables local governments to save time and money, ensuring compliance with competitive bidding requirements while accessing pre-negotiated pricing and trusted suppliers.

FISCAL EFFECTS

Procurement of the equipment will be through the cooperative purchasing agreement (Sourcewell) with Grondahl Recreation, as the pricing is similar to competitive bid pricing. CIP budget for 2026 allotted $400,000 to purchase a new playground and have it installed. The current price for the equipment is $399,018.70. PRPL will be responsible for removing the old playground in preparation for the new one. PRPL does not expect to hire any FTEs. Maintenance costs is expected to decrease in the short term but have a minor increase over time as the playground will begin to need replacement parts.

STAKEHOLDERS

The City of Billings
PRPL
Citizens of Billings
Legion Baseball
Billings Softball Association
Users of Stewart Park

ALTERNATIVES

City Council may:
Approve the use of CIP 2026 funds to purchase new playground equipment
Not Approve resulting in the continued decay of the current playground and ultimately resulting in the playground being removed due to unsafe conditions.

Attachments

Sourcewell Letter
COI Certificate

June 15, 2026

Re: Playground, Water Play and Aquatic Equipment, Site Amenities, and Outdoor Fitness Equipment with related Accessories and Services

To Whom it May Concern:

The BCI Burke Company's response to Sourcewell's Request for Proposal (RFP) 101625 outlines on the contract Questions 26-29 that BCI Burke Company permits Grondahl Recreation to provide services on behalf of BCI Burke Company through the contract they hold with Sourcewell. Grondahl Recreation is a supplier for BCI Burke Company, they are authorized and incorporated into the contract as indicated in the language of the proposal as an authorized dealer.

Contract documentation linked below:

BCI Burke: Contract 101625-BUR | Sourcewell

Sincerely,

Heidi Murray | Senior Supplier Development Specialist

Office: 218-895-4119

Website: sourcewell-mn.gov

GRONREC-01 ALYSSA

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 6/15/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Alyssa Russell
Manger Insurance, Inc. PO Box 1386 Williston, ND 58802	PHONE (A/C, No, Ext): FAX (A/C, No):
	E-MAIL ADDRESS: alyssa@mangerins.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Employers Mutual Casualty Company	21415
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

Grondahl Recreation, Inc.
1202 18th St W.
Williston, ND 58801-3803

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X Prmary/Non-Contribut GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	5D79853	12/4/2025	12/4/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG ND Stop Gap/EL	$ 1,000,000 $ 300,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $ 1,000,000
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY X SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY	X	X	5E79853	12/4/2025	12/4/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	X	X	5J79853	12/4/2025	12/4/2026	EACH OCCURRENCE AGGREGATE	$ 2,000,000 $ 2,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A					PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ $ $

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

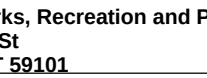
CERTIFICATE HOLDER

Billings Parks, Recreation and Public Lands
390 N 23rd St
Billings, MT 59101

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



© 1988-2015 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – AUTOMATIC STATUS WHEN REQUIRED IN CONSTRUCTION CONTRACT OR AGREEMENT INCLUDING COMPLETED OPERATIONS – PRIMARY AND NONCONTRIBUTORY

This endorsement modifies the insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE FORM

A. **Section II – Who Is An Insured** is amended to include as an additional insured:

1. Any person or organization for whom you are performing operations when you and such person or organization have agreed in writing in a contract or agreement that such person or organization be added as an additional insured on your policy; and

2. Any other person or organization you are required to add as an additional insured under the contract or agreement described in Paragraph **1.** above.

Such person(s) or organization(s) is an additional insured only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

a. Your acts or omissions; or

b. The acts or omissions of those acting on your behalf;

in the performance of:

a. your ongoing operations for the additional insured; or

b. "Your work" for the additional insured and included in the "products – completed operations hazard".

However, the insurance afforded to such additional insured described above:

a. Only applies to the extent permitted by law; and

b. Will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury," "property damage" and "personal and advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services including:

a. The preparing, approving, or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; or

b. Supervisory, inspection, architectural or engineering activities.

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by the insured, if the "occurrence" which caused the "bodily injury" or "property damage", or the offense which caused the "personal and advertising injury", involved the rendering of, or the failure to render, any professional architectural, engineering or surveying services.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

The most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement described in Paragraph **A.1.;** or

2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

D. The following is added to the **Other Insurance** Condition and supersedes any provision to the contrary:

Primary and Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

(1) The additional insured is a Named Insured under such other insurance; and

(2) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

E. All other terms and conditions of this policy remain unchanged.

 Includes copyrighted material of ISO Properties, Inc. with its permission.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US (WAIVER OF SUBROGATION) – AUTOMATIC

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
ELECTRONIC DATA LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART
POLLUTION LIABILITY COVERAGE PART DESIGNATED SITES
POLLUTION LIABILITY LIMITED COVERAGE PART DESIGNATED SITES
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
RAILROAD PROTECTIVE LIABILITY COVERAGE PART
UNDERGROUND STORAGE TANK POLICY DESIGNATED TANKS

The following is added to Paragraph **8. Transfer Of Rights Of Recovery Against Others To Us** of **Section IV – Conditions:**

We waive any right of recovery against any person or organization, because of any payment we make under this Coverage Part, to whom the insured has waived its right of recovery in a written contract or agreement. Such waiver by us applies only to the extent that the insured has waived its right of recovery against such person or organization prior to loss.

 © Insurance Services Office, Inc., 2018

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED – PRIMARY AND NONCONTRIBUTORY – REQUIRED IN WRITTEN CONTRACT OR AGREEMENT

This endorsement modifies the insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

A. **Section II – Covered Autos Liability Coverage, item A.1. Who Is An Insured** is amended to include as an additional insured:

1. Any person or organization when you and such person or organization have agreed in writing in a contract or agreement that such person or organization be added as an additional insured on your policy; and

2. Any other person or organization you are required to add as an additional insured under the contract or agreement described in Paragraph **1.** above.

Such person(s) or organization(s) is an additional insured only with respect to liability for "bodily injury", or "property damage" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

1. In the performance of ongoing operations; or
2. In connection with your premises owned or rented to you.

However, the insurance afforded to such additional insured described above:

1. Only applies to the extent permitted by law;

2. Only applies if the contract or agreement is in effect during the policy period;

3. Only applies if the "bodily injury" or "property damage" occurs after you and such party have executed the contract or agreement; and

4. Will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to paragraph **C. Limit of Insurance** of **Section II:**

The most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement described in Paragraph **A.1.;** or

2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

C. The following is added to the **Other Insurance** Condition and supersedes any provision to the contrary:

Primary and Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

(1) The additional insured is a Named Insured under such other insurance; and

(2) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

D. All other terms and conditions of this policy remain unchanged.

Includes copyrighted material of ISO Properties, Inc. with its permission.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

COMMERCIAL AUTO ELITE EXTENSION

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

The BUSINESS AUTO COVERAGE FORM is amended to include the following clarifications and extensions of coverage. With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

A. TEMPORARY SUBSTITUTE AUTO PHYSICAL DAMAGE

Section I – Covered Autos Paragraph **C. Certain Trailers, Mobile Equipment, and Temporary Substitute Autos** is amended by adding the following:

If **Physical Damage Coverage** is provided by this coverage form for an "auto" you own, the **Physical Damage Coverages** provided for that owned "auto" are extended to any "auto" you do not own while used with the permission of its owner as a temporary substitute for the covered "auto" you own that is out of service because of breakdown, repair, servicing, "loss" or destruction.

The coverage provided is the same as the coverage provided for the vehicle being replaced.

B. BLANKET ADDITIONAL INSUREDS

The **Who Is An Insured** provision under **Section II – Covered Autos Liability Coverage** is amended to include the following as an “insured”:

1. Any person or organization whom you have agreed in a written contract or agreement to name as an additional “insured” under your “auto” Policy to provide “bodily injury” or “property damage” coverage, but only with respects to liability arising out of the use of a covered “auto” you own, hire or borrow and resulting from the acts or omissions by you, any of your “employees” or agents. The insurance afforded to such additional “insured” will not be broader than that which you are required to provide for such additional “insured” and applies only to a written contract executed prior to the “bodily injury” or “property damage” and is still in force at the time of the “accident”.

2. With respect to the insurance afforded to the additional “insured” described above, the following is added to **Section – C. Limit Of Insurance Covered Autos Liability Coverage:**

The most we will pay on behalf of the additional “insured” is the amount of insurance:

(1) Required by the written contract or agreement described above, or

(2) Available under the applicable Limit Of Insurance for Covered Autos Liability Coverage shown in the Declarations;

whichever is less.

C. EMPLOYEES AS INSUREDS

The following is added to the **Section II – Covered Autos Liability Coverage,** Paragraph **A.1. Who Is An Insured** provision:

Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

D. EMPLOYEE HIRED AUTOS

1. Changes In Covered Autos Liability Coverage

The following is added to the **Who Is An Insured** provision:

An "employee" of yours is an "insured" while operating an "auto" hired or rented under a contract or agreement in an "employee's" name, with your permission, while performing duties related to the conduct of your business.

2. Changes In General Conditions

Paragraph **5.b.** of the **Other Insurance** in the Business Auto Coverage Form is amended by the addition of the following:

For Hired Auto Physical Damage Coverage any covered "auto" hired or rented by your "employee" under a contract in an "employee's" name, with your permission, while performing duties related to the conduct of your business is deemed to be a covered “auto” you own.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

E. NEWLY FORMED OR ACQUIRED ORGANIZATIONS

Section II – Covered Autos Liability Coverage, A.1. Who Is An Insured is amended by adding the following:

Any organization which you acquire or form after the effective date of this Policy in which you maintain ownership or majority interest. However:

 Includes copyrighted material of ISO Properties, Inc. with its permission.

(1) Coverage under this provision is afforded only up to 180 days after you acquire or form the organization, or to the end of the Policy period, whichever is earlier.

F. SUBSIDIARIES AS INSUREDS

Section II – Covered Autos Liability Coverage, A.1. Who Is An Insured is amended by adding the following:

Any legally incorporated subsidiary in which you own more than 50% of the voting stock on the effective date of this Policy. However, "insured" does not include any subsidiary that is an "insured" under any other automobile liability Policy or was an "insured" under such a Policy but for termination of that Policy or the exhaustion of the Policy's limits of liability.

G. SUPPLEMENTARY PAYMENTS

Section II – Covered Autos Liability Coverage, A.2.a. Coverage Extensions, **Supplementary Payments (2)** and **(4)** are replaced by the following:

(2) Up to $5,000 for the cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

(4) All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to $500 a day because of time off from work.

H. FELLOW EMPLOYEE COVERAGE

In those jurisdictions where, by law, fellow employees are not entitled to the protection afforded to the employer by workers compensation exclusivity rule, or similar protection. The following provision is added:

Subparagraph **5.** of Paragraph **B. Exclusions** in **Section II – Covered Autos Liability Coverage** does not apply if the "bodily injury" results from the use of a covered "auto" you own or hire.

I. TOWING AND LABOR

Section III – Physical Damage Coverage, A.2. Towing And Labor is replaced with the following:

We will pay for **Towing And Labor** costs incurred, subject to the following:

a. Up to $100 each time a covered "auto" that is a private passenger type is disabled; or

b. Up to $500 each time a covered "auto" other than the private passenger type is disabled.

However, the labor must be performed at the place of disablement.

J. LOCKSMITH SERVICES

Section III – Physical Damage Coverage, A.4. Coverage Extensions is amended by adding the following:

We will pay up to $250 per occurrence for necessary locksmith services for keys locked inside a covered private passenger "auto". The deductible is waived for these services.

K. TRANSPORTATION EXPENSES

Section III – Physical Damage Coverage, A.4. Coverage Extensions Subparagraph **a. Transportation Expenses** is replaced by the following:

(1) We will pay up to $75 per day to a maximum of $2,500 for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type. We will pay only for those covered "autos" for which you carry either Comprehensive or Specified Cause of Loss Coverage. We will pay for temporary transportation expenses incurred during the period beginning 48 hours after the theft and ending, regardless of the Policy's expirations, when the covered "auto" is returned to use or we pay for its "loss".

(2) If the temporary transportation expenses you incur arise from your rental of an "auto" of the private passenger type, the most we will pay is the amount it costs to rent an "auto" of the private passenger type which is of the same like, kind and quality as the stolen covered "auto".

L. ELECTRONIC EQUIPMENT COVERAGE ADDED LIMITS

All electronic equipment that reproduces, receives or transmits audio, visual, or data signals in any one "loss" is $5,000, in addition to the sublimit in Paragraph **C.1.b.** of the **Limits Of Insurance** provision under **Section III – Physical Damage Coverage**.

M. HIRED AUTO PHYSICAL DAMAGE

Section III – Physical Damage Coverage, A.4. Coverage Extensions is amended by adding the following: If hired "autos" are covered "autos" for Liability Coverage, and if Comprehensive, Specified Causes of Loss, or Collision Coverage is provided for any "auto" you own, then the Physical Damage coverages provided are extended to "autos" you lease, hire, rent or borrow is deemed to be a covered "auto" you own, subject to the following limit and deductible:

(1) The most we will pay for loss to any leased, hired, rented or borrowed "auto" is the lesser of up to a limit of $100,000, Actual Cash Value or Cost of Repair, minus the deductible.

(2) The deductible will be equal to the largest deductible applicable to any owned "auto" for that coverage.

(3) Subject to the above limit and deductible provisions, we will provide coverage equal to the broadest coverage applicable to any covered "auto" you own.

We will pay up to $1,000, in addition to the limit above, for **Loss Of Use** of a hired auto to a leasing or rental concern for a monetary loss

sustained, provided it results from an "accident" for which you are legally liable.

However, coverage does not apply to any "auto" leased, hired, rented or borrowed in your Motor Carrier Operations and any “auto” that is leased, hired, rented or borrowed with a driver is not a covered "auto".

N. AUTO LOAN/LEASE GAP COVERAGE

Section III – Physical Damage Coverage Paragraph **A.4. Coverage Extensions** is amended by the addition of the following:

Autos of the private passenger, light or medium trucks that are loaned or leased for a period of six months or longer and which have been provided Physical Damage Coverage is a covered “auto” under this Policy for which a premium charge has been made for Comprehensive, Specified Cause of Loss, or Collision Coverage. We will pay any unpaid amount due up to a limit of $10,000 on the lease or loan for a covered “auto”, including up to a maximum of $500 for early termination fees or penalties, on the lease or loan for a covered "auto", less:

1. The amount paid under the Policy’s **Physical Damage Coverage**; and
2. Any:
   - **a.** Overdue or any deferred lease/loan payments at the time of the "loss";
   - **b.** Financial penalties imposed under a lease for excessive use, abnormal wear and tear or high mileage;
   - **c.** Security deposits not returned by the lessor;
   - **d.** Costs for extended warranties, Credit Life Insurance, Health, Accident or Disability Insurance purchased with the loan or lease; and
   - **e.** Carry-over balances from previous loans or leases.

The insurance provided by this Auto Loan/Lease Gap Coverage is excess over any other collectible insurance including but not limited to any coverage provided by or purchased from the lessor or any financial institution.

O. PERSONAL PROPERTY OF OTHERS

Section III – Physical Damage Coverage, A.4. Coverage Extensions is amended by adding the following:

We will pay up to $500 for loss to Personal Property Of Others in or on your covered “auto” in the event of a covered “auto” loss.

No deductibles apply to this coverage.

P. PERSONAL EFFECTS COVERAGE

Section III – Physical Damage Coverage, A.4. Coverage Extensions is amended by adding the following:

We will pay up to $500 for "loss" to your Personal Effects not otherwise covered in the Policy or, if you are an individual, the Personal Effects of a family member, that is in the covered auto at the time of the "loss".

For the purposes of this extension Personal Effects means tangible property that is worn or carried by an insured including portable audio, visual, or electronic devices. Personal Effects does not include tools, jewelry, guns, money and securities, or musical instruments.

Q. EXTRA EXPENSE FOR STOLEN AUTO

Section III – Physical Damage Coverage, A.4. Coverage Extensions is amended by adding the following:

We will pay up to $1,000 for the expense incurred returning a stolen covered "auto" to you because of the total theft of such covered "auto". Coverage applies only to those covered "autos" for which you carry Comprehensive or Specified Causes Of Loss Coverage.

R. RENTAL REIMBURSEMENT EXPENSES

Section III – Physical Damage Coverage, A.4. Coverage Extensions is amended by adding the following:

1. This coverage applies only to a covered "auto" for which **Physical Damage Coverage** is provided on this Policy.
2. We will pay for **Rental Reimbursement Expenses** incurred by you for the rental of an "auto" because of "loss" to a covered "auto". Payment applies in addition to the otherwise applicable amount of each coverage you have on a covered "auto". No deductibles apply to this coverage.
3. We will pay only for those expenses incurred during the Policy period beginning 24 hours after the "loss" and ending, regardless of the Policy's expiration, with the lesser of the following number of days

   a. The number of days reasonably required to repair or replace the covered "auto". If "loss" is caused by theft, this number of days is added to the number of days it takes to locate the covered "auto" and return it to you; or

   b. 30 days.
4. Our payment is limited to the lesser of the following amounts:
   - **a.** Necessary and actual expenses incurred; or
   - **b.** $75 per day, subject to a $2,250 limit.
5. This coverage does not apply while there are spare or reserve "autos" available to you for your operations.
6. If "loss" results from the total theft of a covered "auto" of the private passenger type, we will pay under this coverage only that amount of your **Rental Reimbursement Expenses** which is not already provided for under the **Physical Damage – Transportation Expense**

Coverage Extension included in this endorsement.

7. Coverage provided by this extension is excess over any other collectible insurance and/or endorsement to this Policy.

S. VEHICLE WRAPS COVERAGE

Section III – Physical Damage Coverage, A.4. Coverage Extensions is amended by adding the following:

1. This coverage applies only to a covered "auto" for which **Physical Damage Coverage** is provided on this Policy.
2. Vehicle wraps that are damaged are covered at the lessor of replacement cost or the original purchase cost of the vehicle wrap, whichever is less, up to $2,000.

This coverage does not apply to wear and tear.

T. AIRBAG COVERAGE

Section III – Physical Damage Coverage, B.3.a. Exclusions is amended by adding the following:

If you have purchased Comprehensive or Collision Coverage under this Policy, the exclusion relating to mechanical breakdown does not apply to the accidental discharge of an airbag.

U. NEW VEHICLE REPLACEMENT COST

The following is added to Paragraph **C. Limit Of Insurance** of **Section III – Physical Damage Coverage**

In the event of a total “loss” to a covered “auto” you own of the private passenger type or vehicle having a gross vehicle weight of 20,000 pounds or less, to which this coverage applies, we will pay to replace such covered “auto”, minus any applicable deductible shown in the Declarations, at your option:

a. The verifiable new vehicle purchase price you paid for your damaged vehicle, not including any insurance or warranties.
b. The purchase price, as negotiated by us, of a new vehicle of the same make, model, and equipment, or most similar model available, not including any furnishings, parts, or equipment not installed by the manufacturer or their dealership.
c. The market value of your damaged vehicle, not including any furnishings, parts, or equipment not installed by the manufacturer or their dealership.

We will not pay for initiation or set up costs associated with a loans or leases.

For the purposes of this coverage extension a new covered auto is defined as an "auto" of which you are the original owner that has not been previously titled which you purchased less than 180 days prior to the date of loss.

V. LOSS TO TWO OR MORE COVERED AUTOS FROM ONE ACCIDENT

Section III – Physical Damage Coverage, D. Deductible Subparagraph **2.** is replaced by the following:

2. Regardless of the number of covered “autos” damaged or stolen the maximum deductible applicable for all “loss” in any one event caused by:

a. Theft or Mischief or Vandalism; or
b. All Perils
c. Collision

Will be equal to two times the highest deductible applicable to any one covered “auto” on the Policy for Comprehensive, Specified Causes of Loss or Collision Coverage. The application of the highest deductible used to calculate the maximum deductible will be made regardless of which covered “autos” were damaged or stolen in the “loss”.

W. FULL GLASS COVERAGE

Section III – Physical Damage Coverage, D. Deductible is amended by the addition of the following:

If the Comprehensive Coverage applies to the covered “autos”, no Comprehensive Coverage Deductible applies to the cost of repairing or replacing damaged glass on the covered “auto(s)”.

X. PHYSICAL DAMAGE DEDUCTIBLE – VEHICLE TRACKING SYSTEM

Section III – Physical Damage D. Deductible is amended by adding the following:

Comprehensive Coverage Deductible shown in the Declaration will be reduced by 50% for any “loss” caused by theft of the vehicle when equipped with a vehicle tracking device such as a radio tracking device or a global positioning device and that device was the method of recovery of the vehicle.

Y. DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT, OR LOSS

Section IV – Business Auto Conditions, A.2. Duties In The Event Of Accident, Claim, Suit Or Loss is amended by adding the following:

Your obligation to notify us promptly of an “accident”, claim, “suit” or “loss” is satisfied if you send us the required notice as soon as practicable after your Insurance Administrator or anyone else designated by you to be responsible for insurance matters is notified, or in any manner made aware, of an “accident”, claim, “suit” or “loss”.

Z. WAIVER OF TRANSFER OF RIGHTS OF RECOVERY

Subparagraph **5.** of Paragraph **A. Loss Conditions** of **Section IV – Business Auto Conditions** is deleted in its entirety and replaced with the following.

Transfer Of Rights Of Recovery Against Others To Us

If any person or organization to or for whom we make payment under this Coverage Form has rights to recover damages from another, those rights are transferred to us. That person or organization must do everything necessary to secure our rights and must do nothing after "accident" or "loss" to impair them. However, we waive any right of recovery we may have against any person, or organization with whom you have a

written contract, agreement or permit executed prior to the "loss" that requires a waiver of recovery for payments made for damages arising out of your operations done under contract with such person or organization.

AA. PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

Section IV – Business Auto Conditions, B. General Conditions, 5. Other Insurance c. is replaced by the following:

This Coverage **Form's Covered Autos Liability Coverage** is primary to and will not seek contribution from any other insurance available to an "insured" under your Policy provided that:

1. Such "insured" is a Named Insured under such other insurance; and
2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to such "insured".

However, coverage does not apply to any "auto" leased, hired, rented or borrowed in your Motor Carrier Operations and any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

AB. UNINTENTIONAL FAILURE TO DISCLOSE EXPOSURES

Section IV – Business Auto Conditions, B.2. Concealment, Misrepresentation, Or Fraud is amended by adding the following:

If you unintentionally fail to disclose any exposures existing at the inception date of this Policy, we will not deny coverage under this Coverage Form solely because of such failure to disclose. However, this provision does not affect our right to collect additional premium or exercise our right of cancellation or non-renewal.

AC. MENTAL ANGUISH

Section V – Definitions, C. is replaced by the following:

"Bodily injury" means bodily injury, sickness or disease sustained by a person, including mental anguish or death resulting from bodily injury, sickness or disease.

AD. LIBERALIZATION

If we revise this endorsement to provide greater coverage without additional premium charge, we will automatically provide the additional coverage to all endorsement holders as of the day the revision is effective in your state.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET WAIVER OF SUBROGATION WHEN REQUIRED IN A WRITTEN CONTRACT OR AGREEMENT

This endorsement modifies insurance provided under the following

COMMERCIAL LIABILITY UMBRELLA COVERAGE FORM

The **Transfer of Rights Of Recovery Against Others To Us** Condition under **Section IV – Conditions** is amended by the addition of the following:

We waive any right of recovery we may have against any person or organization against whom you have agreed to waive such right of recovery in a written contract or agreement because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with the person or organization and included in the "products-completed operations hazard".

Includes copyrighted material of ISO Properties, Inc. with its permission.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION – AUTOMATIC STATUS WHEN REQUIRED IN A WRITTEN CONTRACT

This endorsement modifies insurance provided under the following:

COMMERCIAL LIABILITY UMBRELLA COVERAGE PART

A. The following is added to **Section III – Limits of Insurance:**

We will not pay more on behalf of the additional insured than the lesser of:

1. The Limits of Insurance required in a written contract on a non-contributory basis for such additional insured, but only to the extent the required Limits of Insurance are in excess of the "underlying insurance"; or

2. The Limits of Insurance available after the payment of "ultimate net loss" on any insured's behalf from any claim or "suit".

This provision is included within and does not act to increase the Limit of Insurance stated in the Declarations.

Coverage will not be broader than the coverage provided by the "underlying insurance" listed in the "Schedule of Underlying Coverages".

B. Paragraph **5.** of **Section IV – Conditions** is replaced by the following:

5. Other Insurance

a. This insurance is excess over, and shall not contribute with any of the other insurance, whether primary, excess, contingent or on any other basis. However:

(1) This condition will not apply to other insurance specifically written as excess over this Coverage Part.

(2) The insurance provided under this Coverage Part is primary to and will not seek contribution from any other insurance available to an additional insured, provided that:

(a) The additional insured is a Named Insured under such other insurance;

(b) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

When this insurance is excess, we will have no duty under Coverages **A** or **B** to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

b. When this insurance is excess over other insurance, we will pay only our share of the "ultimate net loss" that exceeds the sum of:

(1) The total amount that all such other insurance would pay for the loss in the absence of the insurance provided under this Coverage Part; and

(2) The total of all deductible and self-insured amounts under all that other insurance.

Includes copyrighted material of ISO Properties, Inc. with its permission.

79249210

WSI

North Dakota Workforce
Safety & Insurance

Bryan Klipfel
Director

April 9, 2019

Grondahl Recreation Inc
1202 18th St W
Williston ND 58801-3803

Account Information Employer account number: 1503929

Reason For Notice Workforce Safety & Insurance (WSI) has received your application for workers' compensation insurance. Per your conversation with WSI, you indicated that Grondahl Recreation Inc has not hired employees and the business owners/officers do not want coverage. Therefore, WSI will not process the application.

Action You May Take If you need workers' compensation insurance coverage in the future, submit the Application for Insurance (P1) form prior to hiring employees. You may complete the application at www.workforcesafety.com.

For More Information Contact me at 800-440-3796, ext 3751 or 701-328-3751 with questions.

Sincerely,

Andrea N.
Underwriter

PL351

(remove color, highlighting and instructions before sending or printing)

Yellow = data entry needed

Green = instructions to authors

(Additional contract provisions are necessary if your project is being funded, in whole or part, by a FEMA grant or other Federal funding – talk to Purchasing)

SERVICES AGREEMENT

THIS AGREEMENT is made and entered into _____, by and between the **CITY OF BILLINGS, MONTANA,** a municipal corporation organized and existing under the laws of the State of Montana, P.O. Box 1178, Billings, Montana 59103, hereinafter referred to as "**CITY**," and **GRONDAHL RECREATION** of 1202 18th St. W Williston, ND 58801, hereinafter referred to as "**CONTRACTOR**."

In consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency whereof being hereby acknowledged, the parties hereto agree as follows:

1. **PURPOSE: CITY** agrees to hire **CONTRACTOR** as an independent contractor to provide and install a new playground in Stewart Park, more accurately described in the Scope of Work attached hereto as Exhibit "A" and by this reference made a part hereof.
2. **EFFECTIVE DATE:** This **AGREEMENT** is effective upon the date of its execution and will terminate on December 31, 2026. The parties may extend this **AGREEMENT**, by mutual concurrence, for 30 days in writing prior to its termination or conclusion of each term.
3. **SCOPE OF WORK:** The **CONTRACTOR** shall perform the services outlined in Exhibit "A". In performing these services, the **CONTRACTOR** shall at all times comply with all federal, state and local statutes, rules and ordinances applicable. These services and all duties incidental or necessary therefor, shall be performed diligently and completely and in accordance with professional standards of conduct and performance.
4. **INCORPORATION BY REFERENCE:** All exhibits and addenda attached hereto, as well as any bid or proposal referenced, are hereby incorporated into this **AGREEMENT** and made a part hereof. If there is any conflict between such

exhibits or addenda and the terms of this **AGREEMENT**, the terms of this **AGREEMENT** shall control.

5. **PAYMENT: CITY** agrees to pay **CONTRACTOR** Three hundred ninety-nine thousand eighteen dollars and 70/100. ($399,018.70) for the work described in the Scope of Work in Exhibit "A". Any alteration or deviation from the described work that involves extra costs will be executed only upon written request by the **CITY** to **CONTRACTOR** and will become an extra charge over and above the contract amount. The parties must agree upon any extra charges in writing.

Except as otherwise specified herein, the **CONTRACTOR** shall invoice the **CITY** for all services rendered pursuant to this **AGREEMENT**. Such invoices shall specify the services provided to the **CITY** and identify the applicable fees, and shall be accompanied by reasonable documentation or other reasonable explanations supporting such charges.

Except as otherwise specified herein, the **CITY** shall pay, net of applicable withholding tax, if any, the **CONTRACTOR** for said invoice within thirty (30) days after receipt.

The prices established in this **AGREEMENT** may be extended to other political subdivisions within the State of Montana solely at the **CONTRACTOR'S** discretion.

6. **INDEPENDENT CONTRACTOR STATUS:** The parties agree that **CONTRACTOR** is an independent contractor for purposes of this **AGREEMENT** and may not to be considered an employee of the **CITY** for any purpose. **CONTRACTOR** is not subject to the terms and provisions of the **CITY's** personnel policies handbook and may not be considered a **CITY** employee for workers' compensation or any other purpose. **CONTRACTOR** is not authorized to represent the **CITY** or otherwise bind the **CITY** in any dealings between **CONTRACTOR** and any third parties.

7. **INDEMNITY:**

The **CONTRACTOR** SHALL:

A. Indemnify, defend and save the **CITY**, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional, reckless or negligent act on the part of **CONTRACTOR** or its officers, agents or employees.

B. Not indemnify, defend, save and hold the **CITY** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees, expert fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of the **CITY** occurring during the course of or as a result of the performance of the **AGREEMENT**.

C. Where claims, lawsuits or liability, including attorneys' fees, expert fees and costs arise from wrongful, reckless or negligent act of both the **CITY** and **CONTRACTOR**, **CONTRACTOR** shall indemnify, defend, save, and hold the **CITY** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees, expert fees and costs, which result from **CONTRACTOR'S** wrongful, reckless or negligent acts occurring as a result from **CONTRACTOR'S** performance pursuant to this **AGREEMENT**.

The **CITY** SHALL:

A. Indemnify, defend and save **CONTRACTOR**, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional or negligent act on the part of **CITY** or its agents or employees.

B. Not indemnify, defend, save and hold the **CONTRACTOR** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of **CONTRACTOR** occurring during the course of or as a result of the performance of the **AGREEMENT**.

C. Where claims, lawsuits or liability, including attorneys' fees and costs arise from wrongful, reckless or negligent act of both the **CONTRACTOR** and the **CITY**, the **CITY** shall indemnify, defend, save, and hold the **CONTRACTOR** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees and costs, which result from the **CITY'S** or its officers, agents or employee's wrongful, reckless or negligent acts occurring as a result from the **CITY'S** performance pursuant to this **AGREEMENT**.

INSURANCE:

A. The **CONTRACTOR** shall maintain in good standing the insurance described in this Section. Before rendering any services under this

AGREEMENT, the **CONTRACTOR** shall furnish the **CITY** with proof of insurance in accordance with this Section.

The **CONTRACTOR** shall provide the following insurance:

- Workers' compensation and employer's liability coverage as required by Montana law.
- Commercial general liability, including contractual liability assumed under an insured agreement and personal injury coverages in the minimum amount of $750,000 per claim and $1,500,000 per occurrence.
- Automobile liability in the minimum amount of $1,500,000 per accident.

The limits required by this **AGREEMENT** can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies).

Each policy of insurance required by this Section shall provide for no less than 30 days' advance written notice to the **CITY** prior to cancellation.

The **CITY** shall be listed as an additional insured on all policies except Worker's Compensation Policies.

CONTRACTOR shall comply with the applicable requirements of the Workers' Compensation Act, Title 39, Chapter 71, MCA, and the Occupational Disease Act of Montana, Title 39, Chapter 71, MCA. **CONTRACTOR** shall maintain workers' compensation insurance coverage for all members and employees of **CONTRACTOR's** business, except for those members who are exempted as independent contractors under the provisions of §39-71-401, MCA.

CONTRACTOR shall furnish **CITY** with copies showing one of the following: **(1)** a binder for workers' compensation coverage by an insurer licensed and authorized to provide workers' compensation insurance in the State of Montana; or **(2)** proof of exemption from workers' compensation granted by law for independent contractors.

9. **REGISTRATION**: **CONTRACTOR** shall furnish **CITY** with at least one of the following:

(1) Proof of registration as a registered contractor under Title 39, Chapter 9, MCA; or,

(2) Proof of independent contractor certification pursuant to Title 39, Chapter 71, MCA.

10. **WARRANTY: CONTRACTOR** warrants that all services and work will be performed in a good workman-like manner. **CONTRACTOR** acknowledges that it will be liable for any breach of this warranty for the lesser period of one (1) year from the time services are completed or any warranty described in the Scope of Work in Exhibit "A".

11. **COMPLIANCE WITH LAWS: CONTRACTOR** agrees to comply with all federal, state, and local laws, ordinances, rules and regulations. **CONTRACTOR** agrees to purchase a **CITY** business license.

12. **PREVAILING WAGE RATES:** Unless superseded by federal law, Montana law requires that contractors and subcontractors give preference to the employment of Montana residents for any public works contract in excess of $25,000 for construction or nonconstruction services in accordance with sections 18-2-401 through 18-2-432, MCA, and all administrative rules adopted pursuant thereto. Unless superseded by federal law, each contractor shall ensure that at least 50% of the contractor's workers performing labor on a construction project are bona fide Montana residents. The Commissioner of the Montana Department of Labor and Industry has established the resident requirements in accordance with sections 18-2-403 and 18-2-409, MCA. Any and all questions concerning prevailing wage and Montana resident issues should be directed to the Montana Department of Labor and Industry.

    In addition, unless superseded by federal law, all employees working on a public works contract shall be paid prevailing wage rates in accordance with sections 18-2-401 through 18-2-432, MCA, and all administrative rules adopted pursuant thereto. Montana law requires that all public works contracts, as defined in section 18-2-401, MCA, in which the total cost of the contract is in excess of $25,000, contain a provision stating for each job classification the standard prevailing wage rate, including fringe benefits, travel, per diem, and zone pay that the contractors, subcontractors, and employers shall pay during the public works contract.

    Section 18-2-406, MCA, requires that all contractors, subcontractors, and employers who are performing work or providing services under a public works contract post in a prominent and accessible site on the project staging area or work area, no later than the first day of work and continuing for the entire duration of the contract, a legible statement of all wages and fringe benefits to be paid to the employees in compliance with section 18-2-423, MCA. Section 18-2-423, MCA, requires that employees receiving an hourly wage must be paid on a weekly basis.

    Furthermore, Section 18-2-417, requires allowance for a 3% annual increase in wages for a multiyear contract. (1) Any public works contract that by the terms of the original contract calls for more than 30 months to fully perform must include a provision to adjust, as provided in subsection (2), the standard prevailing rate of wages to be paid to the workers performing the contract. (2) The standard

prevailing rate of wages paid to workers under a contract subject to this section must be adjusted 12 months after the date of the award of the public works contract. The amount of the adjustment must be a 3% increase. The adjustment must be made and applied every 12 months for the term of the contract. (3) Any increase in the standard rate of prevailing wages for workers under this section is the sole responsibility of the contractor and any subcontractors and not the contracting agency.

Each contractor, subcontractor, and employer must maintain payroll records in a manner readily capable of being certified for submission under section 18-2-423, MCA, for not less than three years after the contractor's, subcontractor's, or employer's completion of work on the public works contract.

The nature of the work performed or services provided under this contract meets the statutory definition of a "public works contract" under section 18-2-401(11)(a), MCA, The booklet is attached and may also be found at http://erd.dli.mt.gov/labor-standards/state-prevailing-wage-rates.

13. **CONTRACTORS' GROSS RECEIPTS TAX: CONTRACTOR** understands that all contractors or subcontractors working on a publicly funded construction project, including any work requiring the installation, addition, placement, replacement, or removal of any equipment, parts, structures, or materials of any kind whatsoever, are required to pay or have withheld from earnings one percent (1%) of the gross contract price if the gross contract price is Eighty Thousand Dollars ($80,000) or more.

14. **NONDISCRIMINATION:**

A. **CONTRACTOR** shall, in performance of work under this **AGREEMENT**, fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. **CONTRACTOR** is the employer for the purpose of providing healthcare benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by **CONTRACTOR** subjects subcontractors to the same provisions. In accordance with 49-3- 207, MCA, and Executive Order No. 04-2016. **CONTRACTOR** agrees that the hiring of persons to perform this Contract will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to

pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status by the persons performing this **AGREEMENT**. **CONTRACTOR** will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

B. **CONTRACTOR** shall state, in all solicitations or advertisements for employees to work on jobs, that all qualified applicants will receive equal consideration for employment without regard to race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status.

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.

CONTRACTOR and any subcontractor shall abide by the requirements of 41 CRF 60- 1.4, which states employees or applicants may not be discharged or in any other manner discriminated against because they have inquired about, discussed, or disclosed their own pay or the pay of another employee or applicant. However, employees who have access to the compensation information of other employees or applicants as a part of their essential job functions cannot disclose the pay of other employees or applicants to individuals who do not otherwise have access to compensation information, unless the disclosure is (a) in response to a formal complaint or charge, (b) in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or (c) consistent with **CONTRACTOR'S** legal duty to furnish information.

C. **CONTRACTOR** will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

D. **CONTRACTOR** shall comply with any and all reporting requirements that may apply to it that the **CITY** may establish by regulation. **CONTRACTOR** will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

E. **CONTRACTOR** shall comply with all applicable federal, state, and city laws concerning the prohibition of discrimination. This includes complying with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

F. In the event of **CONTRACTOR'S** noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of Sept 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

G. **CONTRACTOR** shall include the provisions of Subsections A through F of this Section in every subcontract or purchase order under this **AGREEMENT**, so as to be binding upon every such subcontractor or vendor of **CONTRACTOR** under this **AGREEMENT**. **CONTRACTOR** will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

H. **CONTRACTOR** agrees to post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non- discrimination clause.

15. **DEFAULT AND TERMINATION:** The right is reserved by the **CITY** to terminate this **AGREEMENT** at any time upon not less than thirty (30) days written notice to the **CONTRACTOR**. In the event the **CITY** terminates this **AGREEMENT**, the **CONTRACTOR** shall be paid for the amount of work performed or services rendered to date of termination per the **AGREEMENT** fee.

If either party fails to comply with any condition of this **AGREEMENT** at the time or in the manner provided for, the other party may, at its option, terminate this **AGREEMENT** and be released from all obligations if the default is not cured within ten (10) calendar days after written notice is provided to the defaulting party. Said notice shall set forth the items to be cured. Additionally, the non-defaulting party may bring suit for damages, specific performance, and any other remedy provided by law. These remedies are cumulative and not exclusive. Use of one remedy does not preclude use of the others. Notices shall be provided in writing and hand-delivered or mailed to the parties at the addresses set forth in the first paragraph of this **AGREEMENT**.

16. **LIAISON: CITY's** designated liaison for this **AGREEMENT** is Brad Wright and **CONTRACTOR's** designated liaison for this **AGREEMENT** is Larry Grondahl.

17. **GOVERNING LAW AND VENUE:** This **AGREEMENT** shall be construed and enforced in accordance with the laws of the State of Montana. Venue for any suit between the parties arising out of this **AGREEMENT** shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

18. **SEVERABILITY:** Any provision or part of the **AGREEMENT** held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the **CITY** and the **CONTRACTOR**, who agree that the **AGREEMENT** shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

19. **SUCCESSORS AND ASSIGNS:** Neither the **CITY** nor the **CONTRACTOR** shall assign, transfer or encumber any rights, duties or interests accruing from this **AGREEMENT** without the written consent of the other.

20. **OWNERSHIP OF DOCUMENTS:** All documents, data, drawings, specifications, software applications and other products or materials produced by the

CONTRACTOR in connection with the services rendered under this **AGREEMENT** shall be the property of the **CITY** whether the project for which they are made is executed or not. All such documents, products and materials shall be forwarded to the **CITY** at its request and may be used by the **CITY** as it sees fit. The **CITY** agrees that if the documents, products and materials prepared by the **CONTRACTOR** are used for purposes other than those intended by the **AGREEMENT**, the **CITY** does so at its sole risk and agrees to hold the **CONTRACTOR** harmless for such use. All or any portions of materials, products and documents produced under this **AGREEMENT** may be used by the **CONTRACTOR** upon confirmation from the **CITY** that they are subject to disclosure under the Public Disclosure Act. All services performed under this **AGREEMENT** will be conducted solely for the benefit of the **CITY** and will not be used for any other purpose without written consent of the **CITY**. Any information relating to the services will not be released without the written permission of the **CITY**. The **CONTRACTOR** shall preserve the confidentiality of all **CITY** documents and data accessed for use in **CONTRACTOR's** work product.

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above written.

CITY OF BILLINGS, MONTANA

GRONDAHL RECREATION INC.
BUSINESS NAME (CONTRACTOR)

_____
MIKE NELSON,
MAYOR

_____
SIGNATURE

_____**APPROVED AS TO FORM:** **PRINT NAME**

By_____
CITY ATTORNEY'S OFFICE

_____
PRINT TITLE

ATTEST:

DENISE BOHLMAN, CITY CLERK

EXHIBIT A

CITY OF Billings

PLAYGROUND EQUIPMENT
PLAYGROUND SURFACING
ATHLETIC EQUIPMENT
FLAGS/FLAG POLES
BLEACHERS

Grondahl Recreation Inc.

SCOREBOARDS
SITE FURNISHINGS
SHELTERS
SHADE SYSTEMS
NETTING

1202 18th St. West, Williston, ND 58801
Office 701-572-7897 **Cell** 701-770-7897 **Fax** 701-572-0824
Email grondahl@dia.net **Website** www.grondahlrecreation.com

PROPOSAL

Proposal Submitted To	Email	Date
BILINGS PARKS AND RECREATION	BRAD WRIGHT	5/6/26
Street	**Phone**	**Cell**
4850 MIDLAND ROAD		
City, State, Zip	**Job Name/Location**	
BILLINGS, MT 59101	STEWART PARK REVISED PROPOSAL	
Project Name		
STEWART PARK PLAYGROUND PROPOSAL		

GRONDAHL RECREATION WILL PROVIDE, DELIVER AND INSTALL THE FOLLOWING:

(1) PLAYGROUND PROPOSAL #138-215314-2	$328,642.00
LESS SOURCEWELL DISCOUNT #101625-BUR	- 49,296.30
	$279,345.70
BURKE FREIGHT	13,960.00
	$293,305.70
(300) CU YDS ENG WOOD FIBER SURFACING	16,000.00
LESS SOURCEWELL DISCOUNT #101625-BUR	- 800.00
	$308,505.70
INSTALLATION OF ALL BURKE EQUIPMENT	100,613.00
INSTALLATION OF ENG WOOD FIBER SURFACING	8,400.00
	$417,518.70
LESS ADDITIONAL COURTESY DISCOUNT	- 18,500.00
TOTAL	$399,018.70

*******MEMBER ID:#18488
*******PAYMENT TERMS: NET 30 FOR ALL PLAYGROUND EQUIPMENT
*******PAYMENT TERMS:NET 30 FOR REMAINDER/COMPLETION OF PROJECT

- Shipping charges do not include unloading ,assembly, or installation unless noted above
- This transaction is not bound to retainage, unless specified by contract
- Taxes, bonds, special insurance provisions, permits and any other fees not included

Prices do not include shipping, unloading, assembly, material storage, site excavation/preparation, removal of existing equipment, removal of excess soil from footing holes, site security, safety surfacing (unless shown in qouted items above), installation (unless shown in quoted items above) or sales tax (if applicable). Prices are based on current year catalog. Custom colors, where available, would be an extra charge. Freight charges are predicted on all items being ordered and shipped at the same time. Pricing and freight valid for 30 days from date of quote.

Grondahl Recreation Inc.

By: _____
Larry Grondahl

This proposal may be withdrawn by Grondahl Recreation Inc. if not accepted within 30 days.

Thank you for the opportunity to provide you with this quote. We look forward to filling your park & playground needs in the months and years to come!

Purchaser

By: _____

Printed Name: _____

Title: _____

Date of Acceptance: _____

Acceptance of Proposal The above prices, specifications, terms and conditions are satisfactory and are hereby accepted by purchaser. Grondahl Recreation Inc. is authorized to do the work as specified and Purchaser shall make payment as outlined.

Burke
PLAY THAT MOVES YOU.
BCIBURKE.COM • 800.266.1250

STEWART PARK PLAYGROUND

390 N 23rd St | Billings, MT 59101-1306







Grondahl Recreation
1202 W. 18th Street W | Williston, ND 58801 | 701-770-7897

Grondahl RECREATION INC.

May 4, 2026

BRAD WRIGHT
BILLINGS PARKS AND RECREATION
4850 Midland Rd
Billings, MT 59101

Dear BRAD WRIGHT:

Grondahl Recreation is delighted to provide BILLINGS PARKS AND RECREATION with this playground equipment proposal.

This design was developed with your specific needs in mind, and we look forward to discussing this project further with you to ensure your complete satisfaction. Grondahl Recreation is confident that this proposal will satisfy BILLINGS PARKS AND RECREATION's functional, environmental, and safety requirements -- and most importantly -- bring joy and excitement to the children and families directly benefiting from your new playground.

You have our personal commitment to support this project and your organization in every manner possible, and we look forward to developing a long-standing relationship with BILLINGS PARKS AND RECREATION. We appreciate your consideration and value this opportunity to earn your business.

Sincerely,

Larry Grondahl
Sales Representative

Grondahl Recreation
1202 W. 18th Street W
Williston, ND 58801www.bciburke.com

Phone: 701-770-7897
Fax: -
Email: grondahl@dia.net

COOPERATIVE PURCHASING OPTIONS

PLAYGROUNDS WITHOUT ALL THE PAPERWORK

Purchasing with contracts may sound intimidating, but getting your community playspace doesn't need to be a painful process of writing specifications, issuing RFP's and jumping through hoops – it can be simplified – we promise! As you continue planning for your new playground, review the Purchasing Contracts offered through our partners.

EQUALIS GROUP

Equalis is an innovative cooperative purchasing organization that believes in the power of partnership and that when you work together you achieve more. The basic premise of the Equalis cooperative purchasing organization is to leverage the combined buying power of all members for better pricing and favorable contract terms. Equalis Group uses the lead agency model for competitively bid contracts, provides our participants the savings they expect and offers efficiencies and peace of mind within the procurement process. It is our mission to continuously improve the measurable and meaningful impact of cooperative services for everyone throughout the supply chain.

GOVMVMT

GOVMVMT is a non-profit group purchasing organization that meets the highest industry standards while putting the public's interest at the forefront of everything they do. Each one of GOVMVMT's first-class suppliers has consciously joined their mission to create the most credible, ethical, and public agency-focused non-profit cooperative purchasing program in the country.

GSA

Federal parks, child development programs, military bases and other agencies are a major priority for BCI Burke, and agencies can purchase Burke playgrounds through Burke's GSA contract for installation virtually anywhere in the world.

OMNIA PARTNERS

OMNIA Partners, Public Sector (Subsidiary National IPA) is the largest and most experienced organization in purchasing and supply chain management. Comprised of participants and suppliers in the public sector, we bring together industry-leading buying power and world-class suppliers to offer an extensive portfolio of competitively solicited and publicly awarded contracts and partnerships. OMNIA Partners is proud to offer more value and resources to state and local government, higher education, K-12 education and non-profits.

SOURCEWELL

As a leader in cooperative purchasing, Sourcewell is passionate about helping members fulfill their public service missions. Sourcewell builds strong relationships with members and vendors to develop practical solutions together.

The easiest way to Join Our Movement is to call your local Representative at 800.266.1250 or v**isit bciburke.com/rep**. Our passion is bringing play to communities like yours and we can't wait to help you get started!

equalis GROUP

GSA Contract Holder
Contract 47QSMA20D08NL | 47QSMA20D08NM

GOVMVMT

OMNIA PARTNERS

Sourcewell
Awarded Contract
Contract # 010521-BUR







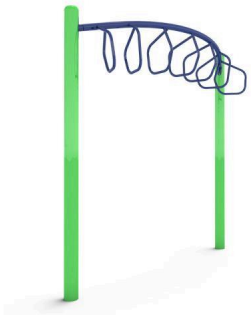
FEATURED PLAY EVENTS



Freedom Swing Seat
The Freedom inclusive Swing Seat allows children of all abilities to enjoy the childhood joy of swinging in a safe and secure seat.



Petal Step Climber
Climbers provide several developmental benefits to children, building upper body strength along with boosting balance and coordination while they play.

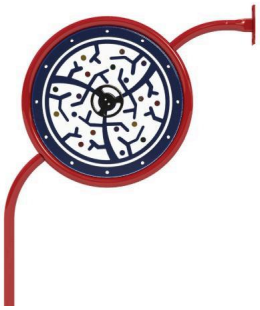


Straight Overhead
Overhead events build upper body strength and endurance, improve eye-hand coordination and elevate children's self-confidence.

FEATURED PLAY EVENTS



3-In-A-Row Ring Panel
Play panels offer opportunities for all children to develop skills, have fun and spend time learning outside. 3-In-A-Row is a way to bring games to the playground and teach cooperation.



COLLISION RING PANEL
Interact with Burke's Collision Panel to encourage exploration, interaction and develop fine-motor skills for children with all abilities.



Pennant Post Topper
Post Toppers are a fun way to provide a finishing touch to any playground structure. Place one, two, three or more of these post toppers on your structure to create an aesthetic appeal or a fun, imaginative play concept.

DESIGN SUMMARY

Grondahl Recreation is very pleased to present this Proposal for consideration for the STEWART PARK PLAYGROUND located in Billings. BCI Burke Company, LLC has been providing recreational playground equipment for over 100 years and has developed the right mix of world-class capabilities to meet the initial and continuing needs of BILLINGS PARKS AND RECREATION. We believe our proposal will meet or exceed your project's requirements and will deliver the greatest value to you.

The following is a summary of some of the key elements of our Proposal:

- Project Name: STEWART PARK PLAYGROUND
- Project Number: 138-215314-2
- User Capacity: 271
- Age Groups: 5 to 12, 2 to 5, 2 to 12
- Dimensions: 108' 7" x 99' 9"
- Designer: Lee Olig

Grondahl Recreation has developed a custom playground configuration based on the requirements as they have been presented for the STEWART PARK PLAYGROUND playground project. Our custom design will provide a safe and affordable playground environment that is aesthetically pleasing, full of fun for all users and uniquely satisfies your specific requirements. In addition, proposal # 138-215314-2 has been designed with a focus on safety, and is fully compliant with ASTM F1487 and CPSC playground safety standards.

We invite you to review this proposal for the STEWART PARK PLAYGROUND project and to contact us with any questions that you may have.

Thank you in advance for giving us the opportunity to make this project a success.

PLAYGROUND ACCESSIBILITY (Provided/Required)

TOTAL EVENTS	ELEVATED EVENTS	TRANSFER ACCESSIBLE EVENTS	RAMP ACCESSIBLE EVENTS	GROUND EVENTS	TYPES OF GROUND EVENTS
42	23 / 0	23 / 12	0 / 0	19 / 8	13 / 4

The use and layout of play components identified in this plan conform to the CPSC guidelines. U.S. CPSC recommends the separation of age groups in playground layouts.

OVERALL BOUNDING OF USE ZONES
Area:10824.2 sq.ft.
Perimeter:416.5 ft.
STRUCTURE SIZE:99' 9"X108' 7"
POST SIZE(S):5"

**The space requirements shown here are to ASTM standards. Requirements for other standards may be different.

Warning: Accessible safety surfacing material is required beneath and around this equipment that is compliant with ASTM, CPSC, and ADAAG requirements.

SERIES LINE: Nucleus | Intensity | Burke Basics

SITE PLAN VIEW

GROUP:
5-12 Structure | 2-5 Structure | Freestanding

DESIGNED FOR AGES:
5 to 12, 2 to 5, 2 to 12

STEWART PARK PLAYGROUND
Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

The use and layout of play components identified in this plan conform to the CPSC guidelines. U.S. CPSC recommends the separation of age groups in playground layouts.

PLAYGROUND ACCESSIBILITY (Provided/Required)

TOTAL EVENTS	ELEVATED EVENTS	TRANSFER ACCESSIBLE EVENTS	RAMP ACCESSIBLE EVENTS	GROUND EVENTS	TYPES OF GROUND EVENTS
42	23 / 0	23 / 12	0 / 0	19 / 8	13 / 4

OVERALL BOUNDING OF USE ZONES
Area:10824.2 sq.ft.
Perimeter:416.5 ft.
STRUCTURE SIZE:99' 9"X108' 7"
POST SIZE(S):5"

**The space requirements shown here are to ASTM standards. Requirements for other standards may be different.

Warning: Accessible safety surfacing material is required beneath and around this equipment that is compliant with ASTM, CPSC, and ADAAG requirements.

SERIES LINE: Nucleus | Intensity

SITE PLAN VIEW

GROUP:
5-12 Structure

DESIGNED FOR AGES:
5 to 12

STEWART PARK PLAYGROUND
Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

The use and layout of play components identified in this plan conform to the CPSC guidelines. U.S. CPSC recommends the separation of age groups in playground layouts.

PLAYGROUND ACCESSIBILITY (Provided/Required)

TOTAL EVENTS	ELEVATED EVENTS	TRANSFER ACCESSIBLE EVENTS	RAMP ACCESSIBLE EVENTS	GROUND EVENTS	TYPES OF GROUND EVENTS
42	23 / 0	23 / 12	0 / 0	19 / 8	13 / 4

OVERALL BOUNDING OF USE ZONES
Area:10824.2 sq.ft.
Perimeter:416.5 ft.
STRUCTURE SIZE:99' 9"X108' 7"
POST SIZE(S):5"

**The space requirements shown here are to ASTM standards. Requirements for other standards may be different.

Warning: Accessible safety surfacing material is required beneath and around this equipment that is compliant with ASTM, CPSC, and ADAAG requirements.

SERIES LINE: Nucleus | Intensity

SITE PLAN VIEW

GROUP:
2-5 Structure

DESIGNED FOR AGES:
2 to 5

STEWART PARK PLAYGROUND
Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

The use and layout of play components identified in this plan conform to the CPSC guidelines. U.S. CPSC recommends the separation of age groups in playground layouts.

PLAYGROUND ACCESSIBILITY (Provided/Required)

TOTAL EVENTS	ELEVATED EVENTS	TRANSFER ACCESSIBLE EVENTS	RAMP ACCESSIBLE EVENTS	GROUND EVENTS	TYPES OF GROUND EVENTS
42	23 / 0	23 / 12	0 / 0	19 / 8	13 / 4

OVERALL BOUNDING OF USE ZONES
Area:10824.2 sq.ft.
Perimeter:416.5 ft.
STRUCTURE SIZE:99' 9"X108' 7"
POST SIZE(S):5"

**The space requirements shown here are to ASTM standards. Requirements for other standards may be different.

Warning: Accessible safety surfacing material is required beneath and around this equipment that is compliant with ASTM, CPSC, and ADAAG requirements.

SERIES LINE: Burke Basics

SITE PLAN VIEW

GROUP:
Freestanding

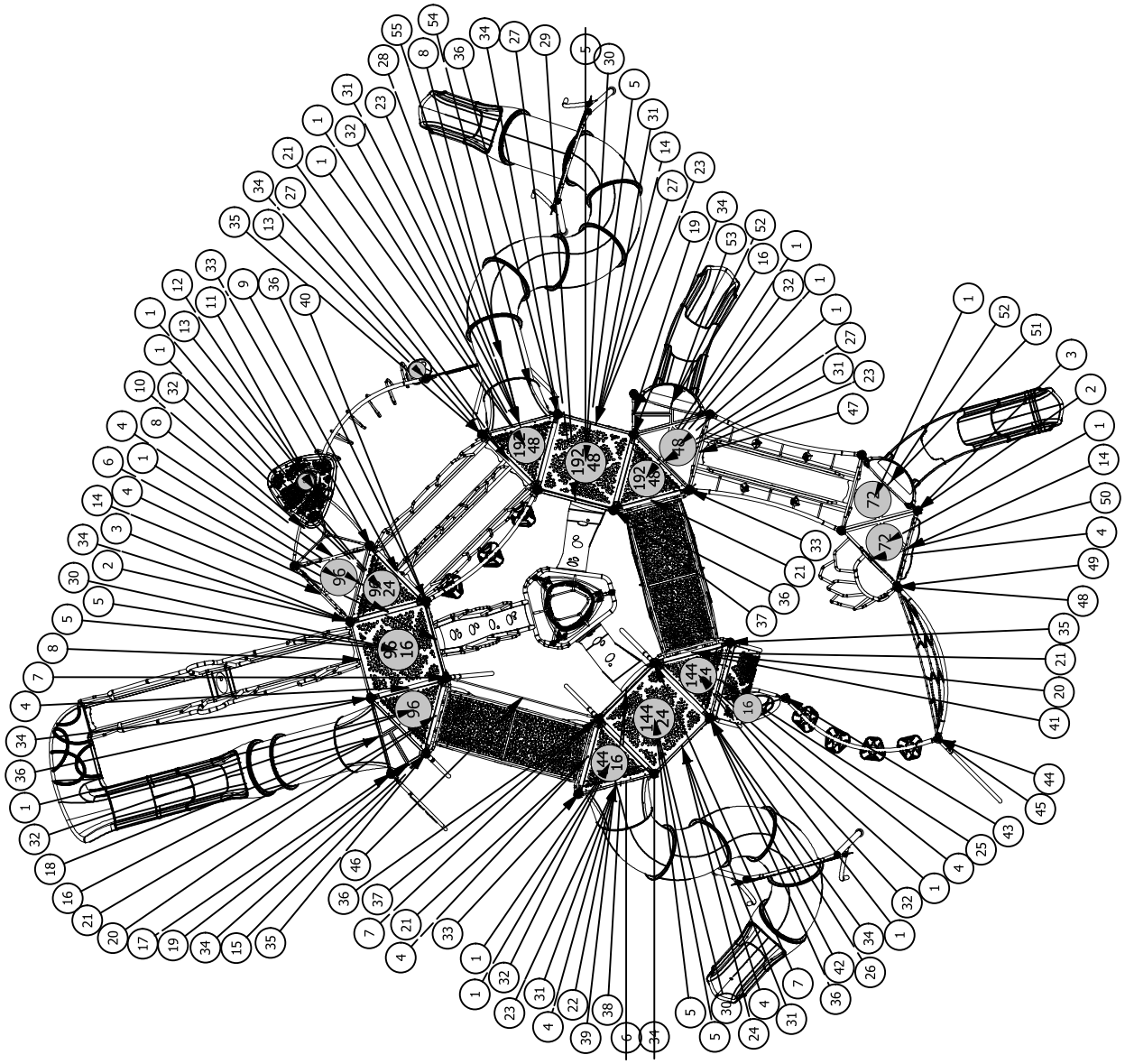
DESIGNED FOR AGES:
2 to 12

STEWART PARK PLAYGROUND
Billings, MT 59101-1306

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig



SERIES LINE: Nucleus | Intensity

COMPONENT VIEW

GROUP:
5-12 Structure

DESIGNED FOR AGES:
5 to 12

STEWART PARK PLAYGROUND

Billings, MT 59101-1306

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

ITEM	COMP.	DESCRIPTION
1	270-0129	TRIANGLE PLATFORM
2	670-1000	METAL STRUCTURE ID LABEL
3	670-0512	METAL 5-12 WARNING LABEL
4	270-0122	EVOLUTION OFFSET ENCLOSURE
5	270-0130	SQUARE PLATFORM
6	270-0009	8" CLOSURE PLATE, ELLIPSE
7	570-2770	EVOLUTION FULLY ENCLOSED WING
8	270-0120	EVOLUTION UNITARY ENCLOSURE
9	370-1758	STRIVE INCLUSIVE SWITCHBACK CLIMBER
10	370-1745	ROPE TRIANGLE CLIMBER, 96"
11	470-0020	SOLIS HUE
12	370-1675	STRAIGHT OVERHEAD, NUCLEUS
13	370-1608	OVISTEP LAUNCH PAD
14	570-0100	EVOLUTION BARRIER
15	570-0002	ASPIRE MEDIUM WING
16	270-0303	30 DEG NUCLEUS PLATFORM
17	570-0860	3-IN-A-ROW RING PANEL
18	470-0989	360 LOOP, 96"
19	570-0072	EVOLUTION HALF BARRIER
20	370-0209	EVOLUTION INCLUSIVE CLIMBER
21	570-1544	EVOLUTION SHORT CURVED TOP BARRIER
22	470-1096	COBRA CURVED R 144"
23	570-2714	EVOLUTION 2.5' OPENING BARRIER
24	570-0012	EVOLUTION 6' OPENING BARRIER, FULLY ENCLOSED
25	470-0968	SERENITY SPOT PRIMARY, TO ROOF
26	570-0061	FULLY ENCLOSED PLATFORM BRACKET
27	570-2635	CUSTOM CURVED 41
28	470-1111	COBRA CURVED L 192"
29	570-0007	EVOLUTION 4' OPENING BARRIER
30	470-0015	EVOLUTION SQUARE ROOF
31	470-0811	EVOLUTION ROOF END PLATE
32	470-0017	EVOLUTION TRIANGLE APEX ROOF
33	470-0008	EVOLUTION SIDE ROOF SUPPORT, LEFT
34	470-0006	EVOLUTION BOTTOM ROOF SUPPORT, SINGLE
35	470-0009	EVOLUTION SIDE ROOF SUPPORT, RIGHT
36	470-0010	EVOLUTION MIDDLE ROOF SUPPORT
37	470-0016	EVOLUTION INCLUSIVE CLIMBER ENCLOSURE
38	570-0013	EVOLUTION TALL BARRIER, FULLY ENCLOSED
39	370-1757	STRIVE TRI CLIMBER
40	470-0003	EVOLUTION TOP ROOF SUPPORT, SINGLE
41	570-0073	8' VISIO PASSAGE TUNNEL 24" OFFSET
42	470-0128	FLYLOW POD
43	370-0001	AGILITY ARC
44	370-0223	PURSUIT CLIMBER 16"-40"
45	370-0287	TOPO CLIMBER
46	370-0097	PATHWAY LINK, DECK TO POST,RIGHT
47	370-1756	STRIVE INCLUSIVE CLIMBER
48	370-1748	NETLINX CLIMBER
49	470-0482	48" BENCH
50	370-1721	ION CLIMBER 64"-80"
51	470-1025	VIPER R 72
52	470-0805	SLIDE HOOD, HIGH SIDE WALL
53	470-0994	VIPER R 48

ITEM	COMP.	DESCRIPTION
54	570-1883	TRIGON TOWER CLIMBER, 48"
55	370-0873	CLIMB CROSS

SERIES LINE: Nucleus | Intensity

COMPONENT VIEW

GROUP:
5-12 Structure

DESIGNED FOR AGES:
5 to 12

STEWART PARK PLAYGROUND

Billings, MT 59101-1306

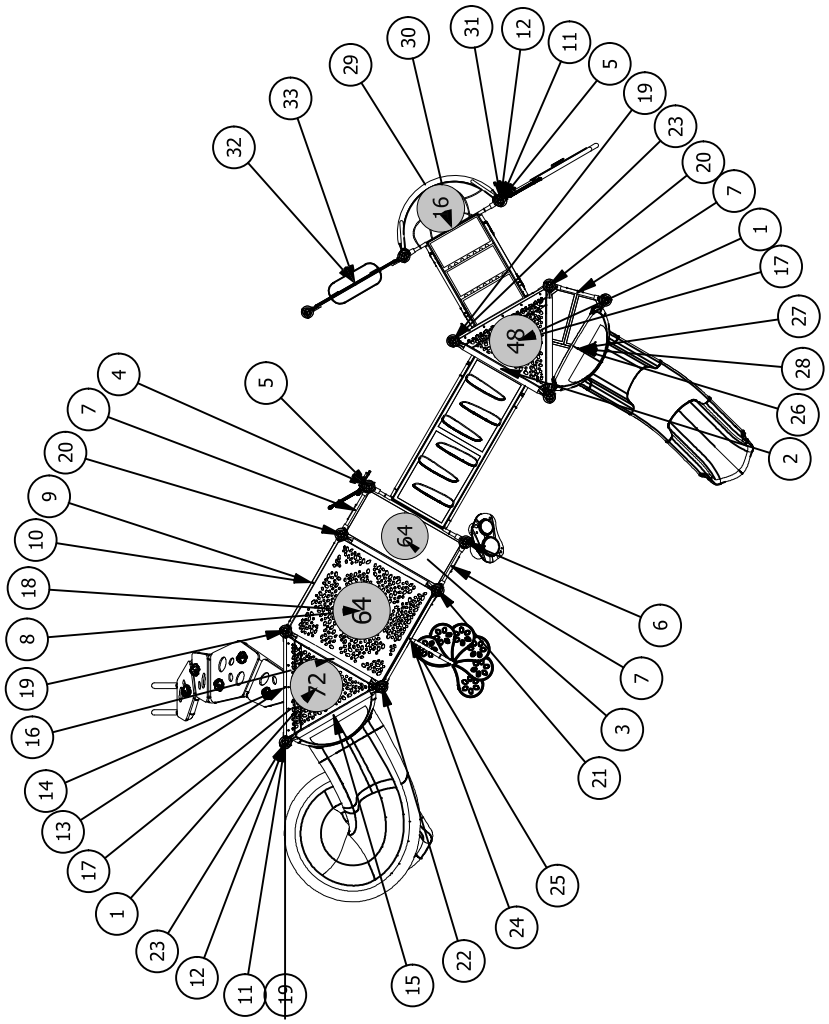
Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

ITEM	COMP.	DESCRIPTION
1	270-0129	TRIANGLE PLATFORM
2	370-0210	TERREX CLIMBER
3	270-0290	HALF PLATFORM
4	570-2749	SWING SINGLE POST ACTIVITY
5	570-0737	PENNANT FULL COLOR CUSTOM POST TOPPER
6	570-2757	PLAYENSEMBLE POST BONGO SET
7	570-0072	EVOLUTION HALF BARRIER
8	270-0130	SQUARE PLATFORM
9	570-2634	CUSTOM CURVED 41 2 SIDED
10	570-0849	CUSTOM PHOTO PANEL 57
11	670-1000	METAL STRUCTURE ID LABEL
12	670-0025	METAL 2-5 WARNING LABEL
13	370-0234	FORMIS LADDER 72
14	270-0120	EVOLUTION UNITARY ENCLOSURE
15	470-0872	EXTREME TWIST SPIRAL SLIDE
16	270-0009	8" CLOSURE PLATE, ELLIPSE
17	470-0017	EVOLUTION TRIANGLE APEX ROOF
18	470-0015	EVOLUTION SQUARE ROOF
19	470-0006	EVOLUTION BOTTOM ROOF SUPPORT, SINGLE
20	470-0008	EVOLUTION SIDE ROOF SUPPORT, LEFT
21	470-0003	EVOLUTION TOP ROOF SUPPORT, SINGLE
22	470-0010	EVOLUTION MIDDLE ROOF SUPPORT
23	470-0009	EVOLUTION SIDE ROOF SUPPORT, RIGHT
24	370-1673	PETAL STEP CLIMBER 64"-72"
25	270-0121	EVOLUTION STANCHION
26	270-0303	30 DEG NUCLEUS PLATFORM
27	470-0994	VIPER R 48
28	470-0805	SLIDE HOOD, HIGH SIDE WALL
29	370-0040	EVOLUTION 32" TRANSITION STAIR W/ BARRIERS
30	470-0075	CRESCENT PLATFORM
31	570-2703	COLLISION RING PANEL
32	570-0701	CUSTOM PANEL 56 WITH COUNTER
33	570-0584	CUSTOM ARCH SIGN



SERIES LINE: Nucleus | Intensity

COMPONENT VIEW

GROUP:
2-5 Structure

DESIGNED FOR AGES:
2 to 5

STEWART PARK PLAYGROUND

Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

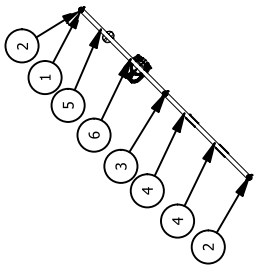
05/04/2026

Grondahl Recreation
138-215314-2

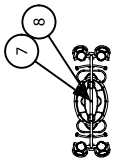
Designer: Lee Olig

ITEM	COMP.	DESCRIPTION
1	550-0201	SINGLE POST SWING ASSEMBLY 5" OD
2	550-0008 -END	SWING BEAM HALF CLAMP
3	550-0202	SINGLE POST SWING ADD-ON 5" OD
4	550-0111	BELT SEAT, 8' SINGLE, STD CHAIN
5	550-0099	TOT SEAT, 7' & 8' SINGLE, STD CHAIN
6	550-0171	FREEDOM SWING SEAT, 8' BEAM, STD CHAIN
7	570-2745	ORB ROCKER
8	570-2727	ORB ROCKER FOOTER
9	560-0073	NIDO SPINNER
10	560-0074	VERO









SERIES LINE: Burke Basics

COMPONENT VIEW

GROUP:
Freestanding

DESIGNED FOR AGES:
2 to 12

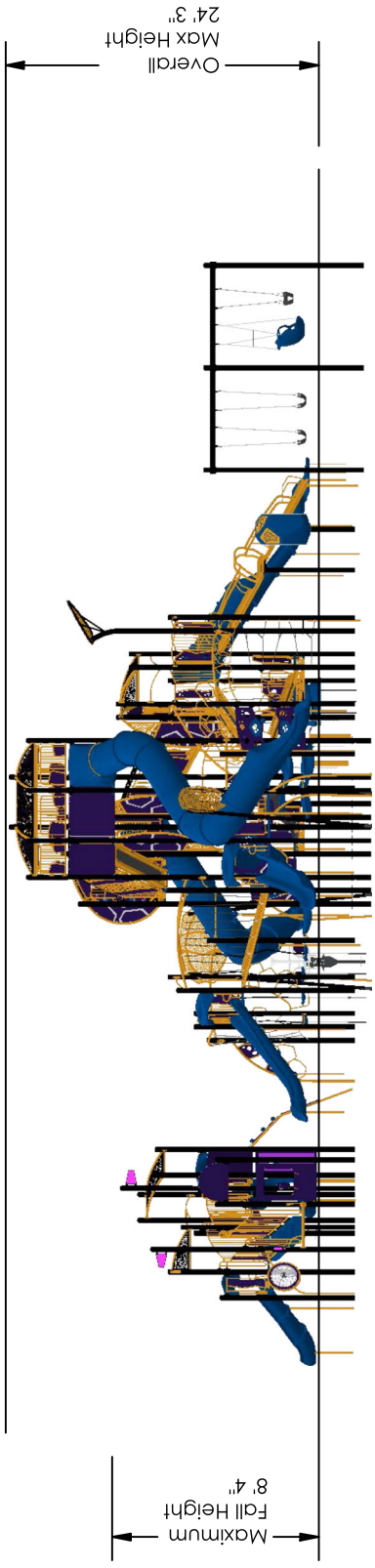
STEWART PARK PLAYGROUND

Billings, MT 59101-1306

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig



SERIES LINE: Nucleus | Intensity | Burke Basics

ELEVATION VIEW

GROUP:
5-12 Structure | 2-5 Structure | Freestanding

DESIGNED FOR AGES:
5 to 12, 2 to 5, 2 to 12

STEWART PARK PLAYGROUND

Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

SERIES LINE: Nucleus | Intensity

ELEVATION VIEW

GROUP:
5-12 Structure

DESIGNED FOR AGES:
5 to 12

STEWART PARK PLAYGROUND

Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

SERIES LINE: Nucleus | Intensity

ELEVATION VIEW

GROUP:
2-5 Structure

DESIGNED FOR AGES:
2 to 5

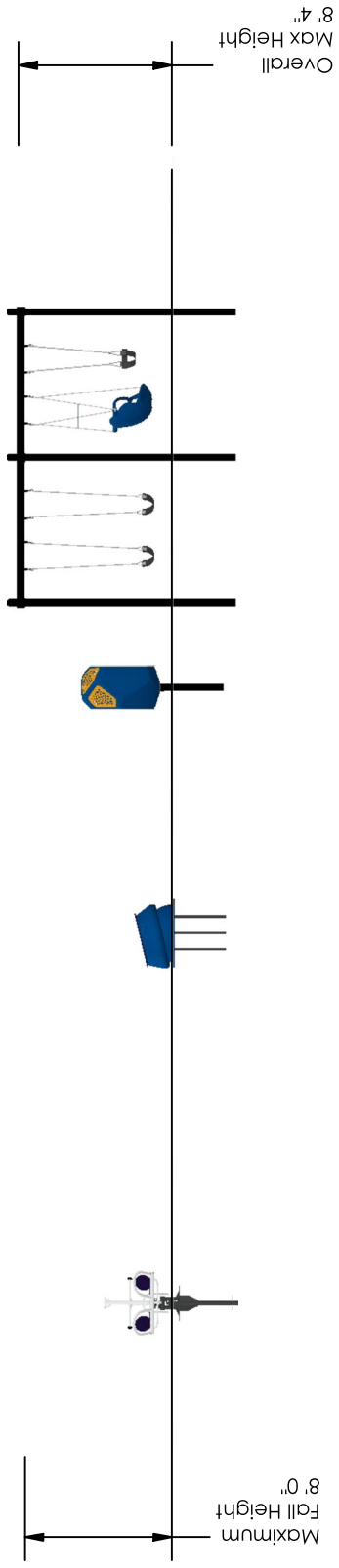
STEWART PARK PLAYGROUND

Billings, MT 59101-1306

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig



SERIES LINE: Burke Basics

ELEVATION VIEW

GROUP:
Freestanding

DESIGNED FOR AGES:
2 to 12

STEWART PARK PLAYGROUND

Billings, MT 59101-1306

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig





SERIES LINE: Nucleus | Intensity | Burke Basics

ISOMETRIC VIEW

GROUP:
5-12 Structure | 2-5 Structure | Freestanding

DESIGNED FOR AGES:
5 to 12, 2 to 5, 2 to 12

STEWART PARK PLAYGROUND

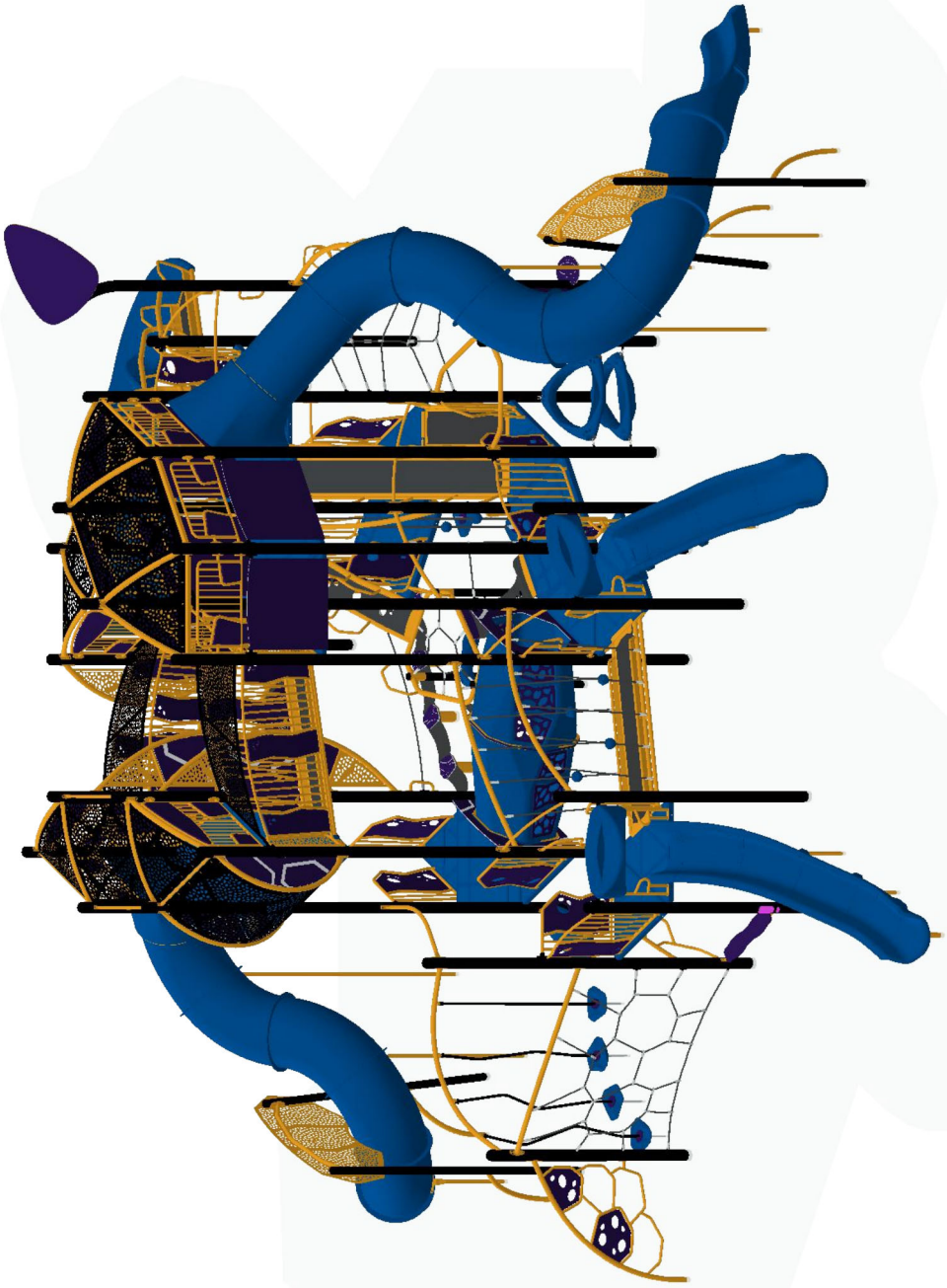
Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig



SERIES LINE: Nucleus | Intensity

ISOMETRIC VIEW

GROUP:
5-12 Structure

DESIGNED FOR AGES:
5 to 12

STEWART PARK PLAYGROUND

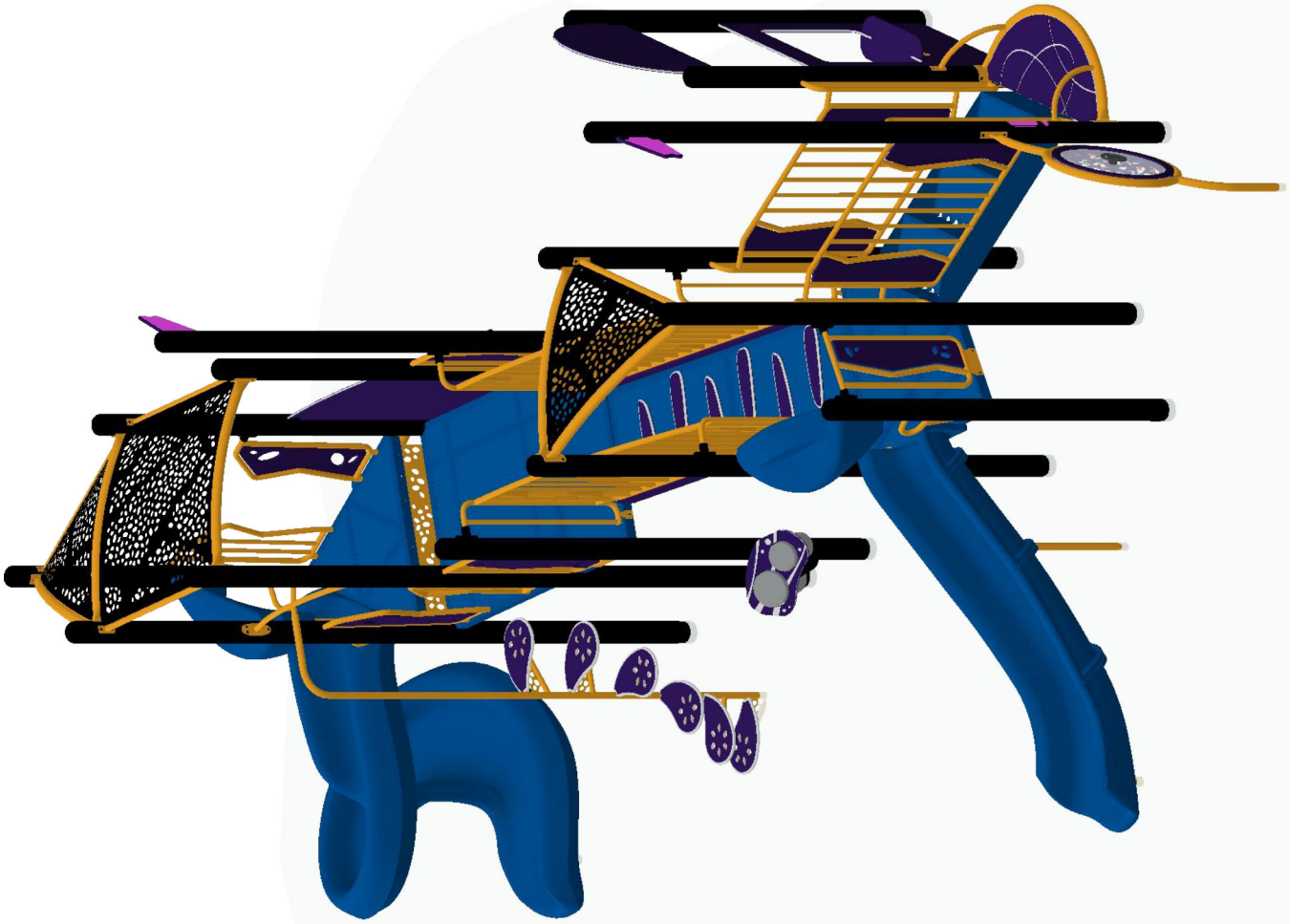
Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig



SERIES LINE: Nucleus | Intensity

ISOMETRIC VIEW

GROUP:
2-5 Structure

DESIGNED FOR AGES:
2 to 5

STEWART PARK PLAYGROUND

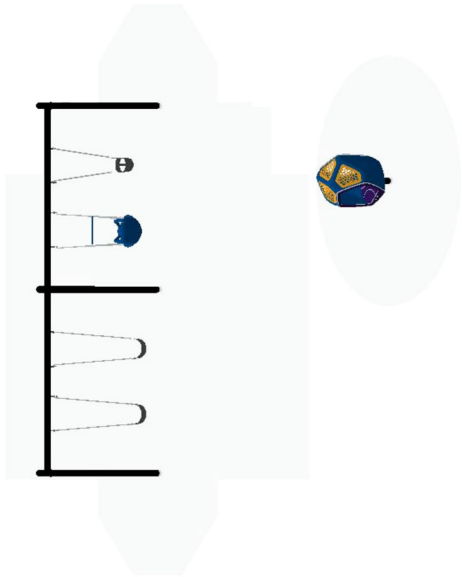
Billings, MT 59101-1306

Burke
PLAY THAT MOVES YOU.

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig







SERIES LINE: Burke Basics

ISOMETRIC VIEW

GROUP:
Freestanding

DESIGNED FOR AGES:
2 to 12

STEWART PARK PLAYGROUND

Billings, MT 59101-1306

05/04/2026

Grondahl Recreation
138-215314-2

Designer: Lee Olig

PROPOSAL 138-215314-2 | 5/4/2026 | 2026 PRICING

The play components identified in this proposal are IPEMA certified. The use and layout of these components conform to the requirements of ASTM F1487 and CPSC. To verify product certification, visit www.ipema.org.

The space requirements shown in this proposal are to ASTM standards. Requirements for other standards may be different.

5-12 Structure

Intensity

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
370-0001	AGILITY ARC	1	1	1	11	11
370-1608	OVISTEP LAUNCH PAD	2	1	2	10	20
370-1675	STRAIGHT OVERHEAD, NUCLEUS	1	6	6	53	53
570-0860	3-IN-A-ROW RING PANEL	1	4	4	54	54

Nucleus

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
072-0500-124C	5" OD X 124" CAPPED POST	2	0	0	65	130
072-0500-132C	5" OD X 132" CAPPED POST	1	0	0	69	69
072-0500-136C	5" OD X 136" CAPPED POST	2	0	0	71	142
072-0500-148C	5" OD X 148" CAPPED POST	2	0	0	78	156
072-0500-164C	5" OD X 164" CAPPED POST	2	0	0	86	172
072-0500-172C	5" OD X 172" CAPPED POST	3	0	0	90	270
072-0500-208C	5" OD X 208" CAPPED POST	4	0	0	109	436
072-0500-220C	5" OD X 220" CAPPED POST	2	0	0	115	230
072-0502-212S	5" OD X 212" SWAGED POST	6	0	0	111	666
072-0502-216S	5" OD X 216" SWAGED POST	1	0	0	113	113
072-0502-220S	5" OD X 220" SWAGED POST	6	0	0	115	690
072-5503-104T	5" OD X 104" TOP ALUMINUM CAPPED POST	2	0	0	20	40
072-5503-48T	5" OD X 48" TOP ALUMINUM CAPPED POST	4	0	0	10	40
072-5503-64T	5" OD X 64" TOP ALUMINUM CAPPED POST	2	0	0	13	26
072-5503-88T	5" OD X 88" TOP ALUMINUM CAPPED POST	4	0	0	18	72
270-0009	8" CLOSURE PLATE, ELLIPSE	2	0	0	8	16
270-0120	EVOLUTION UNITARY ENCLOSURE	3	0	0	34	102
270-0122	EVOLUTION OFFSET ENCLOSURE	8	0	0	34	272
270-0129	TRIANGLE PLATFORM	15	2	30	48	720
270-0130	SQUARE PLATFORM	6	6	36	106	636
270-0303	30 DEG NUCLEUS PLATFORM	2	2	4	29	58
370-0097	PATHWAY LINK, DECK TO POST,RIGHT	1	9	9	144	144

STEWART PARK PLAYGROUND

390 N 23rd St | Billings, MT 59101-1306

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
370-0209	EVOLUTION INCLUSIVE CLIMBER	2	11	22	484	968
370-0223	PURSUIT CLIMBER 16"-40"	1	4	4	127	127
370-0287	TOPO CLIMBER	1	3	3	76	76
370-0873	CLIMB CROSS	1	2	2	67	67
370-1721	ION CLIMBER 64"-80"	1	2	2	50	50
370-1745	ROPE TRIANGLE CLIMBER, 96"	1	4	4	61	61
370-1748	NETLINX CLIMBER	1	5	5	59	59
370-1756	STRIVE INCLUSIVE CLIMBER	1	6	6	362	362
370-1757	STRIVE TRI CLIMBER	1	16	16	416	416
370-1758	STRIVE INCLUSIVE SWITCHBACK CLIMBER	1	8	8	515	515
470-0003	EVOLUTION TOP ROOF SUPPORT, SINGLE	1	0	0	13	13
470-0006	EVOLUTION BOTTOM ROOF SUPPORT, SINGLE	8	0	0	13	104
470-0008	EVOLUTION SIDE ROOF SUPPORT, LEFT	3	0	0	16	48
470-0009	EVOLUTION SIDE ROOF SUPPORT, RIGHT	3	0	0	16	48
470-0010	EVOLUTION MIDDLE ROOF SUPPORT	6	0	0	18	108
470-0015	EVOLUTION SQUARE ROOF	3	0	0	42	126
470-0016	EVOLUTION INCLUSIVE CLIMBER ENCLOSURE	2	0	0	81	162
470-0017	EVOLUTION TRIANGLE APEX ROOF	6	0	0	21	126
470-0020	SOLIS HUE	1	0	0	112	112
470-0128	FLYLOW POD	1	2	2	27	27
470-0482	48" BENCH	1	3	3	18	18
470-0805	SLIDE HOOD, HIGH SIDE WALL	2	0	0	32	64
470-0811	EVOLUTION ROOF END PLATE	5	0	0	12	60
470-0968	SERENITY SPOT PRIMARY, TO ROOF	1	2	2	282	282
470-0989	360 LOOP, 96"	1	10	10	928	928
470-0994	VIPER R 48	1	2	2	115	115
470-1025	VIPER R 72	1	2	2	165	165
470-1096	COBRA CURVED R 144"	1	3	3	651	651
470-1111	COBRA CURVED L 192"	1	3	3	761	761
570-0002	ASPIRE MEDIUM WING	1	0	0	43	43
570-0007	EVOLUTION 4' OPENING BARRIER	1	0	0	68	68
570-0012	EVOLUTION 6' OPENING BARRIER, FULLY ENCLOSED	1	0	0	100	100
570-0013	EVOLUTION TALL BARRIER, FULLY ENCLOSED	1	0	0	137	137
570-0061	FULLY ENCLOSED PLATFORM BRACKET	1	0	0	6	6
570-0072	EVOLUTION HALF BARRIER	2	0	0	27	53
570-0073	8' VISIO PASSAGE TUNNEL 24" OFFSET	1	0	0	445	445
570-0100	EVOLUTION BARRIER	3	0	0	52	156
570-1544	EVOLUTION SHORT CURVED TOP BARRIER	5	0	0	50	250

OUR MISSION IS TO BRING
PLAY THAT MOVES YOU®
TO COMMUNITIES AROUND
THE WORLD

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
570-1883	TRIGON TOWER CLIMBER, 48"	1	2	2	93	93
570-2635	CUSTOM CURVED 41	4	1	4	48	192
570-2714	EVOLUTION 2.5' OPENING BARRIER	4	0	0	37	148
570-2770	EVOLUTION FULLY ENCLOSED WING	3	0	0	81	243
670-0427	5" OD X 11 GA POST EXTENSION	12	0	0	10	120
670-0512	METAL 5-12 WARNING LABEL	2	0	0	1	2
670-1000	METAL STRUCTURE ID LABEL	2	0	0	1	2

Total User Capacity: 197
Total Weight: 14,015 lbs
Total Price: $244,764

2-5 Structure

Intensity

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
570-2703	COLLISION RING PANEL	1	1	1	48	48

Nucleus

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
072-0500-124C	5" OD X 124" CAPPED POST	1	0	0	65	65
072-0500-128C	5" OD X 128" CAPPED POST	2	0	0	67	134
072-0500-148C	5" OD X 148" CAPPED POST	1	0	0	78	78
072-0500-160C	5" OD X 160" CAPPED POST	2	0	0	84	168
072-0500-172C	5" OD X 172" CAPPED POST	1	0	0	90	90
072-0500-184C	5" OD X 184" CAPPED POST	3	0	0	96	288
072-0500-188C	5" OD X 188" CAPPED POST	1	0	0	99	99
072-0500-200C	5" OD X 200" CAPPED POST	2	0	0	105	210
072-0500-216C	5" OD X 216" CAPPED POST	1	0	0	113	113
270-0009	8" CLOSURE PLATE, ELLIPSE	1	0	0	8	8
270-0120	EVOLUTION UNITARY ENCLOSURE	1	0	0	34	34
270-0121	EVOLUTION STANCHION	1	0	0	43	43
270-0129	TRIANGLE PLATFORM	2	2	4	48	96
270-0130	SQUARE PLATFORM	1	6	6	106	106
270-0290	HALF PLATFORM	1	3	3	57	57
270-0303	30 DEG NUCLEUS PLATFORM	1	2	2	29	29
370-0040	EVOLUTION 32" TRANSITION STAIR W/ BARRIERS	1	6	6	239	239
370-0210	TERREX CLIMBER	1	12	12	326	326
370-0234	FORMIS LADDER 72	1	6	6	115	115
370-1673	PETAL STEP CLIMBER 64"-72"	1	4	4	66	66
470-0003	EVOLUTION TOP ROOF SUPPORT, SINGLE	1	0	0	13	13
470-0006	EVOLUTION BOTTOM ROOF SUPPORT, SINGLE	3	0	0	13	39

OUR MISSION IS TO BRING
PLAY THAT MOVES YOU®
TO COMMUNITIES AROUND
THE WORLD

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
470-0008	EVOLUTION SIDE ROOF SUPPORT, LEFT	2	0	0	16	32
470-0009	EVOLUTION SIDE ROOF SUPPORT, RIGHT	2	0	0	16	32
470-0010	EVOLUTION MIDDLE ROOF SUPPORT	1	0	0	18	18
470-0015	EVOLUTION SQUARE ROOF	1	0	0	42	42
470-0017	EVOLUTION TRIANGLE APEX ROOF	2	0	0	21	42
470-0075	CRESCENT PLATFORM	1	1	1	52	52
470-0805	SLIDE HOOD, HIGH SIDE WALL	1	0	0	32	32
470-0872	EXTREME TWIST SPIRAL SLIDE	1	2	2	217	217
470-0994	VIPER R 48	1	2	2	115	115
570-0072	EVOLUTION HALF BARRIER	3	0	0	27	80
570-0584	CUSTOM ARCH SIGN	1	0	0	40	40
570-0701	CUSTOM PANEL 56 WITH COUNTER	1	4	4	76	76
570-0737	PENNANT FULL COLOR CUSTOM POST TOPPER	2	0	0	6	12
570-0849	CUSTOM PHOTO PANEL 57	1	2	2	73	73
570-2634	CUSTOM CURVED 41 2 SIDED	1	1	1	48	48
570-2749	SWING SINGLE POST ACTIVITY	1	1	1	4	4
570-2757	PLAYENSEMBLE POST BONGO SET	1	1	1	22	22
670-0025	METAL 2-5 WARNING LABEL	2	0	0	1	2
670-1000	METAL STRUCTURE ID LABEL	2	0	0	1	2

Total User Capacity: 58
Total Weight: 3,405 lbs
Total Price: $59,525

Freestanding

Burke Basics

Component No.	Description	Qty	User Cap.	Ext. User Cap.	Weight	Ext. Weight
550-0099	TOT SEAT, 7' & 8' SINGLE, STD CHAIN	1	1	1	12	12
550-0111	BELT SEAT, 8' SINGLE, STD CHAIN	2	1	2	10	20
550-0171	FREEDOM SWING SEAT, 8' BEAM, STD CHAIN	1	1	1	38	38
550-0201	SINGLE POST SWING ASSEMBLY 5" OD	1	0	0	247	247
550-0202	SINGLE POST SWING ADD-ON 5" OD	1	0	0	160	160
560-0073	NIDO SPINNER	1	2	2	185	185
560-0074	VERO	1	2	2	277	277
570-2727	ORB ROCKER FOOTER	1	0	0	93	93
570-2745	ORB ROCKER	1	8	8	541	541

Total User Capacity: 16
Total Weight: 1,573 lbs
Total Price: $24,353

Special Notes:

OUR MISSION IS TO BRING
PLAY THAT MOVES YOU®
TO COMMUNITIES AROUND
THE WORLD

Prices do not include freight, unloading, material storage, site excavation/preparation, removal of existing equipment, removal of excess soil from footing holes, site security, safety surfacing, installation, or sales tax (if applicable). Prices are based on standard colors per CURRENT YEAR BCI Burke Catalog. Custom colors, where available, would be an extra charge. **Pricing is valid for 30 days from the date of this proposal.**

PROPOSAL 138-215314-2 | 5/4/2026 | 2026 PRICING

COLOR SELECTION LIST | Default Color Option

GROUP 1 (5-12 Structure)

Accessory:	Gold
Acrylic:	Purple
HDPE 1 Color:	Purple
HDPE 2 Color:	Purple-Gray-Purple
Platform:	Blue
Post:	Black
Rotomold Plastic:	Blue

GROUP 2 (2-5 Structure)

Accessory:	White
HDPE 1 Color:	Red
HDPE 2 Color:	Red-White-Red
Platform:	Brown
Post:	Red
Rotomold Plastic:	Granite

GROUP 3 (Freestanding)

Accessory:	Gold, White
HDPE 1 Color:	Purple, Red
HDPE 2 Color:	Purple-Gray-Purple, Red-White-Red
Platform:	Blue
Post:	Black
Rotomold Plastic:	Blue

STEWART PARK PLAYGROUND

390 N 23rd St | Billings, MT 59101-1306

PROPOSAL 138-215314-2 | 5/4/2026 | 2026 PRICING

COLOR SELECTION LIST | BlckGldPrplBlue-RdWhtGry

GROUP 1 (5-12 Structure)

Accessory:	Gold
Acrylic:	Purple
HDPE 1 Color:	Purple, Blue, Yellow
HDPE 2 Color:	Purple-Gray-Purple, Blue-White-Blue
Platform:	Blue
Post:	Black
Rotomold Plastic:	Blue

GROUP 2 (2-5 Structure)

Accessory:	Gold
HDPE 1 Color:	Purple
HDPE 2 Color:	Purple-Gray-Purple
Platform:	Blue
Post:	Black
Rotomold Plastic:	Blue

GROUP 3 (Freestanding)

Accessory:	Gold, White
HDPE 1 Color:	Purple
HDPE 2 Color:	Purple-Gray-Purple
Platform:	Blue
Post:	Black
Rotomold Plastic:	Blue

OUR MISSION IS TO BRING
PLAY THAT MOVES YOU®
TO COMMUNITIES AROUND
THE WORLD

COLORS THAT MOVE YOU

POWDER COAT PAINT



PLATFORMS



SOLIS HUE TOPPERS



TRADITIONAL SERIES SITE AMENITIES



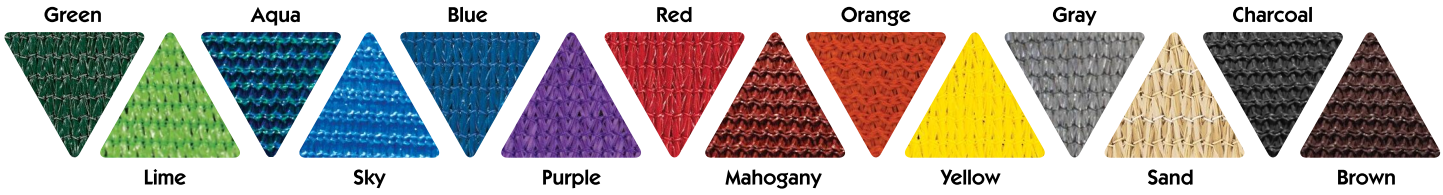
ROCKIT CLIMBERS



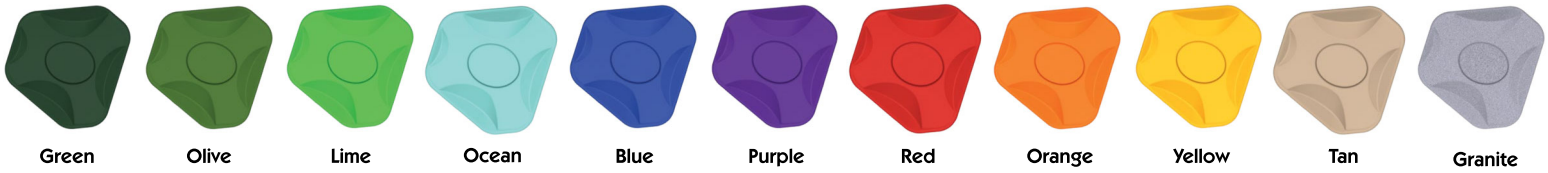
HDPE PLASTIC PANELS



SHADE CANOPIES



ROTOMOLD PLASTIC



VISIT BCIBURKE.COM/COLOR TO CUSTOMIZE YOUR PLAYGROUND COLORS!

BURKE GENERATIONS WARRANTY®

BCI Burke Company, LLC ("Burke") warrants that all standard products are warranted to be free from defects in materials and workmanship, under normal use and service, for a period of one (1) year from the date of shipment.

We stand behind our products.

In addition, the following products are warranted, under normal use and service from the date of shipment as follows:

- One Hundred (100) Year Limited Warranty on aluminum and steel upright posts (including Nucleus®, Nucleus Evolution®, Nucleus Aspire®, Intensity®, Level X®, Synergy®, Synergy Imagination® & 4ME®) against structural failure due to corrosion, deterioration or workmanship.
- One Hundred (100) Year Limited Warranty on KoreKonnect® Clamp Castings against structural failure due to corrosion, deterioration or workmanship.
- One Hundred (100) Year Limited Warranty on Hardware (nuts, bolts, washers).
- One Hundred (100) Year Limited Warranty on bolt-through and direct-bolt fastening and clamp systems (Synergy®, Intensity®, Nucleus®).
- Twenty-Five (25) Year Limited Warranty on spring assemblies and aluminum cast animals.
- Fifteen (15) Year Limited Warranty on structure platforms and decks, metal roofs, table tops, bench tops, railings and barriers against structural failure due to materials or workmanship.
- Fifteen (15) Year Limited Warranty on all plastic components against structural failure due to materials or workmanship.
- Ten (10) Year Limited Warranty on ShadePlay® Canopies fabric, threads, and cables against degradation, cracking or material breakdown resulting from ultra-violet exposure, natural deterioration or manufacturing defects. This warranty is limited to the design loads as stated in the specifications.
- Ten (10) Year Limited Warranty on NaturePlay® Boulders and GFRC products against structural failure due to natural deterioration or workmanship. Natural wear, which may occur with any concrete product with age, is excluded from this warranty.
- Ten (10) Year Limited Warranty on Full Color Custom Signage against manufacturing defects that cause delamination or degradation of the sign. Full Color Custom Signs also carry a two (2) year warranty against premature fading of the print and graphics on the signs.
- Five (5) Year Limited Warranty on Nucleus®, Intensity®, and RopeVenture® cables against premature wear due to natural deterioration or manufacturing defects. Determination of premature wear will be at the manufacturer's discretion.
- Five (5) Year Limited Warranty on rubber belt material against premature wear due to natural deterioration or manufacturing defects. Determination of premature wear will be at the manufacturer's discretion.
- Five (5) Year Limited Warranty on moving parts, including swing components, against structural failure due to materials or workmanship.
- Five (5) Year Limited Warranty on PlayEnsemble® cables and mallets against defects in materials and workmanship.
- Three (3) Year Limited Warranty on electronic panel speakers, sound chips and circuit boards against electronic failure caused by manufacturing defects.

The warranty stated above is valid only if the equipment is erected in conformity with the layout plan and/or installation instructions furnished by BCI Burke Company, LLC using approved parts; have been maintained and inspected in accordance with BCI Burke Company, LLC instructions. Burke's liability and your exclusive remedy hereunder will be limited to repair or replacement of those parts found in Burke's reasonable judgment to be defective. Any claim made within the above stated warranty periods must be made promptly after discovery of the defect. A part is covered only for the original warranty period of the applicable part. Replacement parts carry the applicable warranty from the date of shipment of the replacement from Burke. After the expiration of the warranty period, you must pay for all parts, transportation and service charges.

Burke reserves the right to accept or reject any claim in whole or in part. Burke will not accept the return of any product without its prior written approval. Burke will assume transportation charges for shipment of the returned product if it is returned in strict compliance with Burke's written instructions.

THE FOREGOING WARRANTIES ARE EXCLUSIVE AND IN LIEU OF ANY OTHER WARRANTY, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IF THE FOREGOING DISCLAIMER OF ADDITIONAL WARRANTIES IS NOT GIVEN FULL FORCE AND EFFECT, ANY RESULTING ADDITIONAL WARRANTY SHALL BE LIMITED IN DURATION TO THE EXPRESS WARRANTIES AND BE OTHERWISE SUBJECT TO AND LIMITED BY THE TERMS OF BURKE'S PRODUCT WARRANTY. SOME STATES DO NOT ALLOW THE EXCLUSION OF CERTAIN IMPLIED WARRANTIES, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU.

Warranty Exclusions: The above stated warranties do not cover: "cosmetic" defects, such as scratches, dents, marring, or fading; damage due to incorrect installation, vandalism, misuse, accident, wear and tear from normal use, exposure to extreme weather; immersion in salt or chlorine water, unauthorized repair or modification, abnormal use, lack of maintenance, or other cause not within Burke's control; and

Limitation of Remedies: Burke is not liable for consequential or incidental damages, including but not limited to labor costs or lost profits resulting from the use of or inability to use the products or from the products being incorporated in or becoming a component of any other product. If, after a reasonable number of repeated efforts, Burke is unable to repair or replace a defective or nonconforming product, Burke shall have the option to accept return of the product, or part thereof, if such does not substantially impair its value, and return the purchase price as the buyer's entire and exclusive remedy. Without limiting the generality of the foregoing, Burke will not be responsible for labor costs involved in the removal of products or the installation of replacement products. Some states do not allow the exclusion of incidental damages, so the above exclusion may not apply to you.

The environment near a saltwater coast can be extremely corrosive. Some corrosion and/or deterioration is considered "normal wear" in this environment. Product installed within 500 yards of a saltwater shoreline will only be covered for half the period of the standard product warranty, up to a maximum of five years, for defects caused by corrosion. Products installed in direct contact with saltwater or that are subjected to salt spray are not covered by the standard warranty for any defects caused by corrosion.

Contact your local Burke Representative for warranty information regarding Burke Turf® and Burke Tile products.

Terms of Sale

Pricing: Prices published in this catalog are in USD, are approximate and do not include shipping & handling, surfacing, installation nor applicable taxes. All prices are subject to change without notice. Contact your Burke representative for current pricing. Payments are to be made in USD.

Weights: Weights are approximate and may vary with actual orders.

Installation: All equipment is shipped unassembled. For a list of factory-certified installers in your area, please contact your Burke representative.

Specifications: Product specifications in this catalog were correct at the time of publication. However, product improvements are ongoing at Burke, and we reserve the right to change or discontinue specifications without notice.

Loss or Damage in Transit: A signed bill of lading is our receipt from a carrier that our shipment to you was complete and in good condition upon arrival. Before you sign, please check the Bill of Lading carefully when the shipment arrives to make sure nothing is missing and there are no damages. Once the shipment leaves our plant, we are no longer responsible for any damage, loss or shortage.

For more information regarding the warranty, call Customer Service at 920-921-9220 or 800-356-2070. **01/2025**

Consent 1. M.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: GSA Lease Amendments for Federal Leases at Airport
PRESENTED BY: Marita Herold
Department: Airport
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends that the City Council approve the GSA lease amendments to the three federal leases at the Airport.

EXECUTIVE SUMMARY

In accordance with a recent Executive Order, the General Services Administration (GSA) is requiring the mandatory addition of a new clause to the three leases it administers at the Airport.

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

The U.S. General Services Administration (GSA) is requiring amendments to three (3) federal leases it administers at the Airport for both office and hangar space. The amendments add an additional federal acquisition regulation (FAR) clause, FAR 52.222-90 to each of the leases to meet the requirements of a new federal Executive Order addressing DEI Discrimination by Federal Contractors. FAR is the federal government's primary, overarching set of rules used by federal agencies to govern how they purchase goods and services with federal taxpayer funds to ensure the procurement process is uniform and transparent. FAR clauses lay out the procedures contractors musts follow when doing business with the federal government. The subject leases pertain to two federal agencies, the Transportation Security Administration (TSA), Lease LMT00188 and LMT15029 and the U.S. Dept of Agriculture Animal and Plant Health Inspection Service (USDA-APHIS), Lease LMT14934.

FISCAL EFFECTS

City Council approved these leases in December 2016 and June 2017. The approved leases require compliance with all current FAR regulations. The addition of the FAR 52.222-90 clause will have no financial impact on the existing leases. Not approving the amendments will result in a financial loss of $340,226.88/year in rental income to the Airport.

STAKEHOLDERS

ALTERNATIVES

The City is required to comply with all current Federal Acquisition Regulations (FAR) in any of its leases with the federal government. The amendments are mandatory to maintain the leases in good standing.

- The City Council may approve the amendments and continue the federal leases, or
- Not approve the amendments breaching the conditions of each lease and incurring significant financial loss to the airport in lease rents.

Attachments

Amendment LMT14934
Amendment LMT15029
Amendment LMT00188

Docusign Envelope ID: 449CFDA2-D4D3-8D02-82EC-848239665B67

GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE LEASE AMENDMENT	Lease Amendment No. **DFC26**
	TO LEASE NO. **LMT14934**
ADDRESS OF PREMISES **APHIS HANGAR** **2441 Overlook Dr** **Billings, MT 59105**	PDN Number: **N/A**

THIS AMENDMENT is made and entered into between
BILLINGS, CITY OF

whose address is: **1901 Terminal Cir Ste 216**
Billings, MT 59105

hereinafter called the Lessor, and the **UNITED STATES OF AMERICA**, hereinafter called the Government:

WHEREAS, the parties hereto desire to amend the above Lease to include the DEI Discrimination by Federal Contractors clause.

NOW THEREFORE, these parties for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, covenant and agree that the said Lease is amended, effective upon execution, as follows:

The following FAR clause is hereby incorporated into this Lease:

This Lease Amendment contains 2 pages.

All other terms and conditions of the lease shall remain in force and effect.
IN WITNESS WHEREOF, the parties subscribed their names as of the below date.

FOR THE LESSOR:

_____

Name: _____

Title: _____

Entity: _____

Date: _____

FOR THE GOVERNMENT:

_____

Name: Michael Stump

Title: Lease Contracting Officer

General Services Administration, Public Buildings Service

Date: _____

Docusign Envelope ID: 449CFDA2-D4D3-8D02-82EC-848239665B67

FAR 52.222-90 Addressing DEI Discrimination by Federal Contractors (APR 2026)

(a) *Definitions*. As used in this clause—

Program participation means membership or participation in, or access or admission to: training, mentoring, or leadership development programs; educational opportunities; clubs; associations; or similar opportunities that are sponsored or established by the contractor or subcontractor.

Racially discriminatory diversity, equity, and inclusion (DEI) activities means disparate treatment based on race or ethnicity in the recruitment, employment (e.g., hiring, promotions), contracting (*e.g.*, vendor agreements), program participation, or allocation or deployment of an entity's resources.

(b) In connection with the performance of work under this contract, the Contractor agrees as follows:

(1) The Contractor will not engage in any racially discriminatory DEI activities;

(2) The Contractor will furnish all information and reports, including providing access to books, records, and accounts, as required by the Contracting Officer, for purposes of ascertaining compliance with this clause;

(3) In the event of the Contractor's or a subcontractor's noncompliance with this clause, this contract may be canceled, terminated, or suspended in whole or in part, and the Contractor or subcontractor may be declared ineligible for further Government contracts;

(4) The Contractor will report any subcontractor's known or reasonably knowable conduct that may violate this clause to the Contracting Officer and take any appropriate remedial actions directed by the Contracting Officer; and

(5) The Contractor will inform the Contracting Officer if a subcontractor sues the Contractor and the suit puts at issue, in any way, the validity of this clause.

(6) The Contractor recognizes that compliance with the requirements of this clause are material to the Government's payment decisions for purposes of 31 U.S.C. 3729(b)(4).

(c) The Contractor must include the substance of this clause, including this paragraph (c), in subcontracts at any tier, including those for commercial products and commercial services, except those where the place of delivery or performance is outside the United States.

INITIALS: _____ & _____
LESSOR GOV'T

Docusign Envelope ID: 437F3DD0-4E27-89CE-8270-56452DDDF8D2

GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE LEASE AMENDMENT	Lease Amendment No. **DFC26**
	TO LEASE NO. **LMT15029**
ADDRESS OF PREMISES **BILLINGS LOGAN INT'L AIRPORT** **291 South View Drive** **Billings, MT 59105**	PDN Number: **N/A**

THIS AMENDMENT is made and entered into between
BILLINGS, CITY OF

whose address is: **1901 Terminal Cir Ste 216**
Billings, MT 59105

hereinafter called the Lessor, and the **UNITED STATES OF AMERICA**, hereinafter called the Government:

WHEREAS, the parties hereto desire to amend the above Lease to include the DEI Discrimination by Federal Contractors clause.

NOW THEREFORE, these parties for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, covenant and agree that the said Lease is amended, effective upon execution, as follows:

The following FAR clause is hereby incorporated into this Lease:

This Lease Amendment contains 2 pages.

All other terms and conditions of the lease shall remain in force and effect.
IN WITNESS WHEREOF, the parties subscribed their names as of the below date.

FOR THE LESSOR:

_____

Name: _____

Title: _____

Entity: _____

Date: _____

FOR THE GOVERNMENT:

_____

Name: Michael Stump

Title: Lease Contracting Officer

General Services Administration, Public Buildings Service

Date: _____

Docusign Envelope ID: 437F3DD0-4E27-89CE-8270-56452DDDF8D2

FAR 52.222-90 Addressing DEI Discrimination by Federal Contractors (APR 2026)

(a) *Definitions*. As used in this clause—

Program participation means membership or participation in, or access or admission to: training, mentoring, or leadership development programs; educational opportunities; clubs; associations; or similar opportunities that are sponsored or established by the contractor or subcontractor.

Racially discriminatory diversity, equity, and inclusion (DEI) activities means disparate treatment based on race or ethnicity in the recruitment, employment (e.g., hiring, promotions), contracting (*e.g.*, vendor agreements), program participation, or allocation or deployment of an entity's resources.

(b) In connection with the performance of work under this contract, the Contractor agrees as follows:

(1) The Contractor will not engage in any racially discriminatory DEI activities;

(2) The Contractor will furnish all information and reports, including providing access to books, records, and accounts, as required by the Contracting Officer, for purposes of ascertaining compliance with this clause;

(3) In the event of the Contractor's or a subcontractor's noncompliance with this clause, this contract may be canceled, terminated, or suspended in whole or in part, and the Contractor or subcontractor may be declared ineligible for further Government contracts;

(4) The Contractor will report any subcontractor's known or reasonably knowable conduct that may violate this clause to the Contracting Officer and take any appropriate remedial actions directed by the Contracting Officer; and

(5) The Contractor will inform the Contracting Officer if a subcontractor sues the Contractor and the suit puts at issue, in any way, the validity of this clause.

(6) The Contractor recognizes that compliance with the requirements of this clause are material to the Government's payment decisions for purposes of 31 U.S.C. 3729(b)(4).

(c) The Contractor must include the substance of this clause, including this paragraph (c), in subcontracts at any tier, including those for commercial products and commercial services, except those where the place of delivery or performance is outside the United States.

INITIALS: _____ & _____
LESSOR GOV'T

Docusign Envelope ID: 8AACC646-998E-8BD4-82B2-5F123D58194B

GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE LEASE AMENDMENT	Lease Amendment No. **DFC26**
	TO LEASE NO. **LMT00188**
ADDRESS OF PREMISES **BILLINGS LOGAN INTERNATIONAL** **1901 Terminal Cir** **Billings, MT 59105**	PDN Number: **N/A**

THIS AMENDMENT is made and entered into between
BILLINGS, CITY OF

whose address is: **1901 Terminal Cir Ste 216**
Billings, MT 59105

hereinafter called the Lessor, and the **UNITED STATES OF AMERICA**, hereinafter called the Government:

WHEREAS, the parties hereto desire to amend the above Lease to include the DEI Discrimination by Federal Contractors clause.

NOW THEREFORE, these parties for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, covenant and agree that the said Lease is amended, effective upon execution, as follows:

The following FAR clause is hereby incorporated into this Lease:

This Lease Amendment contains 2 pages.

All other terms and conditions of the lease shall remain in force and effect.
IN WITNESS WHEREOF, the parties subscribed their names as of the below date.

FOR THE LESSOR:

_____

Name: _____

Title: _____

Entity: _____

Date: _____

FOR THE GOVERNMENT:

_____

Name: Michael Stump

Title: Lease Contracting Officer

General Services Administration, Public Buildings Service

Date: _____

Docusign Envelope ID: 8AACC646-998E-8BD4-82B2-5F123D58194B

FAR 52.222-90 Addressing DEI Discrimination by Federal Contractors (APR 2026)

(a) *Definitions*. As used in this clause—

Program participation means membership or participation in, or access or admission to: training, mentoring, or leadership development programs; educational opportunities; clubs; associations; or similar opportunities that are sponsored or established by the contractor or subcontractor.

Racially discriminatory diversity, equity, and inclusion (DEI) activities means disparate treatment based on race or ethnicity in the recruitment, employment (e.g., hiring, promotions), contracting (*e.g.*, vendor agreements), program participation, or allocation or deployment of an entity's resources.

(b) In connection with the performance of work under this contract, the Contractor agrees as follows:

(1) The Contractor will not engage in any racially discriminatory DEI activities;

(2) The Contractor will furnish all information and reports, including providing access to books, records, and accounts, as required by the Contracting Officer, for purposes of ascertaining compliance with this clause;

(3) In the event of the Contractor's or a subcontractor's noncompliance with this clause, this contract may be canceled, terminated, or suspended in whole or in part, and the Contractor or subcontractor may be declared ineligible for further Government contracts;

(4) The Contractor will report any subcontractor's known or reasonably knowable conduct that may violate this clause to the Contracting Officer and take any appropriate remedial actions directed by the Contracting Officer; and

(5) The Contractor will inform the Contracting Officer if a subcontractor sues the Contractor and the suit puts at issue, in any way, the validity of this clause.

(6) The Contractor recognizes that compliance with the requirements of this clause are material to the Government's payment decisions for purposes of 31 U.S.C. 3729(b)(4).

(c) The Contractor must include the substance of this clause, including this paragraph (c), in subcontracts at any tier, including those for commercial products and commercial services, except those where the place of delivery or performance is outside the United States.

INITIALS: _____ & _____
LESSOR GOV'T

Consent 1. N.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: MET Transit Financial Sustainability and Governance Study - Recommend to PCC
PRESENTED BY: Rusty Logan
Department: Transit
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION

Staff recommends Council forward a recommendation of approval of the Billings MET Transit Financial Sustainability and Governance Study to the Policy Coordinating Committee (PCC) on the study. Approval of the study does not commit the City of Billings or any other entity to take the actions or recommendations outlined in the study. The PCC is scheduled to take final action on the study on July 21, 2026.

EXECUTIVE SUMMARY

Billings MET Transit undertook the Financial Sustainability and Governance study to examine whether its current governance structure and funding approach are sufficient to sustain transit service into the future, as well as support growth of the system. In recent years, MET Transit improved service, including a network redesign that increased frequency and reliability, which resulted in significant ridership growth across the City. At the same time, the City of Billings and the surrounding area continued to grow with the potential for the Billings Urbanized Area to absorb the Laurel Urban Cluster in the upcoming census. Because of these factors, along with growing interest in additional service both within and outside of Billings, the study was commissioned to provide insight into future potential actions to sustain and grow transit service. The study explores alternative governance models, recommends potential funding sources including a transit fare analysis, and briefly explores return on investment factors for transit service. Council received a presentation of the Billings MET Transit Financial Sustainability and Governance Study at the July 06, 2026 Council Worksession.

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

Billings MET Transit operates as the designated direct recipient of Federal Transit Administration (FTA) transit funds within the Billings Urbanized Area (UZA), a small urban designation applicable to urbanized centers with populations between 50,000 and 200,000. As the designated recipient, MET administers and utilizes federal funding under a wide range of FTA regulatory requirements, with several sources of funding directly tied to the UZA boundary and the population and land uses within; this boundary is updated with each Federal Census. The boundary is currently separated from the Laurel Urban Cluster by less than two (2) miles; however, development along the I-90 interstate corridor has the potential to join the Billings UZA and the Laurel Cluster within the next census cycle. The absorption of the Laurel Cluster by the Billings UZA would introduce an additional jurisdiction into the urban transit framework as Laurel currently operates public transit service, which has direct implications for funding, service delivery and governance structure.

Regarding funding, MET Transit receives local funding from a number of sources but primarily through a dedicated property tax mill that has been in place since 1978. Recent state level legislation significantly impacted mill revenues across the entire City, leading to stagnating revenue supporting transit. Stable local funding is essential to continue to provide required local match to federal dollars received and to support both transit operations and capital. Facing decreased revenue and recent cost escalations including labor costs, general inflation, and fuel price increases, MET's most recently approved budget requires significant reserve fund use to cover expenditures for the upcoming year. If no action is taken, reserve accounts are projected to decrease to insufficient levels within 5 to 7 years. Without additional funding opportunities, MET Transit will not only be prevented from expanding service, but may also face reductions to existing service.

Because of these considerations, MET Transit commissioned a study to explore alternative governance models appropriate for a multi-jurisdictional urbanized area, as well as explore funding opportunities to support the transit system.

FISCAL EFFECTS

The study explores potential governance and funding scenarios supporting transit service; no direct fiscal effects will result in the approval of the study.

STAKEHOLDERS

The MET Transit Financial Sustainability and Governance Study included a study review committee that included members of the Aviation and Transit Department of the City of Billings, the Metropolitan Planning Organization (MPO - City of Billings), the Lockwood Steering Committee, the City of Laurel, Yellowstone County, Allies in Aging, and School District 2. The study also included outreach to the area community regarding desire for transit service relative to current service areas.

ALTERNATIVES

Council may:

- Forward a Recommendation of Study Approval to the Policy Coordinating Committee; or
- Forward a Recommendation of Study Non-Approval to the Policy Coordinating Committee.

A Recommendation of Approval does not commit the City to future actions outlined in this study; rather, this study provides details and guidance for possible future scenarios regarding funding and governance as related to Billings MET Transit and public transit in the Billings area. Any recommendations made in the study would require further action from the Council for implementation.

Attachments

MET Financial and Governance Study Final



FINAL REPORT

TRANSIT FINANCIAL SUSTAINABILITY AND GOVERNANCE STUDY

BILLINGS MET TRANSIT

CITY OF BILLINGS, MONTANA

SRF

Table of Contents

Executive Summary 4

Part I: Introduction 6

- State Property Tax Legislation Changes 6
- Service Growth Desires and Organization Constraints 7
- Final Report Document Organization 7
- Key Study Findings 9
- Governance Findings 10
- Funding Findings 11

Part II: Current Conditions & Alternatives Analysis 13

- Current Service Summary 13
- Governance Alternatives Evaluation 17
- Funding Alternatives Evaluation 25
- Regional Considerations 42
- Comparative Analysis: Governance and Funding Alignment 43

Part III: Economic Return on Transit Investment 45

- Benefit-Cost Analysis 45

Part IV: Stakeholder Input & Peer Review 49

- Committee Meetings 49
- July 2025 Resident Survey Results 50
- UTD Peer Interviews 50
- Other Stakeholder Input: Laurel Transit 51

Part V: Conclusion 52

- Implementation Considerations 53

Appendix A: Funding Enhancement Alternatives Review Technical Memorandum

Appendix B: Survey Summary

Appendix C: UTD Interview Notes

Table of Figures

Figure 1. Governance Criteria Results Summary by Alternative 11
Figure 2. Billings MET Transit Fixed-Route Service Map 14
Figure 3. Laurel Transit Vehicle 15
Figure 4. Thematic Representation of Demand for Service Expansion in the Future 16
Figure 5. Billings Urban Area and Planned Development Within 1.5 Miles in Laurel 18
Figure 6. Governance Alternatives 19
Figure 7. Governance Model Analysis Criteria and Goals 21
Figure 8. Phase 2 Evaluation of Sub-Options 22
Figure 9. Phased Implementation Approach 24

Table of Tables

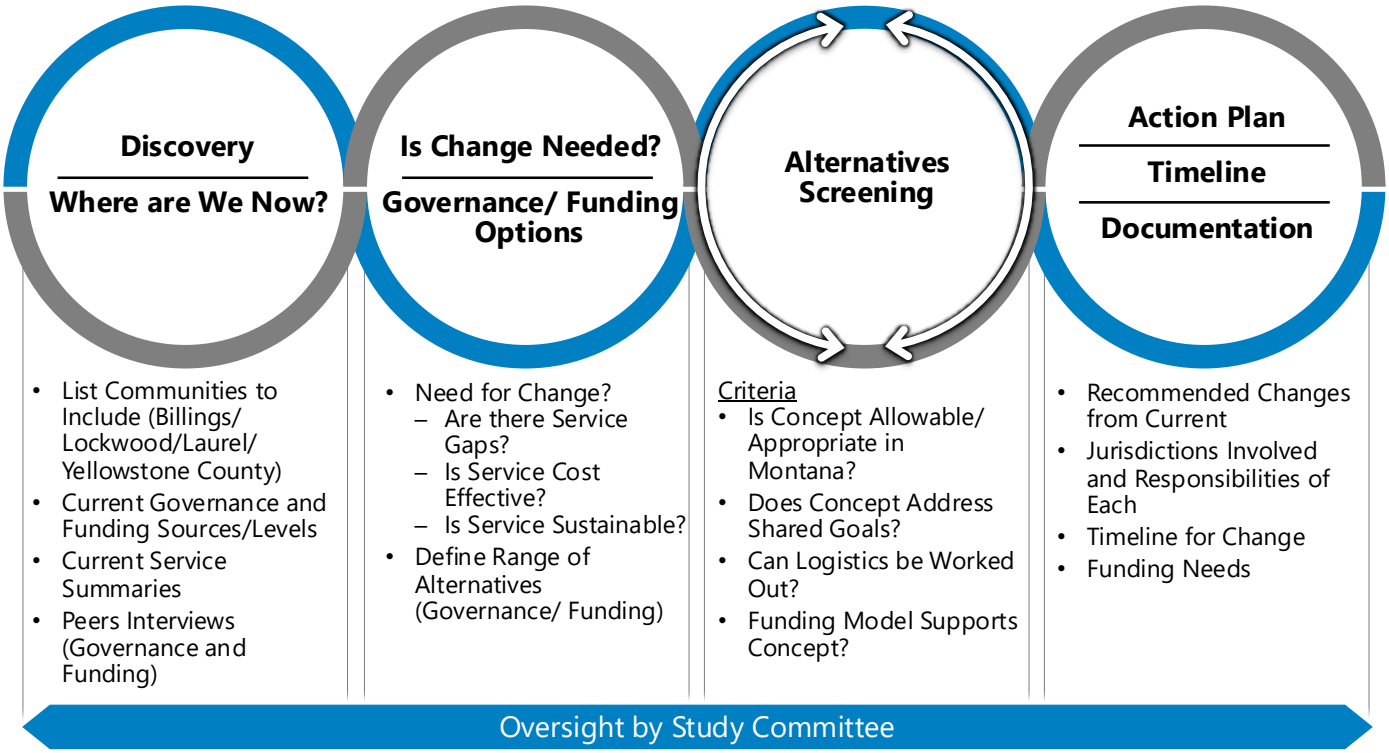
Table 1. Phase 2 Evaluation by Criteria and Option 23
Table 2. Five-Year Revenue Generation Comparison - City Property Tax Versus UTD Tax Option 28
Table 3. Funding Tools Evaluation Summary 33
Table 4. Peer Agency Fixed-Route Fare Comparison 36
Table 5. Peer Agency Fare Media Comparison 37
Table 6. Fixed-Route System Size and Productivity 38
Table 7. Systemwide Operating Expense, Fare Revenue, and Farebox Recovery 39
Table 8. Local Funding Context 40
Table 9. Advertising Revenue, 2024 41
Table 10. Trip Purposes by Frequency of Ridership 46
Table 11. Cost-Benefit Ratio for Billings Transit Investment 48
Table 12. Return on Investment Assumptions 49

EXECUTIVE SUMMARY

Billings Metropolitan Transit (MET Transit) undertook this study to examine whether its current governance structure and funding approach are sufficient to sustain transit service over time and support future growth. MET Transit has recently improved service through implementation of the 2022 Transit Development Plan, including a network redesign that increased frequency and reliability. At the same time, the City of Billings and the surrounding area continue to grow, creating interest in additional service within Billings and potential connections to nearby communities of Lockwood and Laurel. The study was initiated to better understand whether MET Transit's existing structure can support these evolving needs and what alternative approaches may be available.

The study also responds to growing financial pressure facing the current municipal model. Recent change to Montana property tax law is expected to constrain future revenue growth, while MET Transit's operating costs are projected to rise faster than available funding. In that context, this study evaluates MET Transit's current governance and funding framework, reviews relevant state law and peer practices, and assesses alternative governance and funding approaches that could improve long-term financial sustainability and better position the transit system to meet community needs.

The following figure shows how the study moved from defining MET Transit's current challenges and opportunities to evaluating options and outlining a practical path forward.



The table below summarizes the recommendations that emerged from this study and organizes them into a practical sequence of short-, middle-, and longer-term actions. Taken together, the recommendations reflect a path that begins with strengthening MET Transit within its current structure, advancing near-term funding opportunities, and laying the groundwork for larger governance and funding decisions as expanded service and long-term financial sustainability remain priorities for the Billings region. This includes potential consideration of a multi-jurisdictional Urban Transportation District (UTD), which is a separate transit governance structure authorized under Montana law that can span multiple jurisdictions and has the option to provide dedicated taxing authority to fund and oversee transit service.

Focus Area	Recommendation	Implementation Timing
Governance	Operate MET as Stand-Alone City Department	Short-Term
	Partner with Laurel to Provide Service	Short to Middle-Term
	Assess Needs/Opportunities/Support for Lockwood Service	Short to Middle-Term
	Develop Multi-Jurisdictional UTD	
	– Establish UTD through Yellowstone County	Middle-Term
	– Develop Governance Parameters	Middle-Term
	– Develop Funding/ Program	Middle-Term
	– Implement UTD	Middle-Term
Funding	Assess Potential to Access CMAQ Funding	Short-Term
	Pursue Use of Other Identified Funding Sources	Short to Middle-Term
	Monitor/Reassess Funding Capacity Relative to Expenses	Short to Middle-Term
	Develop Updated Funding Needs and Tax Levy Amount	Middle to Longer-Term
	Monitor Longer Term Use of CMAQ for Transit	Middle to Longer-Term

Note: Short-Term = 0 to 2 years, Middle-Term = 2 to 5 years, Longer-Term = 5+ years

Overall, this study finds that the future of transit in Billings will be shaped by a series of related decisions about funding, governance, service priorities, and regional coordination. In addition to evaluating governance and funding alternatives, the study also examines MET Transit's fare structure, and the role fares play in the agency's financial picture, as well as the broader return on investment that transit provides to the community through access, mobility, and economic value. The remainder of this report presents the analysis, peer review, and stakeholder input that informed these findings and provides the context for the recommendations and implementation considerations that follow.

PART I: INTRODUCTION

Billings Metropolitan Transit (MET Transit) is the public transportation provider for the City of Billings, offering fixed-route bus service and complementary paratransit service that helps residents access jobs, schools, healthcare, and other essential destinations. As Billings continues to grow and travel needs evolve, MET Transit's ability to sustain and improve service depends on having access to funding streams that are clear, stable, and aligned with community priorities. As a division of the city, MET Transit draws from the range of funding options available and used by the city. Currently, the primary local sources of funding are:

- Property tax revenue
- Fares
- State entitlement payments – Portion of the amount redistributed to Billings by the State of Montana
- State TransADE – Assistance to local agencies for service for persons with disabilities and seniors
- Other local tax allocations
- Advertising

Historically, funding has supported MET Transit's ability to operate and implement enhancements such as the recent 30-minute service overhaul (relative to 60-minute service prior), updates to the fleet to reduce maintenance costs, and updates to maintenance/storage/administrative facilities. While current funding streams have supported enhancements within the city, as the region continues to develop and urbanize, consideration of more service outside the city limits has the potential to add demand to many of the funding streams available. Thus, identification of the opportunity and level of alternative funding streams will be critical to being able to provide the range of transit services needed in the region.

State Property Tax Legislation Changes

State tax reform legislation passed in 2025 included changes to the method of establishing the taxable valuation for primary, secondary, and rental properties and instituted a cap on the year-to-year revenue increase allowed to be collected through property taxes. For the first year of the new policies, jurisdictions were able to adjust their mill levy to levels that would retain the pre-legislation property tax revenue, but going forward the cap of half the rate of inflation or a maximum of two percent is in place. Valuations in the last 10 plus years have outpaced the cumulative inflation rate, which allows the mill levy to stay the same or even decline. If the situation changes and valuations do not continue to escalate, this is a complicating factor to revenue generation that is unique to Billings and one other Montana community. If a mill levy increase is needed to offset stagnating valuations, in Billings the increase may require a referendum, while in most Montana communities the elected body of the jurisdiction can increase the levy to maintain property tax revenue levels.

With the cumulative impacts of the range of property tax changes, the City is expecting revenues to be flat in 2026, decline by about 1.8 percent in 2027, and then normalize to an expected annual growth rate of 1.75 percent in 2028 and forward. Year-over-year expenses for MET Transit reflect an increase of approximately 3.5 percent and would be capped at a lower increment. Property tax allocations represent approximately 31 percent of MET Transit's current revenue. Capping the increase would have a relatively small impact in one year to the next; however, over a period of years the cumulative impacts have the potential to affect the

ability to support the desired level of service. One purpose of this study is to look at alternative funding sources to property taxes to offset the impacts of the 2025 legislation.

Service Growth Desires and Organization Constraints

The 2022 Transit Development Plan (TDP) included a network redesign implemented in 2023. The current system consists of 13 weekday routes and six Saturday routes operating in a pulse structure with two primary transfer centers. The redesign improved frequency and reliability and transitioned from flag stops to designated bus stops.

While the TDP has resulted in successful service changes in the past few years, it is understood that the region will continue to grow and demand for more service will increase. As part of this study, the Project Team identified the following additional near- to medium-term service needs:

- Increased frequency along the Heights–Downtown corridor
- Expanded service in West Billings
- Potential fixed-route service to Lockwood
- Enhanced connectivity between Billings and Laurel

Operating cost estimates suggest each additional fixed-route bus requires approximately $460,000 annually within the current service area and approximately $550,000 annually when complementary paratransit is required outside existing boundaries. Adding three to six buses could increase annual operating costs by $1.7 to $3.3 million. The increment of cost associated with the desired service expansion exceeds the likely anticipated increase in funding available to MET Transit for implementation.

As a division of the City of Billings, MET Transit provides service within the city limits. Growth and the desire for service outside the city adds to the funding analysis. Through the study, concepts considered include each jurisdiction providing its own service, MET Transit entering into service agreements with other jurisdictions, and/or stakeholders creating a new transit entity that would provide service throughout the region.

Final Report Document Organization

This final report summarizes the MET Transit Funding Sustainability and Governance Study, compiling what the study team learned through technical analysis, peer review, and stakeholder input. The report is intended to support informed choices about how MET Transit is structured, how it is funded, and what practical steps could be taken to sustain and strengthen transit service over time. The report is organized into five parts, as described below.

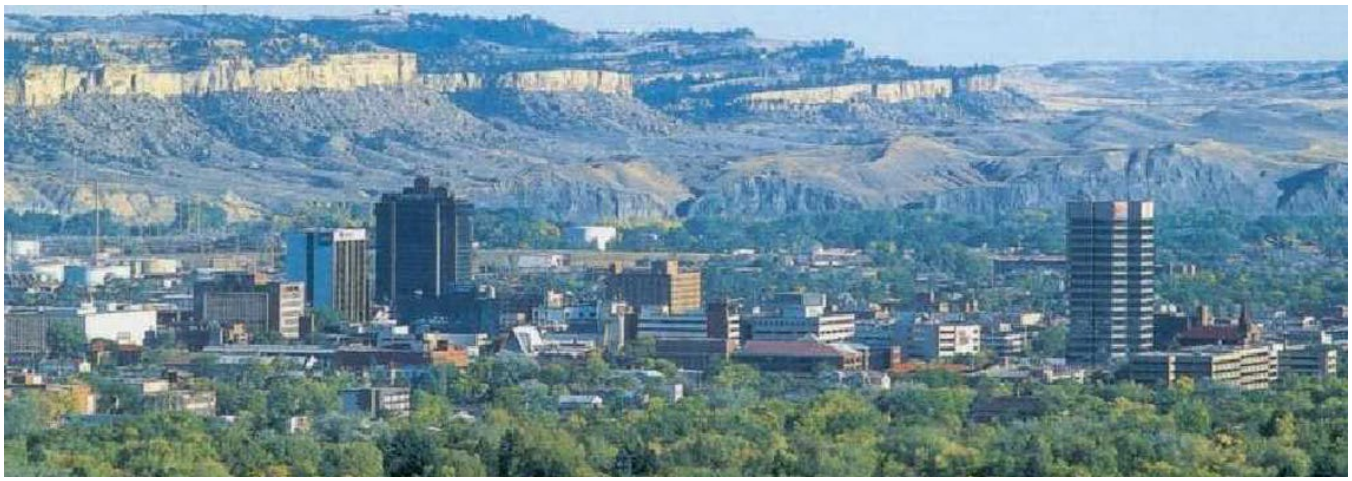
Part I: Introduction
Establishes the purpose of the study, the questions the study is intended to answer, and the overall approach used to evaluate MET Transit's funding and governance needs.

Part II: Current Conditions & Alternatives Analysis
Documents MET Transit's current funding and governance context and the factors shaping future needs, then describes the governance and funding alternatives considered and how each would function in practice.

Part III: Economic Return on Transit Investment
Explains the broader value of transit to Billings and how transit investment can support economic activity, household affordability, and access to opportunity.

Part IV: Stakeholder Input & Peer Review
Summarizes what was heard and learned through engagement with stakeholders and the Study Review Committee, as well as relevant takeaways from peer transit systems.

Part V: Conclusion and Implementation Considerations
Brings the analysis together by summarizing tradeoffs, highlighting key findings, and outlining actionable next steps and considerations for implementation under different governance and funding pathways.



Study Scope

The study is neutral in nature. It does not recommend a specific alternative. Instead, it provides an objective assessment of advantages, risks, fiscal implications, and implementation considerations associated with each option. The scope of this study includes both governance structure and funding authority, recognizing that these issues are interdependent. The scope of work primarily includes:

- Collection and analysis of data that illustrate existing conditions within MET Transit including, but not limited to, resources available, existing plans, current and historic fare structures and revenues, funding mechanisms within the state and region, and current growth and population data.
- Alternative governance model development through data analysis.
- Development of goals and performance criteria to evaluate the alternatives.

The study does not include detailed service design, ridership forecasting, or final financial modeling beyond order-of-magnitude projections necessary to evaluate structural sustainability.

Study Process

This study was informed by multiple sources of data and stakeholder engagement. Key elements of the process included:

- Review of Montana statutes governing municipal bus services, Urban Transportation Districts (UTDs), interlocal agreements, and related financing authorities.
- Analysis of recent state legislation (including HB 231, SB 542, HB 20, and HB 764) affecting property tax valuation, mill levy authority, and service area limitations.
- Evaluation of MET Transit's current operating budget, revenue composition, and projected revenue growth rates.
- Interviews with leadership from comparable Montana UTDs, including Great Falls, Missoula (Mountain Line), Gallatin Valley (Streamline), and Big Sky.
- Discussion with project stakeholders, including the Project Review Committee, regarding regional expansion feasibility and political considerations.
- Integration of findings from the 2022 Transit Development Plan and subsequent network redesign.

Findings from these steps were synthesized to evaluate structural tradeoffs rather than to advocate for a single course of action.

The findings of this study reflect the opinions of the consultant team with input from staff based on available information at the time; recent actions by City Council or other authorities regarding the budgetary, legal, or other processes and may not be reflected.

Key Study Findings

The analysis conducted through this study yields several overarching findings that frame the remainder of the report.

Structural Revenue Constraints
Recent changes in state property tax law, combined with the Billings City Charter mill levy cap, limit MET Transit's ability to adjust property tax revenues administratively. Over the five- to seven-year horizon, projected revenue growth is estimated to lag behind expected wage and operating cost increases, creating structural financial pressure even if service levels remain constant.

Service Expansion Needs
Order-of-magnitude cost estimates indicate that implementing near-term expansion priorities identified, such as increased frequency and westward expansion, would require annual operating increases of approximately $1.7 to $3.3 million, plus significant capital investment. Without new revenue authority, these improvements are unlikely to be sustainable.

Governance and Funding Authority
The existing municipal model offers administrative continuity but is constrained by competition within the city budget and by Charter-imposed mill caps without a referendum vote to adjust. Alternative governance structures, particularly a UTD, introduce greater flexibility in boundary design and dedicated funding authority but require voter approval and administrative transition.

Incremental Revenue Tools
Transportation utility fee adjustments, employer partnerships, marijuana excise reallocation, and parking benefit strategies may provide meaningful supplemental revenue. However, individually they are unlikely to fully offset projected structural gaps associated with both inflationary pressures and service expansion.

Regional Coordination
Laurel and Lockwood integration appear to be the most feasible for near-term regional consideration. Broader county participation may be viable with additional outreach. Governance structures that allow flexibility in boundary design may better align with regional growth patterns over time.

Tradeoffs Between Scenarios
The Status Quo model emphasizes stability and incremental adaptation but remains fiscally constrained. A UTD model emphasizes structural flexibility and dedicated funding but introduces formation of risk and administrative complexity. Neither option eliminates tradeoffs; rather, they distribute fiscal, political, and operational risks differently.

Governance Findings

Governance alternatives were evaluated using seven criteria tied to individual goals:

- Sufficient and sustainable revenue
- Political feasibility and public support
- Coordination across jurisdictions
- Efficiency
- Responsiveness to needs and preferences
- Accountability of decision-makers
- Ease of implementation

The findings below summarize how the primary governance pathways perform relative to these goals. These results are visualized below in Figure 1.

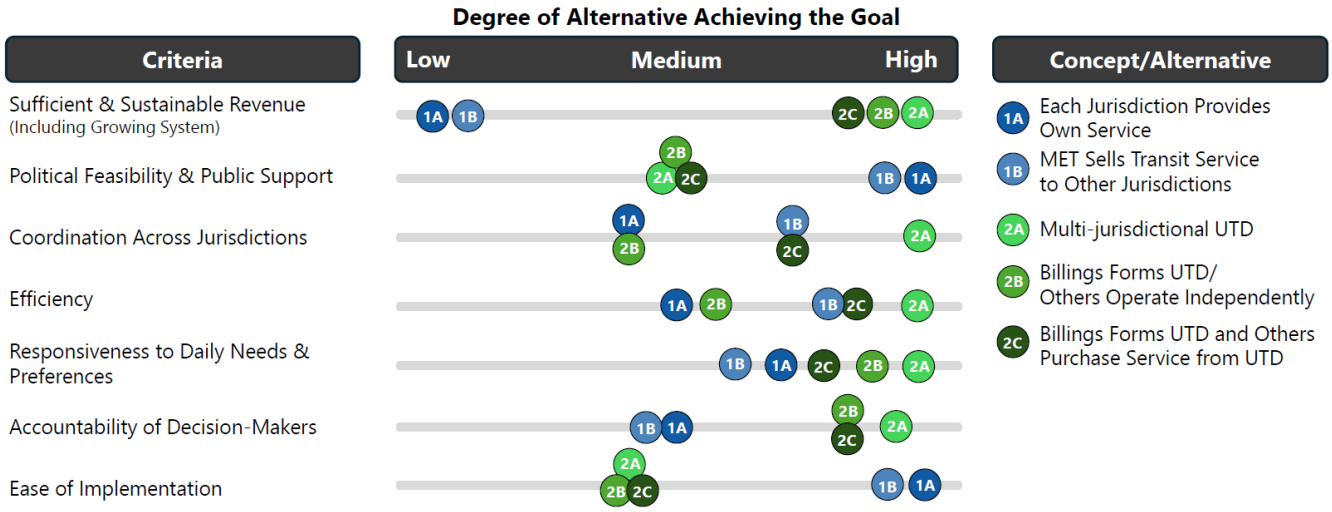
Revenue Sustainability Is the Primary Structural Distinction Between Models. The Status Quo municipal model provides continuity but remains constrained by the City Charter mill levy cap, limiting long-term revenue growth without voter action. A UTD structure provides a dedicated levy authority within district boundaries, offering comparatively stronger alignment with the goal of sufficient and sustainable revenue. Implementation of the UTD concept could include an initial increment budget request that would provide funding for expansion that would be difficult to fund within the constraints of state-imposed year-over-year increases tied to half the rate of inflation and a maximum of two percent.

Coordination Across Jurisdictions and Legal Flexibility Favor a District Model. The municipal model can coordinate through interlocal agreements, but boundaries and taxing authority remain closely tied to the City. A UTD offers statutory authority to span jurisdictions, annex new areas, and align service boundaries with regional growth patterns, supporting coordination and legal flexibility.

Efficiency and Accountability Vary by Structure Rather Than Directionally. The municipal model benefits from established City administrative systems and direct accountability to elected City officials. A UTD provides governance focused solely on transit policy, with a dedicated transportation board accountable under state law. Each model offers different forms of accountability and operational efficiency.

Responsiveness to Community Needs Depends on Governance Design and Funding Capacity. Both models can respond to service needs; however, responsiveness is ultimately tied to available revenue and governance authority. A UTD may offer greater flexibility in aligning service to regional demand, while the municipal model offers direct integration with City planning and infrastructure processes.

Figure 1. Governance Criteria Results Summary by Alternative



Funding Findings

The funding analysis yielded the following conclusions:

Revenue Growth Under the Current Structure Is Projected to Lag Behind Cost Growth. Flat or declining short-term revenues combined with wage and operating cost increases create structural imbalance over the five- to seven-year horizon.

Primary Revenue Tools Capable of Addressing a Potential Funding Gap Include Property Tax and Congestion Mitigation and Air Quality Program (CMAQ). Property tax mechanisms, whether under the City or through a UTD, and CMAQ funds emerged as the most likely and meaningful ways to improve financial sustainability.

Other Revenue Tools Can Supplement Property Tax and CMAQ Funds. Transportation utility fee adjustments, employer partnerships, excise tax reallocation, parking benefit districts, and joint development strategies can contribute meaningfully but are unlikely to independently close projected funding gaps associated with both inflationary pressures and service expansion.

Raising Fares could Increase Revenue, but Carries Risk. Relative to a peer group in this study, MET Transit has the highest one-way fare but the lowest 31-day pass fare. Increasing either of these rates could increase revenue but would also be offset by ridership reduction and could potentially have equity concerns.

The City Charter Mill Cap Limits Administrative Flexibility. Unlike most Montana municipalities, Billings cannot administratively adjust its transit mill levy beyond the current cap without voter approval. This constraint narrows the range of near-term fiscal responses under the municipal model.

Governance Structure Influences Funding Feasibility. The ability to implement and sustain certain funding tools, particularly a dedicated property tax levy, depends on governance authority. As such, governance and funding decisions should be considered together rather than in isolation.

PART II: CURRENT CONDITIONS & ALTERNATIVES ANALYSIS

This chapter provides detailed analysis supporting the study's findings. It first describes the current transit landscape in Billings and surrounding communities, then outlines likely service growth scenarios in the near- to medium-term planning horizon. It subsequently presents governance and funding alternatives in greater depth along with an analysis of their applicability in the Billings region. Finally, the section concludes with discussion of how transit investment supports economic vitality and community outcomes.

Current Service Summary

The Billings area is currently served by two public transit providers: Billings MET Transit and Laurel Transit. Together, these services form a modest but essential regional transit network focused primarily on local mobility, workforce and medical access, and basic community connectivity.

MET Transit Service

MET Transit operates a fixed-route bus system within the Billings city limits, serving approximately 44 square miles (Figure 2). The system includes 13 fixed routes operating on weekdays and six routes operating on Saturdays. The network operates as a pulse system, with buses arriving and departing simultaneously from two MET Transit Transfer Centers and a common transfer location in the Heights. This structure is designed to facilitate timely connections between routes across the city. Another key element of the system design is having one route operate between downtown Billings and Billings Heights, connecting two Billings Heights circulators.

MET Transit directly operates complementary paratransit service, known as MET Plus, for riders who are unable to use the fixed-route system due to a disability. MET Plus provides origin-to-destination trips for individuals certified as eligible under the Americans with Disabilities Act (ADA). While federal regulations require paratransit service within ¾ mile of fixed routes, MET Transit exceeds this requirement by offering MET Plus service to all eligible riders anywhere within the Billings city limits, as time and space allow.

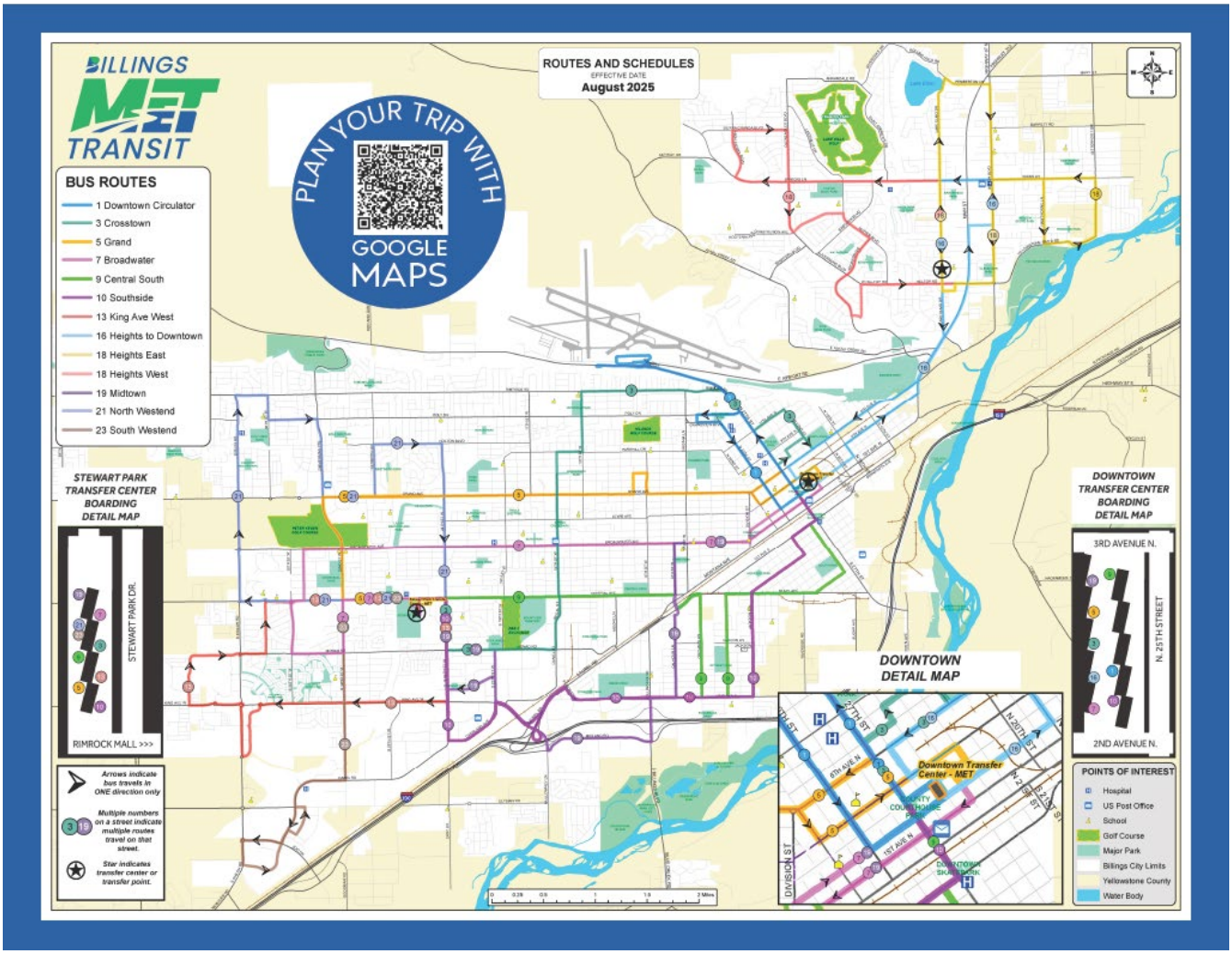
MET Transit's fixed-route fleet consists of 25 buses while the paratransit fleet includes 15 vehicles.

Following completion of the 2022 Transit Development Plan (TDP), MET Transit implemented a comprehensive system redesign in October 2023. The redesign reduced the number of routes from 19 to 13, consolidated service into higher-frequency corridors, introduced 30-minute service on many routes, and transitioned from a flag-stop system to designated bus stops. These changes improved operational efficiency, clarified routing, and strengthened core corridors with higher ridership demand.

Laurel Transit Service

Laurel Transit operates a demand-response, reservation-based service Monday through Friday between 10:00 a.m. and 4:00 p.m. Service is provided within the Laurel city limits and extends up to one mile beyond the municipal boundary. In addition to local trips, Laurel Transit operates a weekly Tuesday connection to Billings, primarily supporting medical appointments and essential errands. Service is available to the general public but primarily serves older adults and individuals with disabilities.

Figure 2. Billings MET Transit Fixed-Route Service Map



The Laurel Transit fleet includes three vehicles, which are owned by the City of Laurel. Allies in Aging provides the drivers and other administrative and funding support.

While Laurel's service model differs from MET Transit's fixed-route structure, the two systems are functionally connected through regional travel patterns. As development continues between Billings and Laurel, coordination between the two services may become increasingly relevant within the five- to seven-year planning horizon.

Figure 3. Laurel Transit Vehicle



Potential Future Transit Service Expansion

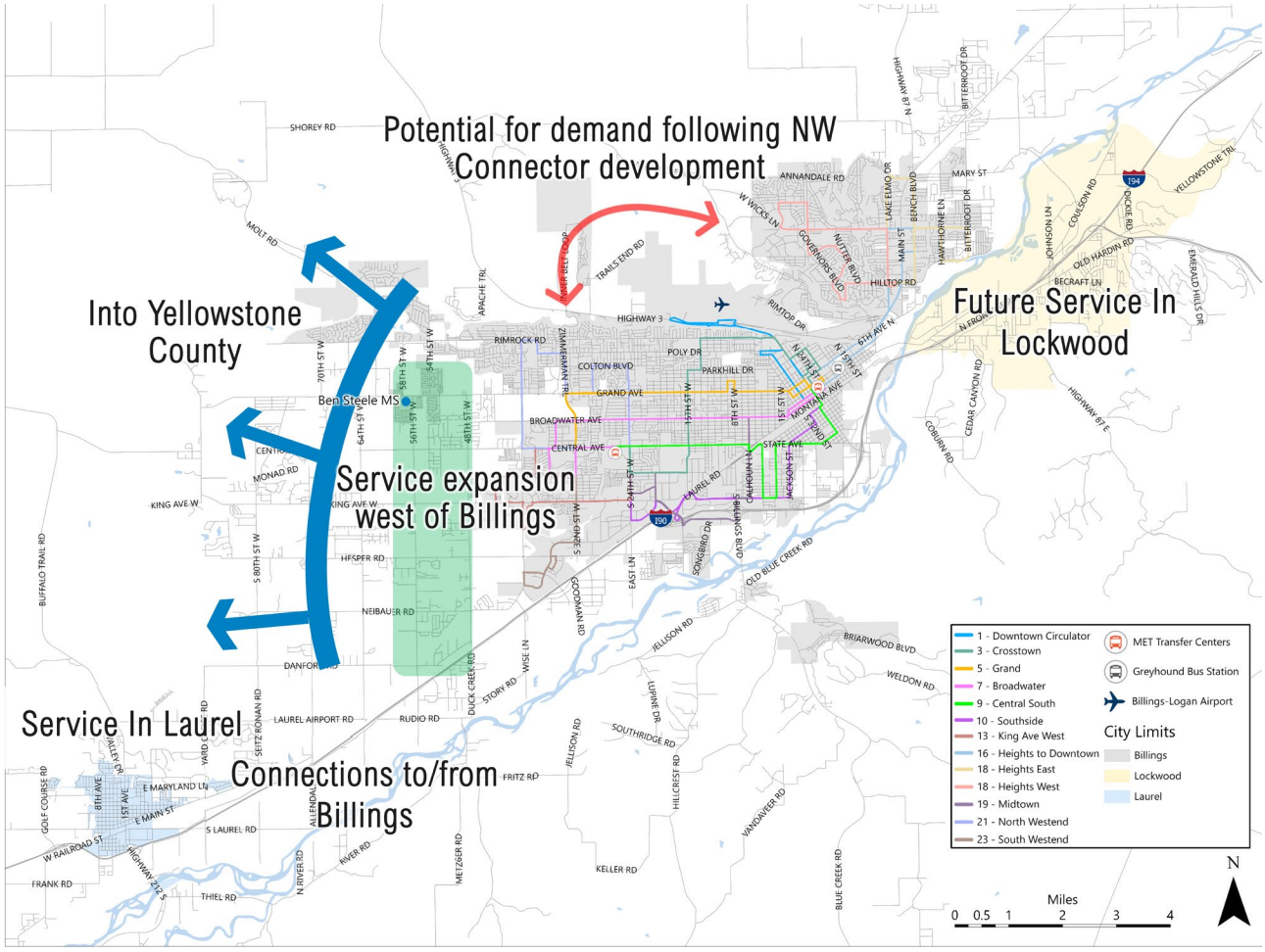
The Project Team and Project Review Committee analyzed the most likely service expansion needs in the near- to medium-term, which are summarized below.

Likely Service Expansion in and Around Billings

Analysis of prior planning efforts, staff input, and public feedback indicates several likely areas for future service expansion, including increased frequency on high-ridership corridors, westward expansion within Billings, and improved connectivity to nearby communities such as Lockwood and Laurel, as shown in Figure 4. While Lockwood is already included in the Billings Urban Area, Laurel is not yet included.

Additionally, a public mapping exercise was conducted at the 34th Annual Strawberry Festival and via an online survey to identify travel destinations and service interest, which aligns with the findings in Figure 4. Additional details on the mapping exercise are shown in Part IV: Stakeholder Input & Peer Review.

Figure 4. Thematic Representation of Demand for Service Expansion in the Future



Cost Implications of Expanding Service

Expanding fixed-route service requires both operating and capital investment. Based on recent cost trends, each additional fixed-route bus represents a substantial annual operating commitment, with complementary paratransit further increasing costs outside the current service area.

Assuming three to six additional buses are added to support near- to medium-term service expansion, annual operating costs are projected to increase by $1.7 million to $3.3 million, representing a 20–40 percent increase over the FY 2026 operating budget. Additionally, each new 35-foot fixed-route bus costs between $532,000 and $1 million, depending on propulsion type (diesel or electric). Paratransit vans range from $124,000 to $157,000 per vehicle.

What Happens if Laurel Joins the Urban Area?

Currently, the Billings Urban Area includes Lockwood, but it does not include Laurel. Determination of urban area boundaries takes place with each Decennial Census. Based on the 2020 Census Urban Area criteria, qualifying census blocks within 1.5 miles of an existing urban area boundary can be added into the urban

area if they meet all the criteria for inclusion.[1] In the 2020 Census, qualifying blocks in Laurel were not included in the Billings Urban Area because the "jump" between qualifying blocks in the Billings Urban Area and Laurel was greater than 1.5 miles.

Meanwhile, there is new development planned within the 1.5 mile "jump" radius of the current Billings Urban Area, as shown in Figure 5. If this development or other development takes place, it is possible that Laurel will be included in the Billings Urban Area in the 2030 Census.

If Laurel became part of the federally designated urban area, Billings would remain the FTA-designated recipient and Section 5307 funds would need to be allocated across both communities. This would require new agreements governing funding distribution, service responsibilities, and local match contributions.

The Section 5307 funding formula for urban areas under 200,000, which includes Billings, is based on the population and the population density of the urban area. The net increase in population due to adding Laurel to the urban area would likely increase Section 5307 funding slightly. Notably, the criteria for inclusion in an urban area and the formula for Section 5307 funding can change over time. There is no guarantee that there would be an increase in Section 5307 funding if these criteria and formulae changed.

Additionally, if Laurel became part of the Billings Urban Area, transit service within Laurel would generally shift from eligibility under Section 5311 (rural) to eligibility under Section 5307 (urbanized), because Section 5311 funds are intended for areas outside urbanized areas. However, Section 5311 could still be used for any service Laurel Transit provides in surrounding nonurbanized areas and for connections that primarily serve rural areas, with Section 5311 funds applied only to the nonurbanized portion of service.

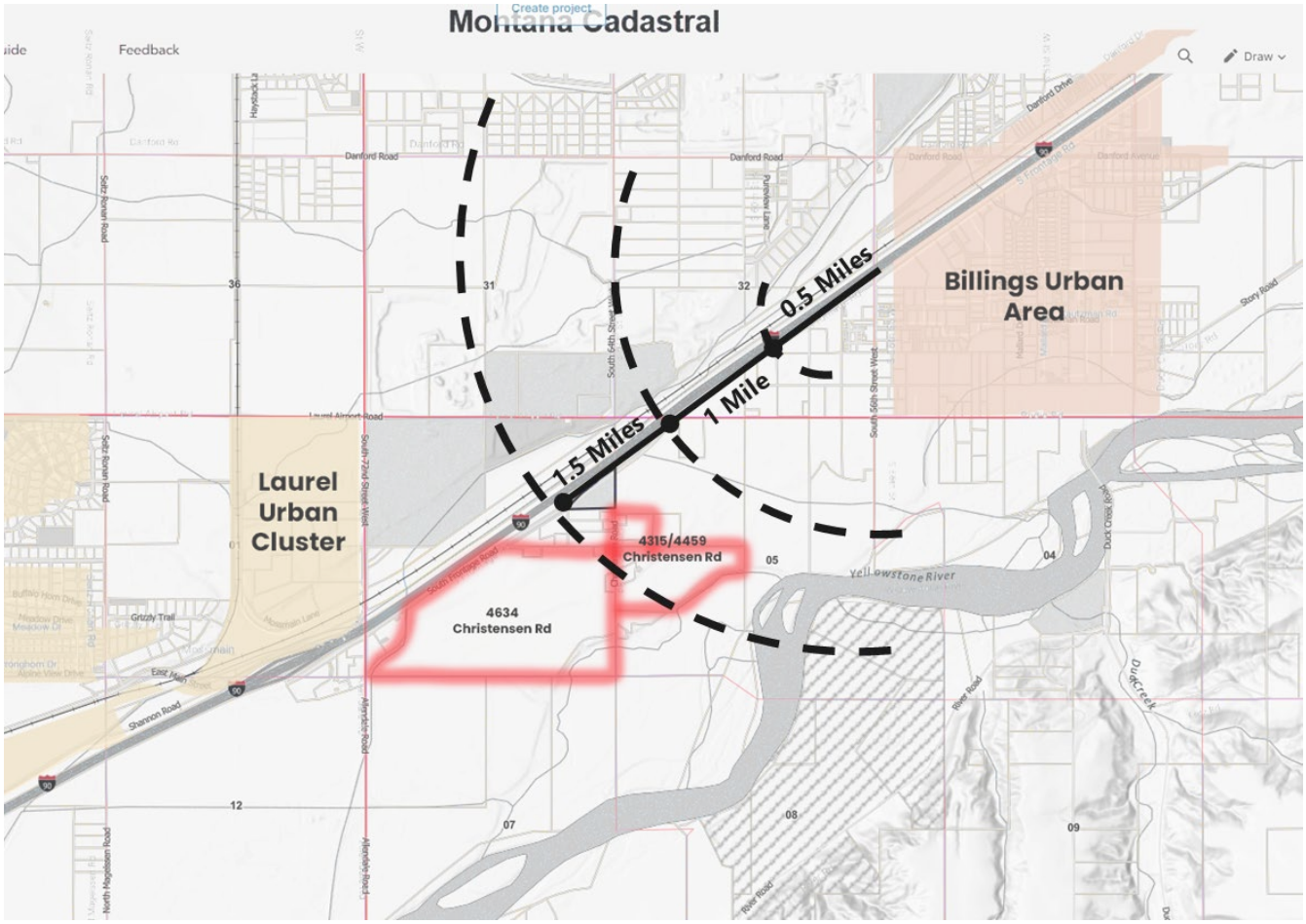
Governance Alternatives Evaluation

MET Transit currently operates as a city department function rather than a separate, independent transit agency. The transit system is organized as a division within the City of Billings' Aviation and Transit Department, which houses MET Transit's day-to-day management and administrative responsibilities. From a governance standpoint, policy direction and ultimate decision-making authority rest with the City's elected leadership, the Mayor and City Council.

Because MET Transit is housed within city government, the City also retains key external roles associated with federal transit funding. Under the current structure, the City of Billings continues to serve as the FTA Section 5307 designated recipient for the urban area, maintaining responsibility for managing and distributing these federal formula funds in accordance with applicable requirements.

[1] https://www2.census.gov/geo/pdfs/reference/ua/Census_UA_CritDiff_2010_2020.pdf

Figure 5. Billings Urban Area and Planned Development Within 1.5 Miles in Laurel

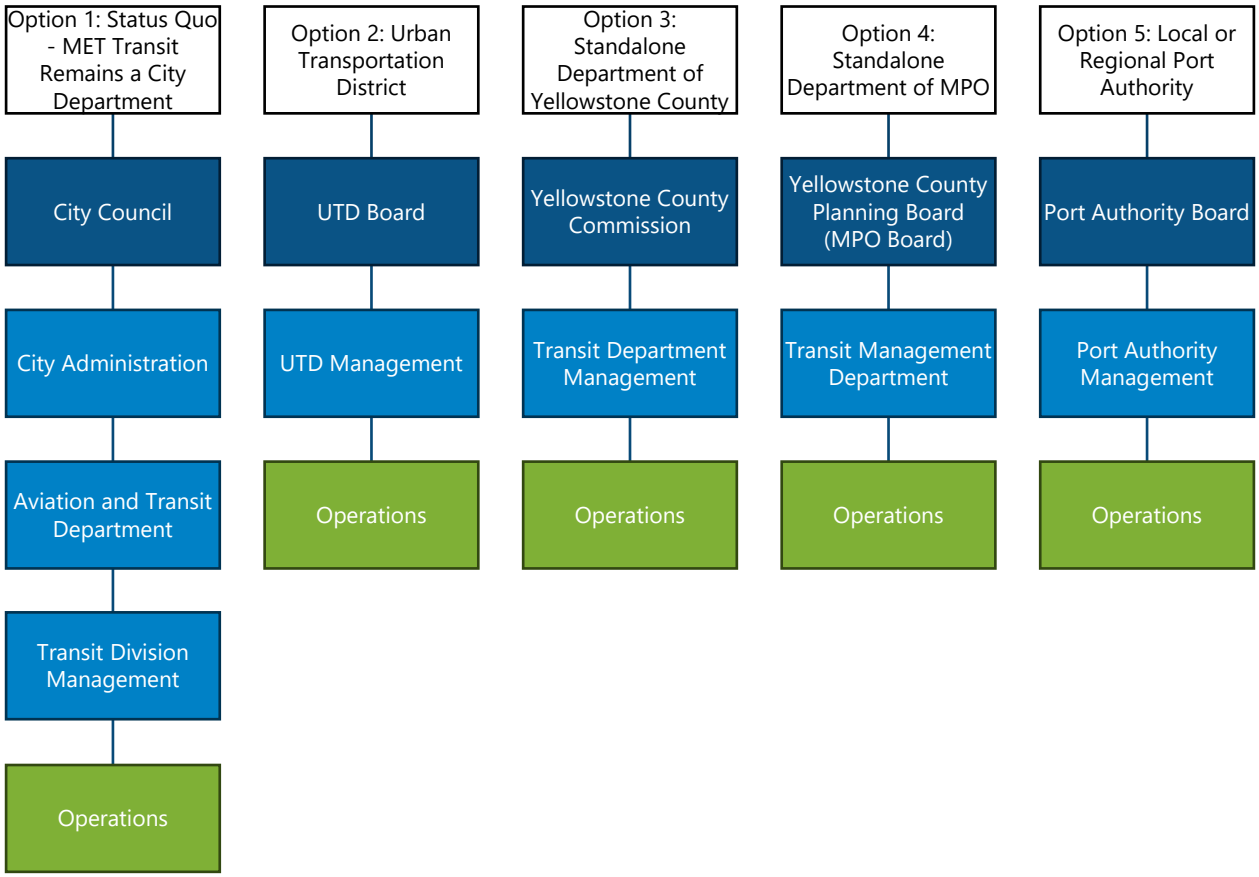


To begin the evaluation of alternative governance models, the Project Team first identified all the possible ways in which transit service is authorized to be governed in the State of Montana. The following five potential governance structures were initially considered:

- Option 1: Status Quo – MET Transit Remains a City Department
- Option 2: Urban Transportation District (UTD)
- Option 3: Standalone Department of Yellowstone County
- Option 4: Standalone Department of the MPO
- Option 5: Local or Regional Port Authority

Figure 6 shows the layers of decision-making authority for each of the five options. In each option, the ultimate decision-making body is shown in dark blue, while intermediate management is shown in light blue. As a division of the City's Aviation and Transit Department, the status quo option includes several layers of management and administration between operations and the City Council. Each of the other four options shows fewer layers of management, which could lead to streamlined governance processes.

Figure 6. Governance Alternatives



Evaluation Phases

With the comprehensive list of alternatives available, the Project Team went through a process of narrowing down options in the following phases:

- Phase 1: Screening for statutory feasibility and administrative practicality.
- Phase 2: Evaluation for alignment with criteria and goals.
- Phase 3: Recommended phased approach of alternatives.

The process and results of each phase are described in the following sections.

Phase 1: Screening for Statutory Feasibility and Administrative Practicality

Phase 1 looked at each of the governance options and considered the following questions:

- Is this governance option statutorily feasible?
- Is this governance option administratively practical and politically viable in the Billings region?
- Does this governance option provide clear advantages over the others in terms of achieving financial sustainability?

Through these questions, three of the options were screened out, as described below.

Option 3: Standalone Department of Yellowstone County

While future service expansion could include unincorporated portions of Yellowstone County, transferring transit governance to the County would likely dilute Billings' service focus. County administration would be expected to distribute service geographically, potentially reducing service levels within Billings to fund lower-density areas. There is also no indication of County interest in assuming transit governance responsibilities.

Option 4: Standalone Department of the MPO

The Billings MPO is a planning body administered by City staff. Transitioning transit operations to the MPO would not provide meaningful structural or financial benefits and would likely require continued reliance on City administrative systems.

Option 5: Local or Regional Port Authority

Port Authorities in Montana are designed primarily to advance commerce and economic development through transportation infrastructure. While transit supports economic development, it is not a core statutory purpose of a Port Authority, and no examples in Montana exist where a Port Authority operates public transit. The model offers no clear advantage over a UTD and may be more appropriate for capital facility development than operations.

Phase 2: Evaluation for Alignment with Criteria and Goals

Following the Phase 1 screening, the Project Team established a set of criteria and goals to provide a consistent framework for evaluating the remaining governance alternatives, as shown in Figure 7. Phase 2 highlights how each governance model would perform in relation to the outcomes the City, MET Transit, and stakeholders are seeking to achieve.

Development of Sub-Options

In Phase 2 of the evaluation, the Project Team zoomed in closer to Options 1 and 2 to identify a few sub-options that could be pursued under these umbrellas.

Option 1: Status Quo – MET Transit Remains a City Department

Under this option, MET Transit would continue operating as a division within the City of Billings Aviation and Transit Department. The Mayor and City Council would remain the governing body, and the City would continue serving as the Federal Transit Administration (FTA) Section 5307 designated recipient.

- **Option 1A: Independent Local Operations:** Laurel, Lockwood, or other areas could operate separate transit services. While this preserves local autonomy, it risks duplication of administration, fragmented branding and service standards, and increased federal compliance complexity, particularly if Laurel becomes part of the Billings Urban Area and transitions from §5311 rural funding to §5307 urban funding.
- **Option 1B: Purchase of Service from MET Transit**: Under this sub-option, surrounding jurisdictions would purchase service from MET Transit through formal agreements such as interlocal agreements, consolidation agreements, or multi-jurisdictional service districts. This allows coordinated operations while preserving local funding responsibility.

Figure 7. Governance Model Analysis Criteria and Goals



Option 2: Urban Transportation District (UTD)

A UTD is a special-purpose unit of local government established under Montana Code Annotated Title 7, Chapter 14, Part 2.[2] Its purpose is to "supply transportation services and facilities to district residents and other persons," allowing multiple jurisdictions, including cities, towns, and counties, to collectively plan, fund, and operate public transportation. Unlike a municipal bus service, a UTD is designed to provide regional coordination and funding across jurisdictional boundaries. They can provide any combination of fixed-route, paratransit, and demand-response services.

A UTD functions as an independent governmental and financial entity with the authority to own property, enter into contracts, and levy a property tax within its boundaries to support operations, capital improvements, and debt service. It is governed by a transportation board that represents participating jurisdictions, giving the district a regional decision-making structure. This arrangement enables long-term planning and resource sharing between neighboring communities, helping to align service decisions with regional growth and travel patterns.

According to the Montana Department of Transportation, UTDs serve the critical role of "creating a steady funding source for local governments to finance a variety of transportation services and facilities" and allow several municipalities and counties to jointly fund and operate a unified transit system.[3] The district may contract with municipalities, counties, or private providers to deliver services, offering flexibility in how operations are structured.

[2] https://archive.legmt.gov/bills/mca/title_0070/chapter_0140/part_0020/sections_index.html
[3] https://www.mdt.mt.gov/research/toolkit/m1/ftools/fd/utd.aspx

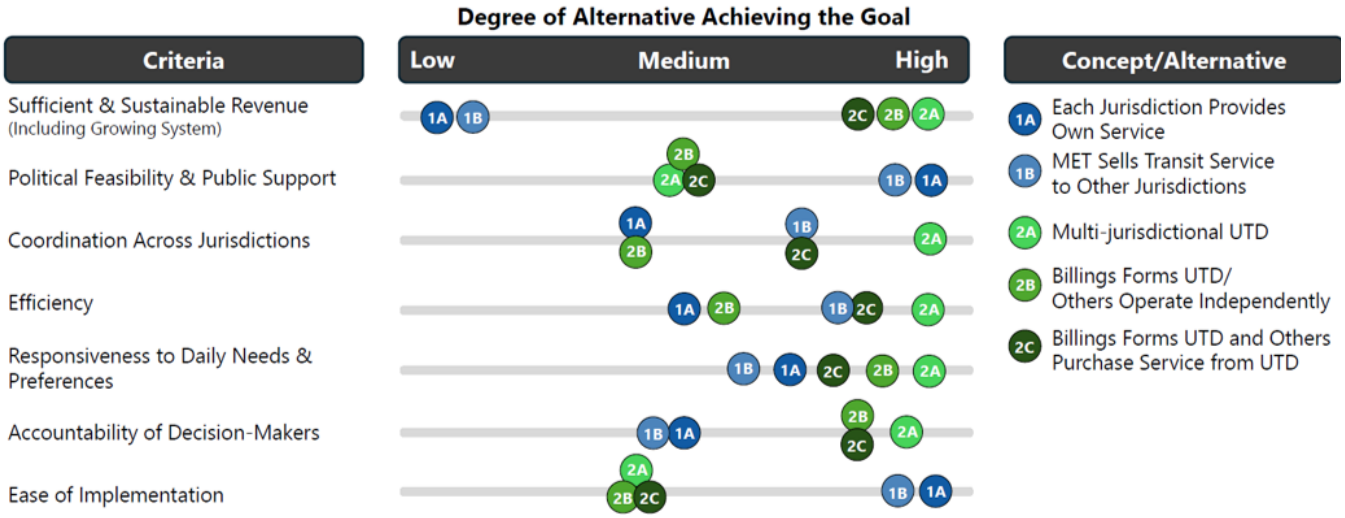
Under the UTD umbrella, there are three sub-options for how a UTD could be used in the Billings region:

- **Option 2A: Multi-Jurisdictional UTD:** Includes Billings and surrounding communities in a single district with unified governance and tax base.
- **Option 2B: Billings-Only UTD:** Establishes a district for Billings while neighboring jurisdictions remain independent.
- **Option 2C: Billings UTD with Purchased Service**: Surrounding jurisdictions purchase service from the UTD through formal agreements.

Phase 2 Evaluation Results

With the sub-options identified, the Project Team evaluated each against the criteria and goals established in Figure 7. Each sub-option was assessed for the degree to which it achieves each of the seven goals. The results are shown in Figure 8 below. The Option 1: Status Quo – MET Transit Remains a City Department group is shown in blue, while the Option 2: Urban Transportation District (UTD) group is shown in green.

Figure 8. Phase 2 Evaluation of Sub-Options



While the sub-options consider the various ways in which each Option 1 and Option 2 can be deployed, for the most, for each goal, the sub-options are clustered together. Table 1 provides additional detail on the evaluation results by criteria and option.

Table 1. Phase 2 Evaluation by Criteria and Option

Criteria	Option 1: Status Quo	Option 2: UTD
Sufficient and Sustainable Revenue	Revenue remains subject to the City Charter mill levy cap and municipal budget processes (e.g., reallocation of State Entitlement funds by City Council). While voter-approved adjustments are possible, long-term sustainability is constrained relative to an independent district.	A UTD provides dedicated levy authority within district boundaries, supporting stronger alignment with long-term revenue sustainability goals, subject to statewide levy growth limits. Peer interviews in Great Falls and Gallatin Valley emphasized that dedicated mill levies improved long-range planning stability, though increases still require careful public communication.
Political Feasibility and Public Support	Political feasibility is comparatively strong because no new governmental entity is created and no formation election is required.	Formation requires voter approval and public engagement, increasing political complexity relative to the Status Quo. Peer agencies noted that tailored messaging and early coordination with county officials were critical to formation success.
Coordination Across Jurisdictions	Coordination can occur through interlocal agreements or purchase-of-service arrangements; however, taxing authority and governance remain City-centered.	A UTD boundary may be drawn to include any area, without the need to follow any existing political boundaries. The multi-jurisdictional UTD allows for the highest level of coordination across jurisdictions.
Efficiency	The model benefits from established City administrative systems, reducing duplication of HR, finance, and legal functions.	A multi-jurisdictional UTD can provide very efficient service by acting as the FTA designated recipient for the region, with service planning decisions made at a regional level and all administrative functions consolidated. Some administrative functions could still be contracted to the City of Billings to further reduce duplication.
Responsiveness to Needs and Preferences	Direct integration with City planning and public works supports coordination of transit with infrastructure and land use decisions. However, service expansion remains limited by revenue capacity.	As a standalone entity, the UTD can be very responsive to the needs and preferences of the community. Under this model, there is no competition for resources among departments within the city budget.
Accountability of Decision-Makers	Transit policy decisions remain directly accountable to elected City Council members.	Governance is provided by a transportation board, which may be appointed or elected depending on district design, creating a transit-focused accountability structure under state law.
Ease of Implementation	Implementation requires no structural change. Option 2B could proceed immediately through policy adjustments or agreements.	Starting a UTD will require significant work for all parties involved over a period of several years, including hiring staff to replace current city positions, transferring assets, and no guarantee a mill levy would pass.

Phase 3: Recommended Phased Approach of Alternatives

Following Phase 2 of evaluation, the Project Team and the Project Review Committee developed a short-term and long-term path forward (Figure 9). The short-term recommendation is to pursue the most feasible options, while the long-term recommendation is to work toward what is best for regional growth.

While there are benefits and drawbacks associated with all the options, it became apparent to the group that MET would continue to operate as it does now in the near term (Option 1A). At the same time, it is feasible to establish service agreements with neighboring jurisdictions, which will have regional benefits, as described by Option 1B.

Still, the Project Team recognizes that status quo will not be sustainable in the long term. To continue to provide the current levels of service, let alone increase service, while staying financially sustainable, MET will need to transition to a UTD in the future. There was consensus within the Project Review Committee that the multi-jurisdictional UTD is the gold standard for the region due to it having a relatively high degree of meeting the goals, especially in the areas of sufficient and sustainable revenue and coordination across jurisdictions. For this reason, Options 2B and 2C should only be considered if option 2A becomes unattainable when working toward implementation in the future.

Figure 9. Phased Implementation Approach



UTD Formation Process Overview

A UTD can be created under Montana Code Annotated § 7-14-2[4] through either a voter petition (20 percent of registered voters within the proposed district signing the petition) or a county commission resolution. The county commission holds a public hearing, and, if the signatures are found sufficient, places the question before voters. A majority vote is required to formally establish the district.

HB 764 (2025), also allows property owners to withdraw from a district if transit service has not been provided within 1.5 miles of their property in the last five years. [5] District boundaries must be contiguous, although they do not need to follow any other political boundary and can be drawn from property to property.

Once approved, the county commission appoints or oversees the election of a transportation district board, which governs the district, adopts budgets, and oversees contracts and operations. The district may be established without an initial tax levy; a mill levy can be added later through a separate voter election once

[4] https://archive.legmt.gov/bills/mca/title_0070/chapter_0140/part_0020/sections_index.html
[5] https://legiscan.com/MT/text/HB764/id/3217740

the district is operational and service needs are defined. This flexibility allows communities to form a district, organize governance, and coordinate service before asking voters to commit new revenue.

Governance Alternatives Evaluation Summary

The Project Team and the Project Review Committee identified all five transit governance options available in the state of Montana and then worked together through a three-phase evaluation process to reach a recommended phased approach of alternatives.

During the first phase of evaluation, three options were ruled out as they did not pass a screening for statutory feasibility and administrative practicality. During the second phase of evaluation, the Project Team looked more closely at the remaining two options to develop several sub-options that could be pursued. The sub-options were all evaluated against seven criteria and goal statements to determine the degree to which each sub-option would achieve the goal.

Following that process, the team transitioned to the third review phase in which the group developed a recommended path forward. In the short term, it is recommended that MET Transit continue with the most feasible options, namely continuing with status quo in Option 1A while also pursuing service agreements in Option 1B. In the long term, it is recommended that MET Transit pursue the option that will result in the best regional growth. Option 2A: Multi-Jurisdictional UTD allows for the most integrated, sustainable, efficient, and responsive transit service for residents.

The multi-jurisdictional UTD model introduces greater structural flexibility and a dedicated funding platform capable of supporting long-term expansion. While formation requires voter approval and administrative transition, it provides a governance structure better aligned with regional growth and long-term service sustainability. Based on statutory authority, fiscal flexibility, and regional scalability, the UTD model represents the most beneficial structural alternative to the status quo.

Funding Alternatives Evaluation

The Project Team evaluated all the potential mechanisms available for funding transit operations in Montana. An interim summary of these findings is included in Appendix A: Funding Enhancement Alternatives Review Technical Memorandum. The final analysis of these alternatives is included below. Additionally, the project team conducted an analysis of MET Transit's fare levels, fare structures, and fare payment systems relative to peers to understand how these could be modified to address MET Transit's long-term financial sustainability goals.

Background and Current Funding Structure

MET Transit is in a period of potentially stagnating property tax funding levels that will limit the agency's ability to implement service expansion/enhancement to better serve the region. Thus, MET Transit is completing a review of alternatives to property taxes (in addition to fares and advertising revenue) as the source of local funding. The 2025 State of Montana property tax reform bill that lowered property tax revenue from primary residences and shifted more of the burden to short-term rentals and second homes, has the potential to impact revenue for MET Transit due to a unique City Charter limit on adjusting the mill rate. While most municipalities in the state can adjust the mill levy through an action by the council, in Billings the Charter requires a referendum to adjust the mill levy.

The 2025 legislation allowed for a one-time mill adjustment to fill the revenue gap created by valuation adjustments; however, any need to adjust the mill levy going forward would require a vote of the people. Because of these changes, the City is expecting revenues to be flat in 2026 (relative to 2025), decline by about 1.8 percent in 2027, and then normalize to an expected annual growth rate of about 1.75 percent in 2028 and onwards. The City typically plans for inflation to increase costs by about 1.5-2 percent each year, and wages are based on a contract with the local bargaining unit, which is renegotiated regularly. Wages are expected to increase 3.5 percent next year based on the current contract. As a result, MET Transit is expecting a short-term budget shortfall followed by annual cost increases that will outpace revenue growth.

Historically, MET Transit has received revenue from three main funding sources:

- **Federal Transit Authority Operating and Capital Grants**: These include both formula funding as well as competitive grants. In 2026, this source makes up about 40 percent of total revenues. While federal funding is not anticipated to be impacted by the property tax changes, transportation funding will be re-authorized in 2026, and future funding levels are unknown.
- **Local Taxes:** In 2026, MET Transit is anticipating about $3.7 million in local tax revenue, with $2.7 million – about 35 percent of the total budget – coming from property taxes. This percentage could be expected to decline over the coming years as tax revenues stagnate and costs continue to increase.
- **Direct Revenues:** Direct revenues include fares, advertising, and other forms of fees paid directly to the transit agency. In 2026, MET Transit is anticipating fares to make up only about seven percent of total revenues, with advertising and parking fees at the downtown transit center contributing another three to four percent, for about 10 percent of the total operating budget coming from direct revenues.

Other minor sources of funding such as state grants, fees for service and the sale of surplus equipment make up the remaining revenue.

Funding Tools Evaluated

The following funding tools were evaluated. Below includes detail on what the funding tool is and the viability of using it to support transit in Billings. Each of the tools was also evaluated in four areas:

- Applicability to transit in Billings.
- Potential funding generated.
- Complexity/viability.
- Ability to be used for transit in Montana.

Results are shown in Table 3 (page 33).

Urban Transportation District Levy

In Montana, an Urban Transportation District (UTD) is a special taxing district that provides the ability to raise revenue directly for transit services. Districts are created by counties and approved through voter referendums. Districts may extend across city and county boundaries and provide the ability to levy property taxes to all properties within the specified boundaries.

Establishing a UTD is likely a viable option for MET Transit but would need to be voter approved as a referendum. Five other UTDs have been established in the state, demonstrating their political feasibility and record of success. Great Falls, Missoula, and Dawson County are the three UTDs that currently levy the property tax option. Big Sky and Gallatin Valley UTDs were established without an initial property tax levy; however, each has expressed that they could consider the option in the future.

By establishing a UTD, MET Transit may increase property taxes outside of the city's mill levy cap in order to provide adequate revenues for transit service. However, taxes levied through a UTD are still subject to the states' mill levy increase cap, which limits annual total tax revenue increases to the average level of inflation over the past three years (or a maximum of four percent).

This means that property tax revenues through a UTD are subject to a maximum increase of four percent annually when inflation is high, with the long-term average annual increase likely to be closer to two or three percent. By contrast, property tax revenues levied through the city are subject to the mill levy cap, meaning revenues are likely to increase by approximately the rate of taxable value increase, which historically has been about 2.5 percent per year. If both taxable value and inflation continue to increase at approximately the historic average rates, the difference in tax revenue is likely to be within a few percentage points.

As an illustration of the potential revenue impacts of transitioning to a UTD, a hypothetical projection of five years of future revenues is shown in Table 2. The revenue impacts of the mill levy cap are expected to compound over the five years, leading to a potential revenue gap. These projections are illustrative based on a variety of assumptions and the calculation methods provided by the State of Montana, and do not reflect actual revenues. Additionally, the taxbase could be increased if the UTD were to include more areas outside the current Billings service area.

Viability: High, subject to voter approval and governance transition.

Congestion Mitigation and Air Quality Improvement (CMAQ)

CMAQ is a federal program that provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. Funds may be used for any transit capital expenditure otherwise eligible for FTA funding as long as they have an air quality benefit.

In addition to capital projects, a state may obligate CMAQ funds for operating costs under Chapter 53 of Title 49[6] in an eligible area, and the statute specifies no imposed time limitation when the operating assistance is for a transit system located in an urbanized area of 200,000 or fewer, which includes Billings.

The Project Review Committee expressed broad support for a CMAQ-funded transit operations strategy once the bypass project is complete. One proposed concept could use approximately $400,000 annually for existing transit operations, and an additional $250,000 annually for a Lockwood service pilot. The pilot would include a sunset provision (e.g., three years) to reassess performance. Prior to utilizing CMAQ for Transit Operations, the funding source would need to be reflected as an option for transit use in the Long Range Transportation Plan (LRTP) and included in the local Transportation Improvement Plan (TIP).

Viability: High potential pending approval.

[6] https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section149&num=0&edition=prelim

Table 2. Five-Year Revenue Generation Comparison - City Property Tax Versus UTD Tax Option

Scenario	Previous Year Property Tax Revenue[7]	3-year Inflation Average[8]	New Adjusted Property Tax Revenue[9]	Maximum Mills (Calculated)[10]	Actual Mills[11]	Revenue Based on Mills	Difference
Year 1							
Transit as City	$2,680,062	4%	$2,787,264	11.83	11.71	$2,758,436	
Transit as UTD	$2,680,062	4%	$2,787,264	11.83	11.83	$2,787,264	$28,828
Year 2							
Transit as City	$2,758,436	3%	$2,841,189	11.77	11.71	$2,827,396	
Transit as UTD	$2,787,264	3%	$2,870,882	11.89	11.89	$2,870,882	$43,485
Year 3							
Transit as City	$2,827,397	2.5%	$2,898,082	11.71	11.71	$2,898,081	
Transit as UTD	$2,870,882	2.5%	$2,942,654	11.89	11.89	$2,942,654	$44,572
Year 4							
Transit as City	$2,898,082	2.5%	$2,970,534	11.71	11.71	$2,970,533	
Transit as UTD	$2,942,654	2.5%	$ 3,016,221	11.89	11.89	$3,016,220	$45,686
Year 5							
Transit as City	$2,970,534	2.5%	$3,044,797	11.71	11.71	$3,044,797	
Transit as UTD	$3,016,221	2.5%	$3,091,626	11.89	11.89	$3,091,626	$46,829

Street Maintenance District Assessments

Street Maintenance Districts are special assessment areas levied by the City to support transportation improvements. Billings currently has two Street Maintenance Districts, with funding from these assessments dedicated to street upkeep and capital improvements. In 2026, those two assessments combined are estimated to generate $17.8 million. One district includes the downtown area and the other is community-wide and are used to fund activities such as snow plowing and sanding, pothole patching, street sweeping, signing and striping, and repairs.

While the fees are paid as part of owner's property tax bill, the year-over-year increment is not subject to the tax levy limit applied to property taxes. Assessments have historically been adjusted based on rising costs, but the Council directed the city not to increase residential fees in 2026. If politically viable, dedicating revenue from a small rate increase to the assessments could benefit the MET system by supporting transit capital improvements to sidewalks or bus stop areas. It is unlikely the funding source could be used for operations.

The median home in 2026 will pay approximately $216.25 in street maintenance district fees. An increase of approximately five percent would generate an additional $1 million and increase fees on the median home by $10.

[7] Year 1 based on 2026 budget. Following years based on projected revenues.
[8] Assumes cooling inflation to two percent average.
[9] Previous year tax revenue plus inflation.
[10] Calculated based on formula provided by State of Montana.
[11] Updated City Charter caps transit mills at 11.71. UTD is not subject to the cap, but is subject to total revenue increase cap.

Viability: High revenue potential; politically sensitive.

Arterial Construction Fees

In support of constructing and/or reconstructing the arterial network in Billings, an Arterial Construction Fee has been established and is applied to all non-city/government properties in the city. Funds from the fees are segregated from other city funds and rates applied to all property classifications are set annually by the city council. The fund is intended to support capital improvements falls under the portion of the MCA covering impact fees.

The program generates approximately $3 million annually for arterial improvements. Relative to the Street Maintenance District alternative, potential revenue for transit from this program is substantially less and the focus of where the dollars could be used (arterial routes) is also more restrictive.

Viability: Moderate for incremental support for capital projects in arterial corridors; unlikely to close full funding gap.

Employer/Institutional Partnerships

Institutional partnerships are sometimes used by transit agencies to increase revenue and provide incentives for local workers to use transit. Generally, major employers or universities in the area purchase transit passes (typically at a discounted rate) for all employees, who then have access to unlimited transit rides using their student or employee identification.

This may be especially attractive in Billings as three of the largest institutions in the area are all located on a single corridor – Billings Clinic, Intermountain Health, and Montana State University Billings. Such a program would likely require MET to provide high quality service to these riders, which might mean increased frequency or extended hours.

If 5,000 unlimited passes were purchased at a 50 percent discount, this would provide about $840,000 in revenue per year. It might be slightly offset by a decrease in fare revenues as some who would have purchased passes on their own get access to the passes.

Viability: High potential; dependent on service quality and employer participation.

Parking Revenue and Parking Benefit Districts

The City of Billings collects approximately $2.6 million in revenue through the parking department, including parking meter income, garage and surface lot permits, and violations. However, the parking department is currently projecting about $3.3 million in expenses for 2026, partially due to the sale of two downtown parking lots, one of which will be leased back, reducing revenues and creating a new recurring expense.

Through a city reorganization it may be possible to merge the transit and parking departments, allowing parking revenue to supplement transit service. However, while this may provide long-term revenue opportunities, it has the potential of increasing the department's potential shortfall in the short term.

A parking benefit district, which would support improvements by increasing parking fees in a specific area, would be an interim strategy. While this strategy has not been applied in Montana, it may be an option. The

increased meter rates would be designed to increase parking turnover and decrease parking congestion in the downtown area, with additional revenues going toward transit service.

Viability: Moderate for incremental support; unlikely to close full funding gap.

Impact Fees Fund

The Montana Code Annotated grants the authority for a community to impose impact fees to support improvement to transportation and select other types of capital improvement. The mechanism works by defining a charge to individual developments to account for the impact added traffic has on the current system. Fees collected transitionally help pay for adding turning lanes to intersection influenced by a development of for signal improvements. Developers are charged an upfront fee based on the type of use they propose to build and the size of the development.

Impact fees vary from the range currently being charged as they are an upfront one-time cost to the developer. State statutes require a report outlining the potential for impacts to be prepared and used, in part, as the basis for determining the feed to be charged to account for impacts. The concept is like the Arterial Construction Fee concept.

Bozeman has an impact fee program that supports capital funding for fire/emergency medical services, transportation, water, and wastewater. Impacts fees for residential units range from approximately $5,400 to over $25,000 depending on the square footage. Fees for each multi-family unit range from approximately $3,700 to over $16,200. Non-residential uses are charged based on the square footage across a range of uses, with a low of approximately $700 per 100 square feet to over $18,500 per 100 square feet for retail/restaurants. The program generates approximately $11.5 million per year.

Viability: Politically dependent as similar fees attached to development are charges; high revenue potential if viable.

Marijuana Excise Tax Reallocation

Yellowstone County collects a three percent excise tax on all recreational marijuana sales, the maximum allowed by state law. A portion of this revenue goes to the City of Billings, estimated to be $425,000 in 2026. Currently that revenue is dedicated to the construction of City Hall and increasing resources for mental health and substance abuse.

However, the use of excise taxes is under local control, and it may be possible in the future to reallocate a portion of that revenue to fund transit service if it is deemed politically viable. This would require cooperation across City departments and the support of City Council.

Viability: Politically dependent; moderate scale relative to need.

Joint Development and Transit-Oriented Development

Joint development refers to public-private partnerships to develop or improve land owned by transit agencies. For example, a transit agency may purchase parcels near a current or proposed station or rapid transit line and lease the land to a developer for development. The transit agency then collects revenues as rent payments on the property. As an additional benefit, transit ridership may increase due to increased density near major transit lines.

Some FTA funding may assist in property acquisition or property development, but the success of this strategy is largely driven by market forces. While Billings is growing, other areas of Montana are attracting much higher rates of growth and development. The most obvious area of potential is the downtown transfer station, which may be attractive to developers for a future joint venture.

Viability: Long-term supplemental strategy; limited near-term operating relief.

Tax Increment Financing (TIF)

A TIF is a public financing tool used by local governments to fund redevelopment, infrastructure, and community improvements by capturing future tax revenue increases. In Billings, a TIF district could be created to stabilize capital planning, budgeting, and funding.

Viability: Feasible for capital projects pending local approval for use.

Business Improvement District (BID)

Business Improvement Districts (BID) are allowed through MCA Title 7, Chapter 12, Part 11 and are intended to:

- Serve a public purpose.
- Promote the health, safety, prosperity, security and general welfare of people in the district and the state.
- Be of a special benefit to the property in the district.
- Aid in the tourism, promotion and marketing of activities within the district.

Within Billings, there are two BIDs, the Tourism Business Improvement District and the Downtown Business Improvement District. Funding from the Tourism BID is used for marketing and promotion of the community and is generated from assessments on hotel rooms. The Downtown BID was established in 2005 and renewed in 2015 and 2025. The Downtown BID is funded through assessments on properties in the downtown area and is managed by a Board of Directors appointed by the City Council. The BID is tasked with a combination of maintenance of the downtown areas, including emptying trash receptacles, snow removal on the sidewalks, and maintenance of the downtown restrooms. The BID also is responsible for developing and running downtown events.

Powers granted to a BID also include the ability to assess properties in the district for maintenance and repair of capital investments in coordination with the city.

A critical factor for consideration for transit operations and/or maintenance is a BID cannot be formed in areas that are predominantly residential. However, a coordinated effort between the city and the BID Board could support maintenance and rehabilitation of the downtown transit center or other MET facilities that are in non-residential areas.

Viability: Requires additional assessment on properties, which likely has limited political viability. Focus of where funding could be generated and the level of funding is limited.

Eliminated Alternatives

The following potential funding alternatives were determined not to be viable in Billings:

- Resort tax: A resort tax is Montana's version of a local options sales tax, levied only on hotels, restaurants, bars and resorts. This option is not viable as Billings does not meet the state's definition of "resort community."
- Wheelage tax: Many communities around the country include a "wheelage fee" on motor vehicle registrations to help fund local transportation. This option is not viable because a wheelage tax does not exist in Montana.
- Franchise fees: These are fees added to utility bills by municipalities. This option is likely not feasible in Billings following the City settling on a class action lawsuit on franchise fees in 2023.

Funding Alternatives Evaluation Summary

No single alternative is sufficient alone to close the possible future funding gap while supporting service expansion. The full results summary of the analysis is shown in Table 3, though the most scalable tools are:

- A dedicated property tax levy through a UTD structure
- CMAQ funding for operations
- Transportation utility fee adjustments
- Employer/institutional bulk pass partnerships

Incremental tools such as marijuana excise reallocation or parking benefit districts may provide supplemental support but are unlikely to fully address long-term needs. Joint developments and TODs may provide operating costs in the long term but will require capital investments to develop. Finally, TIFs may help with funding capital in the long term, but funds would not be eligible for operations.

Table 3. Funding Tools Evaluation Summary

Option	Description	Evaluation Criteria				
		Applicability		Potential Additional Funding Generated	Viability/ Use Simplicity	Option to Fund Transit in MT
		Operations	Capital/ Asset Improvement			
Increase Direct (System Generated) Revenues	System may increase fares, or seek additional advertising/partnership opportunities	🟢	🟢	🔴	🟢	Yes
Urban Transportation District	Voter-approved special taxing district, which can levy property taxes	🟢	🟢	🟢	🟢	Yes
Congestion Mitigation Air Quality Funds	Transit's impact of reducing vehicle miles traveled connects use of CMAQ funds to supporting operations	🟢	🟢	🟢	🟢	Yes
Arterial Construction Fee	Fees paid by property owners/developers dedicated to arterial street (re)construction and maintenance (including bond payments).	🔴	🟡	🟢	🟡	Yes, capital/ asset maintenance only.
Street Maintenance District Assessment	Assessment within a designate area (district) for on-going street maintenance and improvements. Can include sidewalks.	🔴	🟡	🟢	🟡	Yes, capital/ asset maintenance only.
Employer/ Institutional Partnerships	Partner with transit supportive employers or businesses for service and or capital improvements supplemental funding.	🟢	🟢	🟡	🟡	Yes, capital/ asset maintenance only.
Parking Fees/Parking Benefit District	Dedicate all or part of parking revenue to transit operations	🟢	🟢	🔴	🟡	Yes, but no current examples
Impact Fees Fund	Fee charged to new development to account for the new infrastructure made necessary by the development.	🔴	🟡	🟢	🔴	Yes, specific new capital facilities/ assets only

Option	Description	Evaluation Criteria				
		Applicability		Potential Additional Funding Generated	Viability/ Use Simplicity	Option to Fund Transit in MT
		Operations	Capital/ Asset Improvement			
Marijuana Excise Taxes	Dedicate part of City's share of excise taxes to transit operations	🟢	🟢	🟡	🟡	Yes, but no current examples
Tax Increment Financing	Taxing district that captures future tax revenue increases for capital projects	🔴	🟢	🟢	🔴	Yes, capital/ assets only
Business Improvement District Taxes	Overlay taxing area to support business improvement/expansion that serves a public use. Residential zoned areas exempt.	🔴	🟡	🟢	🔴	Yes, in designated business districts
Service agreements (e.g., providing demand response to Laurel)	Coordinate with Laurel leadership to provide demand response service - accesses 5311 funds, likely additional state funds, local funds and fares	🟢	🟢	🟡	🟡	Yes
Resort Tax	A resort tax is MT's version of a local options sales tax, levied only on hotels, restaurants, bars and resorts	🔴	🔴	🟡	🔴	Yes, but not in Billings
Wheelage Tax	Use a portion of "wheelage fee" on motor vehicle registrations to help fund local transportation	🔴	🔴	N/A	N/A	No
Franchise Fees	Fee added to utility bills by municipalities	🔴	🟢	🟢	🔴	Yes, but no current examples

Legend

- 🟢 High applicability, funding potential, and viability
- 🟡 Moderate applicability, funding potential, and viability
- 🔴 Low applicability, funding potential, and viability

Fares Analysis

Increasing fare revenue is one way to fund operations and work toward financial sustainability; however, raising fares carries the risk of ridership reduction and potential equity concerns. Another potential way to increase total fare revenue without raising the cost of a fare is to make it easier to purchase fares through multiple media and physical locations. To better understand MET Transit's fare practices and how they could potentially be improved, this section evaluates the following topics relative to comparable peer systems:

- MET Transit's fare revenue and operating cost context.
- Fare structure comparisons, including base fares, pass pricing, and fare media.
- Farebox recovery and cost per passenger comparisons.
- Variations in local funding approaches.

This analysis focuses on systemwide financial metrics to understand how MET Transit's operating expenses, fare revenue, and farebox recovery align with similarly sized transit systems throughout Montana, with other systems selected for comparison in North Dakota, South Dakota, and Indiana. Using 2024 National Transit Database (NTD) data, this section includes several measures to provide a consistent financial snapshot across agencies.

This section also identifies the publicly available characteristics of peer agencies' local funding environments and other revenue sources to contextualize MET Transit's funding sources. This component of the analysis is intended to establish a financial baseline that will guide broader discussion of governance structure and funding sustainability.

Peer Agency Selection

Peer agencies included in this analysis were identified based on prior governance discussions, regional context, and general alignment in agency size and the scale of service provided. Several Montana systems, including **Mountain Line (Missoula)**, **Great Falls Transit District (Great Falls)**, and **Streamline (Gallatin Valley/Bozeman)** were included in governance interviews conducted earlier in this project; these agencies provide relevant statewide context despite not necessarily aligning exactly on the scale of service. Additional peer systems include **Bis-Man Transit (Bismarck-Mandan, ND)**, **Sioux Area Metro (Sioux Falls, SD)** and **Citilink (Fort Wayne, IN)**. These agencies were selected due to similarities in service scale and urban context, but also for their illustrative value in reviewing alternative local funding structures such as public-private or institutional partnerships. While this peer group is not intended to represent a statistically derived set, the selected agencies provide financial and structural context for comparison using publicly available data sources.

Fare Comparison

Passenger fares are an important portion of any transit agency's operating budget, including MET Transit's. Fare policy, fare levels, and fare collection technology are important to consider when determining a strategic direction for a transit agency.

Table 4 lists peer agencies' single ride, day pass, and monthly pass fares. These fare categories were selected because they are consistently available across agencies, though many agencies also offer additional fare products, such as multi-ride passes and reduced fare categories. Two of the Montana peer systems

(Mountain Line and Streamline) currently offer fare-free fixed-route service. Among the remaining systems, base fares are generally consistent, with most agencies charging $1.50 per ride.

MET Transit's base fare of $2.00 is somewhat higher than other fare-charging systems included in this comparison. However, day pass and monthly pass pricing shows greater variation across agencies. Day passes range from $3.00 to $6.00, while monthly passes range from $30.00 to $54.00. MET Transit's monthly pass price of $28.00 is the lowest among the peer systems reviewed, indicating a relatively lower per-ride cost for the system's most frequent riders despite the higher single-ride fare.

Table 4. Peer Agency Fixed-Route Fare Comparison

Agency	Location	Single Ride	Day Pass	Monthly Pass
Mountain Line*	Missoula, MT	-	-	-
Great Falls Transit District	Great Falls, MT	$1.00	$4.00	$30.00
Streamline*	Gallatin Valley/Bozeman, MT	-	-	-
Bis-Man Transit	Bismarck-Mandan, ND	$1.50	$6.00	$36.00
Sioux Area Metro	Sioux Falls, SD	$1.50	$3.00	$30.00
Citilink	Fort Wayne, IN	$1.50	$3.75	$54.00
MET Transit	**Billings, MT**	**$2.00**	**$4.00**	**$28.00**

*Agency is zero-fare.

Overall, the comparison suggests that while MET Transit's base fare is somewhat higher than most of the selected peers, its pass pricing structure offers stronger quantity discounts than peer agencies. These differences highlight the ways in which agencies balance single-ride fares and passes when making decisions on fare policy structure to support frequent ridership.

Fare Structure Considerations

In addition to fare levels themselves, it is also important to consider broader factors which may influence how fares function within a transit system. These include fare collection methods and how changes in fare levels may impact system ridership.

FARE PAYMENT METHODS

The types of fare media available can have an impact on rider convenience, fare collection efficiency, and the administrative costs borne by agencies associated with operating a fare system. Common fare media include cash payment, paper tickets or passes, smart cards, and mobile ticketing apps.

Table 5 summarizes the primary fare media available across the peer systems reviewed. Most agencies continue to accept cash onboard vehicles, while several systems also offer electronic or app-based fare payment. Specifically, mobile ticketing has become increasingly common industry-wide in recent years among small and mid-sized urban transit agencies, as it allows riders to purchase and store tickets on their smartphones. This trend has the potential to reduce the need for physical ticket distribution and processing.

Table 5. Peer Agency Fare Media Comparison

Agency	Location	Cash	Paper Passes	Smart Card	Mobile Ticketing
Mountain Line*	Missoula, MT	-	-	-	-
Great Falls Transit District	Great Falls, MT	✓	✓	-	✓
Streamline*	Gallatin Valley/Bozeman, MT	-	-	-	-
Bis-Man Transit	Bismarck-Mandan, ND	✓	✓	-	✓
Sioux Area Metro	Sioux Falls, SD	✓	✓	-	✓
Citilink	Fort Wayne, IN	✓	✓	✓	✓
MET Transit	**Billings, MT**	✓	✓	✓	✓

*Agency is zero-fare.

While fare media does not relate directly to fare levels, it can influence how easily riders are able to access the transit system and how efficiently agencies collect revenue. Systems with multiple payment options may improve rider convenience and reduce barriers to using transit, while also allowing for the use of more advanced tools to track fare sales and patterns.

Additionally, the use of fare media like smart cards and mobile ticketing enables streamlined implementation of fare capping, in which riders are automatically charged no more than the cost of a daily or monthly pass once their accumulated fares paid over the relevant time period reach that threshold. This provides many of the benefits of pass products without requiring upfront payment, which may improve affordability for riders.

ELASTICITY

It is generally understood that changes to fare levels affect ridership, and those changes are most acutely felt by those individuals for whom transit fares are a significant financial burden. In other words, a fare increase can be associated with a decline in ridership, whereas a fare decrease can increase ridership.

Transit planning research commonly describes this relationship using fare elasticity, which measures how sensitive ridership is to changes in price. A commonly cited planning guideline is that transit ridership will increase by approximately 0.3 percent for every 1.0 percent decrease in fares over their previous level (and vice versa).[12] In more practical terms, this means that a 10 percent fare increase might be expected to reduce ridership by approximately three percent. Research conducted through the Transit Cooperative Research Program indicates that short-run fare elasticities typically fall near -0.3 for many transit systems.

For planning purposes, this is an acceptable estimate; however, when looking at specific user groups, it is important to be mindful of the following outcomes of transit fare changes:

- Rider groups that are least sensitive to fare changes tend to be "traditional" commuters traveling to core areas of cities.

[12] Transit Cooperative Research Program (TCRP) Report 95: Traveler Response to Transportation System Changes, Chapter 12 – Transit Pricing and Fares. https://trb.org/publications/tcrp/tcrp_rpt_95c12.pdf, p. 12-11.

- Demand is most sensitive to price at off-peak times, for short trips, in relatively affluent markets, and places without much traffic congestion.
- Fare increases affect travel behaviors of people with lower incomes more than more affluent passengers.
- The quality of transit service and the cost of automobile travel and ownership is a much more significant factor when determining transit ridership in comparison to fare changes.

While fare changes can influence ridership levels, their effects are typically expected to be modest and can vary across rider groups and local conditions. As such, fare policy is often considered along with broader questions of funding sustainability and service quality.

Systemwide Financial Context

Systemwide financial metrics provide additional insight into the role of fares within transit agency funding. Using National Transit Database (NTD) data, several high-level financial indicators were reviewed for both MET Transit and its peers. These indicators provide a 2024 snapshot of annual operating costs, ridership levels, and the relationship between fare revenue and local funding sources.

Because several of the selected peer agencies report to NTD as reduced reporters, the availability of certain financial data varies across systems. As such, this analysis focuses on metrics that are available consistently across agencies.

Fixed-Route System Size and Productivity

Table 6 compares the scale and operating efficiency of fixed-route service across the peer systems reviewed. Fixed route operating statistics were used for this comparison to evaluate the portion of each system that is most directly influenced by fare policy and is most comparable across agencies. Among peer agencies, Citilink and Mountain Line operate the largest fixed-route systems in the group, each with over a million annual passenger trips and over $10 million in fixed-route operating expenses. MET Transit falls near the middle of the peer group in terms of both ridership and cost effectiveness. Fixed route operating expenses per passenger trip vary across systems, ranging from $8.61 per trip in Missoula to $17.34 in Bismarck-Mandan.

Table 6. Fixed-Route System Size and Productivity

Agency	Location	Fixed Route Operating Expense	Fixed-Route Passenger Trips	Operating Expense per Passenger Trip (Fixed-Route)
Mountain Line	Missoula, MT	$10,514,003	1,221,669	$8.61
Great Falls Transit District	Great Falls, MT	$3,502,891	363,628	$9.63
Streamline	Gallatin Valley/Bozeman, MT	$2,106,093	148,397	$14.19
Bis-Man Transit	Bismarck-Mandan, ND	$2,107,550	121,538	$17.34
Sioux Area Metro	Sioux Falls, SD	$7,216,243	496,460	$14.54
Citilink	Fort Wayne, IN	$14,034,876	1,543,424	$9.09
MET Transit	**Billings, MT**	**$5,099,731**	**385,381**	**$13.23**

Source: NTD Annual Agency Profiles, 2024

Systemwide Fare Revenue and Farebox Recovery

Table 7 summarizes systemwide operating expenses, fare revenue, and farebox recovery ratios for MET Transit and peer agencies. Unlike the previous comparison of fixed-route productivity, these metrics reflect total systemwide operations across all modes in order to better illustrate how passenger fares contribute to agency funding.

As previously discussed, Mountain Line and Streamline both operate fare-free fixed-route service and therefore generate little to no fare revenue. Among agencies that do charge fares, farebox recovery ratios generally remain modest, reflecting typical funding structures of small and mid-sized urban transit agencies. MET Transit's farebox recovery ratio is the highest in the peer group, indicating that fares make up a larger share of operating expenses relative to each of the other systems reviewed. This conclusion aligns with previous comparisons which found that MET Transit's single-ride fares are the highest in the peer group.

Table 7. Systemwide Operating Expense, Fare Revenue, and Farebox Recovery

Agency	Location	Total Operating Expense	Fare Revenue	Farebox Recovery
Mountain Line*	Missoula, MT	$14,114,272	-	0.0%
Great Falls Transit District	Great Falls, MT	$4,835,839	$320,858	6.6%
Streamline*	Gallatin Valley/Bozeman, MT	$2,761,060	$7,393	0.3%
Bis-Man Transit	Bismarck-Mandan, ND	$5,049,602	$338,153	6.7%
Sioux Area Metro	Sioux Falls, SD	$11,481,319	$418,433	3.6%
Citilink	Fort Wayne, IN	$18,170,345	$1,543,659	8.5%
MET Transit	**Billings, MT**	**$6,785,076**	**$602,121**	**8.9%**

*Agency is zero-fare.
Source: NTD Annual Agency Profiles, 2024

Local Funding

Table 8 provides additional context on the role of local funding sources in supporting operations among MET Transit and its peers. Local funding values include passenger fare revenue, funding reported through NTD as allocated by local government(s), and any other locally generated tax revenues dedicated specifically to transit, such as transit district property taxes or sales taxes.

Local funding shares vary widely across the peer systems reviewed. Mountain Line relies heavily on local funding sources, with local revenues supporting more than 70 percent of total operating expenses. Several other peer systems, including Sioux Area Metro, Citilink, and Great Falls Transit, also rely on local funding for roughly half of their operating budgets. Relative to these peers, local funding represents a smaller share of total operating expenses for MET Transit and Streamline.

Comparing fare revenue to local funding also provides context on the importance of fares within each agency's local funding structure. Among the peer systems that charge fares, fare revenue generally

represents a small percentage of locally generated funding. This reflects a common pattern among transit systems in which fares supplement operating budgets but are not necessarily intended to replace primary local funding sources such as taxes or local government contributions.

Table 8. Local Funding Context

Agency	Location	Local Funding	Local Funding Share	Fare Revenue as % of Local Funding
Mountain Line*	Missoula, MT	$10,048,920	71.2%	0.0%
Great Falls Transit District	Great Falls, MT	$2,432,672	50.3%	13.2%
Streamline*	Gallatin Valley/Bozeman, MT	$1,013,824	36.7%	0.7%
Bis-Man Transit	Bismarck-Mandan, ND	$2,083,563	41.3%	16.2%
Sioux Area Metro	Sioux Falls, SD	$6,106,667	53.2%	6.9%
Citilink	Fort Wayne, IN	$9,249,978	50.9%	16.7%
MET Transit	**Billings, MT**	$2,363,311	34.8%	25.5%

*Agency is zero-fare.
Source: NTD Annual Agency Profiles, 2024

Non-Fare Local Revenue and Funding Approaches

In addition to passenger fares and traditional local government contributions, agencies supplement operating funding through a variety of locally generated revenue sources. These arrangements can leverage creative local revenue opportunities that may be unique to the communities each agency serves. The peer systems evaluated during this process illustrate several examples of these approaches.

Institutional Partnerships

Large institutions, such as hospitals and universities, often partner with transit agencies to fund services that support employee, student, or visitor travel. These arrangements typically involve direct financial contributions to support specific routes or broader transit system access.

CITILINK – FORT WAYNE, IN

Citilink operates the MedLink route connecting two Parkview Health hospital campuses. The route is funded directly by the hospital system, which contributes approximately $325,000 annually to support this service. The partnership allows the hospital to improve access between facilities, support employee commuting, and expand transit access for the surrounding community to its facilities.

MOUNTAIN LINE – MISSOULA, MT

Mountain Line receives funding support through the Associated Students of the University of Montana. Student fees help support the agency's fare-free service model and provide a stable revenue source tied to the university population. University partnerships like this are relatively common in college communities and often replace or supplement traditional fare revenue. An alternate version of such an arrangement can also

be implemented when colleges and universities purchase a set number of passes at the outset of each academic year, often outlined and repeated annually in a contract.

Directly Generated Revenue

Transit agencies may generate revenue directly through activities such as advertising, sponsorships, or other commercial agreements. While these revenues typically represent a small share of overall funding, they can help offset operating costs and diversify funding sources.

MET Transit currently generates locally controlled revenue through advertising on transit vehicles and facilities. As Table 9 shows, MET Transit has the highest advertising revenue among its peers as well as the highest value of advertising revenue as a percentage of total operating expenses at 3.1 percent. The second closest was Bis-Man Transit with 2.5 percent, while the other peers were 1.0 percent or less. This shows MET Transit's commitment to diversifying its revenue by implementing a successful advertising revenue stream.

Table 9. Advertising Revenue, 2024

Agency	Location	Total Operating Expense	Advertising Revenue	Advertising Revenue as % of Total Operating Expense
Mountain Line*	Missoula, MT	$14,114,272	$25,594	0.2%
Great Falls Transit District	Great Falls, MT	$4,835,839	$25,476	0.5%
Streamline*	Gallatin Valley/Bozeman, MT	$2,761,060	$0	0.0%
Bis-Man Transit	Bismarck-Mandan, ND	$5,049,602	$123,953	2.5%
Sioux Area Metro	Sioux Falls, SD	$11,481,319	$68,770	0.6%
Citilink	Fort Wayne, IN	$18,170,345	$179,169	1.0%
MET Transit	**Billings, MT**	**$6,785,076**	$207,993	3.1%

Source: 2024 NTD Annual Data - Funding Sources (Directly Generated)

Dedicated Funding Mechanisms

Some transit systems are funded through dedicated transit taxes rather than annual municipal appropriations. These funding mechanisms are typically authorized through voter approval and provide a stable source of local funding dedicated specifically to transit operations.

GREAT FALLS TRANSIT DISTRICT – GREAT FALLS, MT

Great Falls Transit District receives funding through a voter-approved transit district property tax in addition to passenger fares. Under this structure, the transit district generates funding directly through a dedicated local tax rather than relying on general fund appropriations from local governments. Dedicated funding mechanisms such as transit district taxes can provide a stable revenue stream for transit operations while allowing agencies greater financial independence from annual municipal budgeting processes.

Fares Analysis Summary

Based on the fare analysis, fare policy can help MET Transit's financial sustainability, but it is unlikely to be a major revenue solution on its own. MET Transit already relies on fares more than its peers: among systems that charge fares, MET Transit has the highest farebox recovery (8.9 percent) and the highest fare revenue as a share of local funding (25.5 percent). This suggests there may be limited upside from fare increases before equity and ridership impacts become a concern.

If MET Transit considers raising fares, the peer context matters. MET Transit's $2.00 single-ride fare is the highest among the fare-charging peers (most are $1.50), while its $28 monthly pass is the lowest. This means MET Transit is already relatively expensive for occasional riders but comparatively affordable for frequent riders. The analysis also notes that ridership generally declines with fare increases, so any increase should be modest and carefully targeted to avoid offsetting revenue gains with ridership loss.

MET Transit is already advanced in its offerings of fare payment options, with cash, paper passes, smart cards, and mobile ticketing options available. MET Transit also already offers fare capping. One area of potential improvement is to have more ticket and fare card vending machines available in popular public places across the city. Finally, MET Transit has a successful advertising program that generates the highest advertising revenue among the peers as well as the highest advertising revenue as a percentage of its total operating expense.

Regional Considerations

There are many regional dynamics becoming increasingly relevant to MET Transit's long-term sustainability. Growth patterns, travel demand, federal funding eligibility, and community expectations suggest that transit planning in Billings should consider areas outside of municipal limits.

Laurel Integration

Laurel represents the most feasible near-term regional partnership. Laurel Transit currently operates a small, demand-response service funded primarily through 5311 and TransADE grants with a modest local match. Laurel leadership has expressed openness to MET Transit operating service on its behalf through a purchase-of-service arrangement. Key considerations include:

- Laurel's annual operating budget is approximately $65,000, indicating limited local fiscal capacity.
- Fixed-route service is not considered viable at this time, reinforcing that any integration model would likely focus on demand response.
- If the urban area expands to include Laurel after the 2030 census, federal funding allocations could shift, though this outcome is not guaranteed.

Under the Status Quo model, Laurel could continue operating independently with coordination through interlocal agreements. Under a UTD model, Laurel could either be included within district boundaries or participate through a purchase-of-service contract. In either case, the relatively small scale of Laurel's operation suggests that integration is administratively feasible, though funding flows and service standards would need to be clearly defined.

Lockwood and Westward Growth

Lockwood and areas along the I-90 corridor represent significant unmet service demand, as reflected in survey results from a July public engagement event. Forty-two survey responses were located in Lockwood, indicating meaningful public interest in service expansion.

Service to Lockwood would require additional operating resources and complementary paratransit coverage, increasing annual costs by approximately $550,000 per added bus when operating outside current boundaries.

Regional governance structures may impact the feasibility with which such service can be implemented. Under the municipal model, expansion beyond city limits requires interlocal agreements and external funding sources. Under a UTD, district boundaries could be designed to include Lockwood or areas to the west of Billings from the outset, or they could be expanded through annexation processes.

County Participation and Boundary Design

Yellowstone County participation remains uncertain and would likely require additional outreach and research. Interviews with UTDs reinforced the importance of carefully defining district boundaries to align with service expectations and to avoid opt-out pressures or mismatched coverage obligations.

If a multi-jurisdictional UTD were pursued, decisions regarding initial boundaries would influence political feasibility and long-term flexibility. Alternatively, maintaining the Status Quo model would preserve municipal clarity but might require multiple additional agreements as growth continued.

Comparative Analysis: Governance and Funding Alignment

Governance and funding decisions are interdependent and while they have so far been evaluated independently in this report, the comparative analysis below synthesizes findings from both the governance and funding evaluations.

Status Quo Model

Under the municipal model, MET Transit remains embedded within City government. Funding flexibility is primarily limited by the Charter-imposed mill levy cap and municipal budget competition. Strengths of this alignment include:

- Administrative continuity and lower transition risk.
- Established accountability to elected City officials.
- Ability to pursue incremental funding tools (utility fee adjustments, parking revenues, employer partnerships) without structural change.

Limitations include:

- Limited ability to expand property tax authority without voter approval.
- Potential constraints on service expansion beyond city limits.
- Exposure to broader City fiscal pressures unrelated to transit.

UTD Model

Under a UTD model, transit governance is separated from municipal structure and vested in a single-purpose district with independent levy authority. Strengths of this alignment include:

- Dedicated revenue source capable of addressing structural funding gaps at scale.
- Flexible boundary design to accommodate regional growth.
- Governance focus solely on transit policy and investment decisions.

Limitations include:

- Requirement for voter approval and public campaign.
- Administrative transition planning, including asset transfer and labor considerations.
- Continued exposure to statewide levy growth limits.

Alignment with Service Expansion Goals

The scale of projected expansion costs of $1.7 to $3.3 million annually for three to six additional buses suggests that supplemental revenue tools alone are unlikely to sustain both existing service and meaningful expansion.

If expansion into Lockwood, increased frequency, and enhanced regional connectivity are prioritized, governance structures that support scalable property tax authority may provide greater long-term stability. If maintaining current service levels with modest adjustments is the primary objective, the municipal model may remain viable with targeted supplemental funding.

Risk Distribution Rather Than Risk Elimination

Both pathways carry risk. The municipal model concentrates fiscal risk within existing Charter constraints and City budget competition. The UTD model concentrates political and formation risk upfront but may reduce long-term structural fiscal pressure.

Ultimately, the comparative analysis indicates that the choice between governance pathways reflects differing tolerance for political complexity versus fiscal constraint. The evaluation framework provided in this report is intended to assist decision-makers in weighing those tradeoffs transparently and deliberately.

Governance and funding tools are closely linked. The Status Quo model preserves administrative simplicity but limits revenue flexibility. A UTD structure introduces a dedicated funding mechanism aligned with regional expansion potential.

In addition to the UTD tax, CMAQ presents a real opportunity for funding operations. Utility fees, partnerships, excise reallocation, and other funding mechanisms may supplement either model but are unlikely to independently close projected funding gaps.

PART III: ECONOMIC RETURN ON TRANSIT INVESTMENT

This section discusses the benefits of providing transit service. When revenue sources are constrained, it is crucial to demonstrate that transit services are financially sustainable and that they provide tangible benefits to the community.

A recent healthcare study[13] found that about six percent of adult Americans reported that a lack of reliable transportation had kept them from medical appointments, meetings, work, or from getting things they needed for daily living. These missing life experiences come with a price. By filling transportation gaps, public transportation helps residents of a community avoid unnecessary penalties.

There is more than one approach to valuing transit; this section uses benefit-cost analysis methods to weigh the cost of providing service against the benefits generated by transit service.

Benefit-Cost Analysis

A benefit-cost analysis (BCA) identifies and monetizes the *societal benefits* of transit service and compares them with the *cost* of providing transit service. Most benefits are quantifiable, and most quantifiable benefits can be monetized. A BCA takes only the monetary values so that a single ratio can be produced. If the ratio is greater than one, the net benefit is positive.

Because it is expressed in dollar terms, this net benefit can also be described as a return on investment: every dollar invested in transit generates a larger dollar amount of societal benefit. This section uses ridership figures from 2024-2025 to estimate the dollar value of the trips taken on transit in Billings, compare this value with the cost of operating the service, and calculate a return on investment.

Forgone Trips

The dollar value is applied to trips that would be forgone in the absence of transit. This is only a fraction of total trips. If public transit were not available, then many trips would likely be made in other ways – by hiring a taxi, asking a friend for a ride, walking, or (for those who have cars) driving instead.

Research into alternate modes suggests that the overall percentage of transit trips that would only be made by transit is around 20 percent. In a 2017 analysis of on-board surveys conducted by transit agencies around the United States, about 23 percent of bus trips and 21 percent of rail trips would not be made if public transportation service were no longer available.[14] When the same survey data are broken down by city size, 17 percent of trips would be forgone in urban areas with fewer than a million residents; residents of smaller cities are more likely to walk, bike, or get a ride instead.

Some trips may be more likely to be forgone than others. It is reasonable to suppose that most people looking for work would find some way to get there if transit were not an option. Other trips are more likely

[13] Ng AE, Adjaye-Gbewonyo D, Dahlhamer J. Lack of reliable transportation for daily living among adults: United States, 2022. NCHS Data Brief, no 490. Hyattsville, MD: National Center for Health Statistics. 2024. DOI: https://dx.doi.org/10.15620/cdc:135611

[14] APTA (2017). Who Rides Public Transportation. https://rosap.ntl.bts.gov/view/dot/6296

to be forgone. During the COVID-19 pandemic, a survey of patients in North Carolina found that 20.7 percent of respondents had missed a medical appointment because they could not find a ride.[15]

Trip Purpose

In order to place a value on a trip, it is important to understand its purpose. Based on community survey results from the 2023 MET Transit TDP update, the top trip purpose among daily users of transit is job access (62 percent; Table 10). Healthcare trips are a smaller but measurable share at four percent; it represents a larger share for infrequent/occasional transit users. Other trip purposes include shopping and errands, K-12 school trips, personal/recreational/social activity, and accessing government or social service agencies.

Table 10. Trip Purposes by Frequency of Ridership

Trip Purpose	5 or More Days per Week	A Few Days per Week	A Few Times per Month	Less than Once per Month
Government or social service agency	2.2%	2.9%	3.0%	0.0%
Medical	4.4%	8.6%	16.7%	15.8%
Personal/recreational/social activity	0.0%	11.4%	18.2%	36.8%
School (K-12)	13.3%	11.4%	6.1%	1.8%
Shopping or errands	17.8%	22.9%	25.8%	21.1%
Work	62.2%	42.9%	30.3%	24.6%

Source: Billings Met Transit Community Survey, 2023.

Among these trip purposes, the two most readily quantifiable types of trips are work- and healthcare-related.

- Work benefit: The wages earned by people who use transit to access jobs. The value of one work-related bus trip is estimated at $60. The analysis assumes that five percent of work trips would be forgone in the absence of transit and that an hourly wage is $15.
- Healthcare cost savings: The net value of regular medical appointments, including both the difference between routine and emergency care and the value of additional quality of life years attributable to well-maintained conditions. The value of one healthcare-related bus trip is estimated at about $609. The analysis assumes that 20 percent of healthcare trips would be forgone in the absence of transit.

Other trip purposes have benefits as well. Visits to a government or social service agency have substantial value to people who receive services. With these visits they may be maintaining their eligibility for supplemental nutrition programs, managing their utility bills, or otherwise ensuring that they continue to thrive. Social activities help maintain community resilience through relationships; shopping and errands

[15] Cochran, A. L., McDonald, N. C., Prunkl, L., Vinella-Brusher, E., Wang, J., Oluyede, L., & Wolfe, M. (2022). Transportation barriers to care among frequent health care users during the COVID pandemic. BMC public health, 22(1), 1783. https://doi.org/10.1186/s12889-022-14149-x

include essential goods; and school trips by transit reduce pressures on busy parents as well as the yellow bus system.

However, these other benefits are less readily quantifiable, as they have not been studied as thoroughly in the literature. In the absence of a verifiable estimate, their value is not incorporated into the analysis.

Work

About half of frequent transit users use the bus to get to their jobs. If transit were not available, there would undoubtedly be people who would not be able to work or who would be working less desirable jobs.

A straightforward way to estimate the benefit of work trips is to divide an individual's wage by the number of transit trips they had to make to earn it. Wages vary across regions and demographic groups, with transit riders tending to earn below their local average. The state minimum wage of $10.85 provides a floor for any estimates but is likely an underestimate for transit riders. According to recent statistics from the Bureau of Labor Services, the average hourly wage in Billings was $28.64 in 2024. Within the relatively low-paid industries of food preparation, healthcare support, and administrative support, average wages ranged from $15.64 to $22.28. Taking $15 an hour as a conservative estimate, if a person makes two daily trips to complete an eight-hour shift, then the value of a single trip is $15 times 4 or $60.

Healthcare Access

Hughes-Cromwick et al. (2005)[16] established a methodology for estimating the value of a healthcare trip that continues to be the standard. The study looked at the cost-effectiveness of providing non-emergency medical transportation. It measured two types of benefit:

- Actual decreases in healthcare costs for some conditions. E.g. by providing routine care for a condition, it is possible to avoid major expenditures on emergency care. This care is deemed cost-saving.
- Improved quality of life for people who receive treatment for chronic conditions. The vehicle for attaching a dollar to quality of life is the Quality Adjusted Life-Year (QALY), which is valued at $50,000. An intervention that provides one additional QALY and costs less than $50,000 is deemed cost-effective.

The study was comprehensive in that it identified the population that misses non-emergency medical care because of a lack of available transportation, determined the medical conditions that the target population suffered from, estimated the cost of providing transportation, estimated the healthcare costs and benefits that would result from providing transportation for the target population, and compared the relative costs and benefits. The chronic medical conditions found to most affect transportation-disadvantaged populations included depression, hypertension, heart disease, asthma, chronic obstructive pulmonary disease, diabetes, and end-stage renal disease. The preventive care found to be most needed included dental care, cancer screening, prenatal care, and vaccinations. For all of these conditions, well-managed care including transportation costs was found to be either cost-effective or cost-saving.

[16] Hughes-Cromwick, P., Wallace, R., Mull, H., Bologna, J., Kangas, C., Lee, J., & Khasnabis, S. (2005). "Cost benefit analysis of providing non-emergency medical transportation." TCRP (No. Project B-27).

Godavarthy et al. (2014)[17] used the methods and national norms documented by Hughes-Cromwick et al. to produce an estimate of the value of a single healthcare trip. The estimate rolls different conditions and their respective benefits into one composite number: $357 for a one-way trip. This dollar figure has since been used in other studies.[18,19] If that 2005 figure is converted to 2026 dollars, it comes to $608.89 in savings per healthcare trip.

Analysis of Ridership and Survey Data

In order to estimate a return on investment for Billings, community survey data on trip purpose were combined with recent ridership figures to estimate the number of trips per year that are made for each purpose. Those trip purposes that could be assigned a value were added up to estimate the total benefit of transit provision.

Two different values are used in the analysis of the return on investment: the total cost of operating the system, and the local investment. Because so much public transportation spending is federally funded, local transit investments have a powerful leverage effect that should be considered in any discussion.

The resulting benefit-cost ratio is shown in Table 11.

Table 11. Cost-Benefit Ratio for Billings Transit Investment

Cost Input	Benefit	Cost	Benefit/Cost Ratio
Total Operating Budget (Bus Only) 2024	$3,908,216	$5,099,731	0.77
Local Funding (All Modes) 2024	$3,908,216	$1,205,889	3.24

Source: National Transit Database (NTD) and SRF analysis of MET Transit Community Survey (2023) and MET Transit ridership data (2024-2025). "All Modes" represents total local investment into transit, as reported to the NTD. This value includes both fixed-route and paratransit. The benefit value is derived from fixed-route trips only.

When the total operating budget is compared with the total return for fixed route, the benefit/cost ratio is below 1.0.

More importantly, the ratio between benefits and *local* funding is much higher at 3.24. This means that for every dollar of local funding that Billings invests in transit service, $3.24 is returned to the community.

It is important to note that this is based on a conservative estimate for the value of most trips, as shown in Table 12.

[17] Godavarthy, R., Mattson, J., & Ndembe, E. (2014). Cost-Benefit Analysis of Rural and Small Urban Transit. University of South Florida, Tampa: National Center for Transit Research.
[18] Mattson, J. (2020). Measuring the Economic Benefits of Rural and Small Urban Transit Services in Greater Minnesota. Upper Great Plains Transportation Institute, North Dakota State University. http://mndot.gov/research/reports/2020/20210.pdf
[19] Ducote, N., and K. Belton Ducote. (2016). Gap Analysis and Cost-Benefit Modeling: Northeast Oregon Public Transit's Rides to Wellness Program. Prepared by Ducote Consulting LLC for Community Connection of Northeast Oregon and Northeast Oregon Public Transit, La Grande, OR.

Table 12. Return on Investment Assumptions

Trip Purpose	Weighted Total Annual Trips	% Forgone	Value per Trip	Value per Year
Government or social service agency	9,448	5%	$0	$0
Medical	27,115	20%	$609	$3,302,617
Personal/recreational/social activity	23,405	30%	$0	$0
School (K-12)	45,756	5%	$0	$0
Shopping or errands	77,791	30%	$0	$0
Work	201,866	5%	$60	$605,599

Source: SRF analysis of MET Transit Community Survey (2023) and MET Transit ridership data (2024-2025).

PART IV: STAKEHOLDER INPUT & PEER REVIEW

This study was guided largely by a Project Review Committee of local stakeholders, peer interviews, and discussions with regional partners. The input summarized below reflects the perspectives gathered throughout the study process and helped shape the evaluation of governance and funding alternatives.

Committee Meetings

A Project Review Committee was convened to oversee and guide the study. Members included City of Billings MET Transit leadership, as well as representatives of the MPO, Yellowstone County, the City of Laurel, Allies in Aging, the City/County Planning Board, the Lockwood Pedestrian District, the Lockwood Steering Committee, and School District 2. Committee meetings were held on the following dates:

- September 11, 2025
- October 14, 2025
- November 20, 2025
- February 5, 2026
- April 23, 2026

Early meetings focused on:

- Identifying unmet transportation needs, particularly in Lockwood, west Billings, and Yellowstone County.
- Reviewing current MET Transit and Laurel service structures.
- Discussing the full range of technically feasible governance and funding options.
- Considering how property tax reform and the Charter mill cap affect long-term sustainability.

Subsequent meetings narrowed the focus of alternatives. On funding, the committee emphasized that a governance change alone would not solve funding constraints without either higher mill levies or expanded service area contributions.

July 2025 Resident Survey Results

On July 12, 2025, MET and SRF conducted a public mapping exercise at the 34th Annual Strawberry Festival and via an online survey to identify travel destinations and service interests (results in Appendix B: Survey Summary). A total of 256 responses were collected, including 178 online submissions. Of those responses:

- 150 were located within Billings.
- 42 were located in Lockwood.
- 22 were located in Laurel.
- 42 were distributed among unincorporated areas.

The strongest concentration of responses occurred near 1st Avenue and 40th Street in Billings. Lockwood also showed notable clustering along North Frontage Road near Johnson Lane. Survey results reinforced committee discussions indicating:

- Continued demand within Billings.
- Strong interest in service to Lockwood.
- Meaningful interest in Laurel despite its smaller population.
- Limited but present interest in rural areas.

These findings informed both service expansion scenarios and governance discussions regarding regional coordination.

UTD Peer Interviews

Peer interviews were conducted with representatives from four Montana UTDs to better understand formation, governance, funding, and operational lessons. These interviews indicated that successful districts emphasize clear public messaging, simple board/governance structures, and alignment between district boundaries and funding sources. Districts can contract for operations and share administrative services to minimize duplication. Some additional insights are highlighted below, while full meeting minutes are included in Appendix C: UTD Interview Notes.

Big Sky Transportation District
Formed in 1991 to serve a community spanning two counties without municipal government. Big Sky relies primarily on a resort (local-option) tax rather than a property tax levy. Annexation in 2021 required voter approval in both counties and added board members. Key lessons included the importance of simple bylaws, maintaining small, appointed boards, and aligning district boundaries with funding sources.

Gallatin Valley UTD (Bozeman/Streamline)
Formed after Bozeman exceeded 50,000 population and required a 5307 recipient. The previous nonprofit operator was not authorized to receive 5307 funds, prompting creation of a UTD. Formation required 16,000 petition signatures, a public hearing, and an election. Messaging emphasized maintaining service continuity

and creating a single-purpose transit entity. The district now spans multiple municipalities and contracts for operations. Key lessons included proactive communication, strong relationships with county clerks, and clarity around the five-year service requirement within district boundaries.

Great Falls Transit District

Established as a grassroots effort when the City declined to start service. The district has maintained stable boundaries since formation and relies primarily on its mill levy. Leadership emphasized the importance of clear levy messaging, realistic expectations about service improvements, and strong working relationships with county treasurers.

Missoula (Mountain Line UTD)

Missoula's UTD was formed in 1977 and is governed by a seven-member board with city and county appointments. The district has implemented multiple levies over time and operates with substantial autonomy from municipal government. Lessons shared included the importance of county initiation in formation, careful management of annexation and opt-out provisions, and maintaining clear bylaws. Leadership noted that UTDs can feel administratively "quirky" but have proven durable and effective.

Key Interview Themes

Across all UTD interviews, recurring themes included:

- Dedicated revenue improves long-range planning capacity.
- Voter education and tailored messaging are critical to formation success.
- Boundary design should anticipate future growth to reduce tension.
- Governance design (appointed vs. elected boards) can influence political dynamics.
- Formation complexity is manageable with early coordination among jurisdictions.

Other Stakeholder Input: Laurel Transit

Laurel operates a small, grant-dependent demand-response service through a memorandum of understanding with Allies in Aging. The annual operating budget is approximately $65,000. Laurel leadership expressed openness to MET Transit operating service on Laurel's behalf, even at a higher cost, if service reliability and demand could be met. Fixed-route service was not considered viable for Laurel at this time. These discussions suggest that a purchase-of-service model may be feasible in the near term under either the municipal or UTD governance structure.

PART V: CONCLUSION

This study evaluated governance and funding alternatives available to support MET Transit in the context of structural property tax constraints, rising operating costs, and anticipated service growth pressures. The analysis demonstrated that the challenges facing MET Transit are not the result of a single short-term imbalance, but rather a mix of statutory revenue limits, local Charter provisions, inflationary cost growth, and expanding regional mobility needs.

Under the current municipal structure (Status Quo), MET Transit benefits from administrative consistency, established relationships, and integration with city planning and capital programming. However, it remains constrained by the City Charter mill levy cap and competition within the broader municipal budget framework. Without voter-approved changes or significant supplemental revenue tools, revenue growth is projected to lag behind operating cost growth.

Formation of an Urban Transportation District (UTD) is a structural alternative that would establish a single-purpose transit entity with independent property tax levy authority and flexible boundary design. This model aligns more directly with long-term revenue sustainability and regional coordination goals. At the same time, it would require voter approval, public education, administrative transition, and careful boundary planning. The UTD model maintains fiscal and potentially adds political risk rather than eliminating all risks.

The funding analysis indicated that while supplemental tools such as transportation utility fee adjustments, employer partnerships, marijuana excise reallocation, parking revenues, and joint development may provide meaningful incremental support, property tax authority remains the primary mechanism capable of addressing structural gaps at scale. Governance structure influences the feasibility and durability of such authority. CMAQ was also identified as a meaningful source of operating funds under any governance model.

Regional considerations further complicate the decision on how to move forward. Laurel integration appears feasible in the near term through purchase-of-service arrangements. Lockwood and broader County participation may be viable with additional outreach and research. Growth patterns along the I-90 corridor suggest that governance structures capable of adapting to regional expansion may better align with long-term development trends.

Stakeholder engagement throughout the study underscored several consistent themes: the importance of clearly articulating tradeoffs; the need for a realistic funding strategy tied to service expectations; moderate tolerance for structural change paired with interest in fiscal sustainability; and support for phased approaches that preserve flexibility.

No single alternative provides a risk-free or universally superior outcome. The decision before policymakers is not whether to eliminate tradeoffs, but how to balance fiscal stability, political feasibility, administrative capacity, and regional alignment.

Implementation Considerations

Regardless of the governance pathway, several implementation considerations emerge.

Phased Strategy. A phased approach may reduce risk. Under either model, near-term actions could include pursuing CMAQ-supported operating pilots, refining cost estimates for expansion corridors, and strengthening interlocal coordination with Laurel and other adjacent areas.

Revenue Planning. Incremental revenue tools may serve as bridge funding while longer-term structural decisions are evaluated. If a UTD formation process is pursued, financial projections and public communication strategies should be developed in advance of any ballot measure.

Boundary and Service Alignment. If regional governance is considered, boundary design should anticipate projected growth and clearly communicate service expectations to avoid opt-out pressures or mismatched coverage requirements.

Administrative Transition Planning. Should a UTD be formed, early coordination on asset transfer, labor considerations, federal grant recipient status, and shared services agreements would reduce disruption and uncertainty.

Contingency Planning. If structural governance reform is pursued and not approved by voters, a fallback strategy identifying incremental funding tools and service prioritization should be prepared in advance.

Over the upcoming planning horizon, the central policy question is how MET Transit should be positioned to manage constrained revenues while responding to evolving mobility needs. The comparative analysis presented in this report provides a structured foundation for that decision. Ultimately, the chosen model should reflect local priorities regarding fiscal stability, governance, regional cooperation, and community investment in public transportation.

APPENDIX A: FUNDING ENHANCEMENT ALTERNATIVES REVIEW TECHNICAL MEMORANDUM

MEMORANDUM

To: Rusty Logan
Billings MET

From: Lydia Statz, AICP
William Troe, Director-Transit and Transportation Planning

Date: January 21, 2026

Subject: Funding Enhancement Alternatives Review

Transit Funding Alternatives

Background

Billings Metropolitan Transit (MET) is in a period of potentially stagnating property tax funding levels that will limit the agency's ability to implement service expansion/enhancement to better serve the region. Thus, MET is completing a review of alternatives to property taxes (in addition to fares and advertising revenue) as the source of local funding. The 2025 State of Montana property tax reform bill that lowered property tax revenue from primary residences and shifted more of the burden to short-term rentals and second homes, has the potential impact revenue for Billing MET due to a unique city charter limit on adjusting the mill rate. While most municipalities in the state can adjust the mill levy through an action by the council, in Billings the charter requires a referendum to adjust the mill levy.

The 2025 legislation allowed for a one-time mill adjustment to fill the revenue gap created by valuation adjustments, however, any need to adjust the mill levy going forward would require a vote of the people. Because of these changes, the City is expecting revenues to be flat in 2026 (relative to 2025), decline by about 1.8% in 2027, and then normalize to an expected annual growth rate of about 1.75% in 2028 and onwards. The City typically plans for inflation to increase costs by about 1.5-2% each year, and wages are based on a contract with the local bargaining unit, which is renegotiated regularly. Wages are expected to increase 3.5% next year based on the current contract. As a result, MET is expecting a short-term budget shortfall followed by annual cost increases that will outpace revenue growth.

Historically, MET has received revenue from three main funding sources:

- **Federal Transit Authority Operating and Capital Grants:** These include both formula funding as well as competitive grants. In 2026, this source makes up about 40% of total revenues. While federal funding is not anticipated to be impacted by the property tax

changes, transportation funding will be re-authorized in 2026, and future funding levels are unknown.

- **Local Taxes:** In 2026, MET is anticipating about $3.7 million in local tax revenue, with $2.7 million being from property taxes, or about 35% of the total budget. This percentage could be expected to decline over the coming years as tax revenues stagnate and costs continue to increase.

- **Direct Revenues:** Direct revenues include fares, advertising, and other forms of fees paid directly to the transit agency. In 2026, MET is anticipating fares to make up only about 7% of total revenues, with advertising and parking fees at the downtown transit center contributing another 3-4%, for about 10% of the total operating budget coming from direct revenues.

Other minor sources of funding such as state grants, fees for service and the sale of surplus equipment make up the remaining revenue.

Analysis of Funding Options

Parking Fees

The City of Billings collects approximately $2.6 million in revenue through the parking department, including parking meter income, garage and surface lot permits, and violations. However, the parking department is currently projecting about $3.3 million in expenses for 2026, partially due to the sale of two downtown parking lots, one of which will be leased back, reducing revenues and creating a new recurring expense.

Through a city reorganization it may be possible to merge the transit and parking departments, allowing parking revenue to supplement transit service. However, while this may provide long-term revenue opportunities, it has the potential of increasing the department's potential shortfall in the short term.

A parking benefit district, which would support improvements by increasing parking fees in a specific area, would be an interim strategy. While this strategy has not been applied in Montana, it may be an option. The increased meter rates would be designed to increase parking turnover and decrease parking congestion in the downtown area, with additional revenues going toward transit service.

Marijuana Excise Taxes

Yellowstone County collects a 3% excise tax on all recreational marijuana sales, the maximum allowed by state law. A portion of this revenue goes to the City of Billings, estimated to be $425,000 in 2026. Currently that revenue is dedicated to the construction of City Hall and increasing resources for mental health and substance abuse.

However, the use of excise taxes are under local control, and it may be possible in the future to reallocate a portion of that revenue to fund transit service if it is deemed politically viable. This would require cooperation across City departments and the support of City Council.

Urban Transportation District

In Montana, an Urban Transportation District is a special taxing district that provides the ability to raise revenue directly for transit services. Districts are created by counties and approved through voter referendums. Districts may extend across city and county boundaries, and provide the ability to levy property taxes to all properties within the specified boundaries.

Establishing a UTD is likely a viable option for MET, but would need to be voter approved as a referendum. Four other UTDs have been established in the state (Great Falls, Big Sky, Missoula, and Dawson County), demonstrating their political feasibility and record of success. Establishing a UTD would require major structural and governance changes for MET, as outlined in a separate technical memo.

By establishing a UTD, MET may increase property taxes outside of the city's mill levy cap in order to provide adequate revenues for transit service. However, taxes levied through a UTD are still subject to the states' mill levy increase cap, which limits annual total tax revenue increases to the average level of inflation over the past 3 years (or a maximum of 4%).

This means that property tax revenues through a UTD are subject to a maximum increase of 4% annually when inflation is high, with the long-term average annual increase likely to be closer to 2-3%. By contrast, property tax revenues levied through the city are subject to the mill levy cap, meaning revenues are likely to increase by approximately the rate of taxable value increase, which historically has been about 2.5% per year. Assuming that both taxable value and inflation continue to increase at approximately the historic average rates, the difference in tax revenue is likely to be within a few percentage points.

As an illustration of the potential revenue impacts of transitioning to a UTD, a hypothetical projection of five years of future revenues is shown in Table 1. The revenue impacts of the mill levy cap are expected to compound over the five years, leading to a potential revenue These projections are illustrative based on a variety of assumptions and the calculation methods provided by the State of Montana, and do not reflect actual revenues.

Table 1. Five-Year Revenue Generation Comparison – City Property Tax Versus Urban Transportation District Tax Options

Scenario	Previous Year Property Tax Revenue[1]	3-year Inflation Average[2]	New Adjusted Property Tax Revenue[3]	Maximum Mills (Calculated)[4]	Actual Mills[5]	Revenue based on mills	Difference
Year 1							
Transit as City	$2,680,062	4%	$2,787,264	11.83	11.71	$2,758,436	
Transit as UTD	$2,680,062	4%	$2,787,264	11.83	11.83	$2,787,264	$28,828
Year 2							
Transit as City	$2,758,436	3%	$2,841,189	11.77	11.71	$2,827,396	
Transit as UTD	$2,787,264	3%	$2,870,882	11.89	11.89	$2,870,882	$43,485
Year 3							
Transit as City	$2,827,397	2.5%	$2,898,082	11.71	11.71	$2,898,081	
Transit as UTD	$2,870,882	2.5%	$2,942,654	11.89	11.89	$2,942,654	$44,572
Year 4							
Transit as City	$2,898,082	2.5%	$2,970,534	11.71	11.71	$2,970,533	
Transit as UTD	$2,942,654	2.5%	$ 3,016,221	11.89	11.89	$3,016,220	$45,686
Year 5							
Transit as City	$2,970,534	2.5%	$3,044,797	11.71	11.71	$3,044,797	
Transit as UTD	$3,016,221	2.5%	$3,091,626	11.89	11.89	$3,091,626	$46,829

Transportation Utility Fees

Transportation Utility Fees are special assessments levied by the City to support transportation improvements. Billings currently has two Street Maintenance Districts, with funding from these assessments dedicated to street upkeep and capital improvements. In 2026, those two assessments combined are estimated to generate $17.8 million.

Because these assessments are fees collected through a utility bill, they are exempt from the City's mill levy cap and therefore may be increases to support a budget estimate that exceeds the CIP restricted increase cap. These assessments have historically been adjusted based on rising costs, but the Council directed the city not to increase residential fees in 2026. If politically viable, dedicating revenue from these assessments, paired with a small increase, to support transit improvements and operations may be an option. The median home in 2026 will pay approximately $216.25 in street maintenance district fees. An increase of approximately 5% would generate an additional $1 million for transit and increase fees on the median home by $10.

[1] Year 1 based on 2026 budget. Following years based on projected revenues
[2] Assumes cooling inflation to 2% average
[3] Previous year tax revenue plus inflation
[4] Calculated based on formula provided by State of Montana
[5] Updated city charter caps transit mills at 11.71. UTD is not subject to the cap, but is subject to total revenue increase cap.

Joint Development and Transit-Oriented Development

Joint development refers to public-private partnerships to develop or improve land owned by transit agencies. For example, a transit agency may purchase parcels near a current or proposed station or rapid transit line and lease the land to a developer for development. The transit agency then collects revenues as rent payments on the property. As an additional benefit, transit ridership may increase due to increased density near major transit lines.

Some FTA funding may assist in property acquisition or property development, but the success of this strategy is largely driven by market forces. While Billings is growing, other areas of Montana are attracting much higher rates of growth and development. The most obvious area of potential is the downtown transfer station, which may be attractive to developers for a future joint venture.

Employer/Institution Partnerships

Institutional partnerships are sometimes used by transit agencies to increase revenue and provide incentives for local workers to use transit. Generally, major employers or universities in the area purchase transit passes for all employees (typically at a discounted rate), who then have access to unlimited transit rides using their student or employee identification.

This may be especially attractive in Billings as three of the largest institutions in the area are all located on a single corridor – Billings Clinic, Intermountain Health, and Montana State University Billings. Such a program would likely require MET to provide high quality service to these riders, which may mean increased frequency or extended hours.

If 5,000 unlimited passes were purchased at a 50% discount, this would provide about $840,000 in revenue per year. It may be slightly offset by a decrease in fare revenues as some who would have purchased passes on their own get access to the passes. MET should conduct an analysis to determine whether the increased revenue would be advantageous.

Identified but Quickly Eliminated Ideas

Table 1 below includes additional alternatives that were identified as they generate revenue that is used locally, however, each was eliminated as:

- Implementing would likely result in a negative impact on transit.
- Use of the funds is directed to specific non-transit uses.

Table 1. Identified and Dismissed Revenue Sources

Funding Options	Details	Viability
Increase direct revenue	System may increase fares, or seek additional advertising/partnership opportunities	Fare increase likely not viable – increase in fares generally leads to drop in ridership. Increased advertising revenue may be viable, but unlikely to make a major impact
Resort Tax	A resort tax is MT's version of a local options sales tax, levied only on hotels, restaurants, bars and resorts.	Not viable. Billings does not meet the state's definition of "resort community."
Wheelage tax	Many communities around the country include a "wheelage fee" on motor vehicle registrations to help fund local transportation.	Not viable. Wheelage tax does not existing in MT.
Franchise Fees	Fee added to utility bills by municipalities.	Likely not viable – City settled a class action lawsuit on franchise fees in 2023.

APPENDIX B: SURVEY SUMMARY

MEMORANDUM

To: Rusty Logan, Sarah Graham
City of Billings MET

From: SRF Consulting

Date: September 5, 2025

Subject: Resident Travel Survey

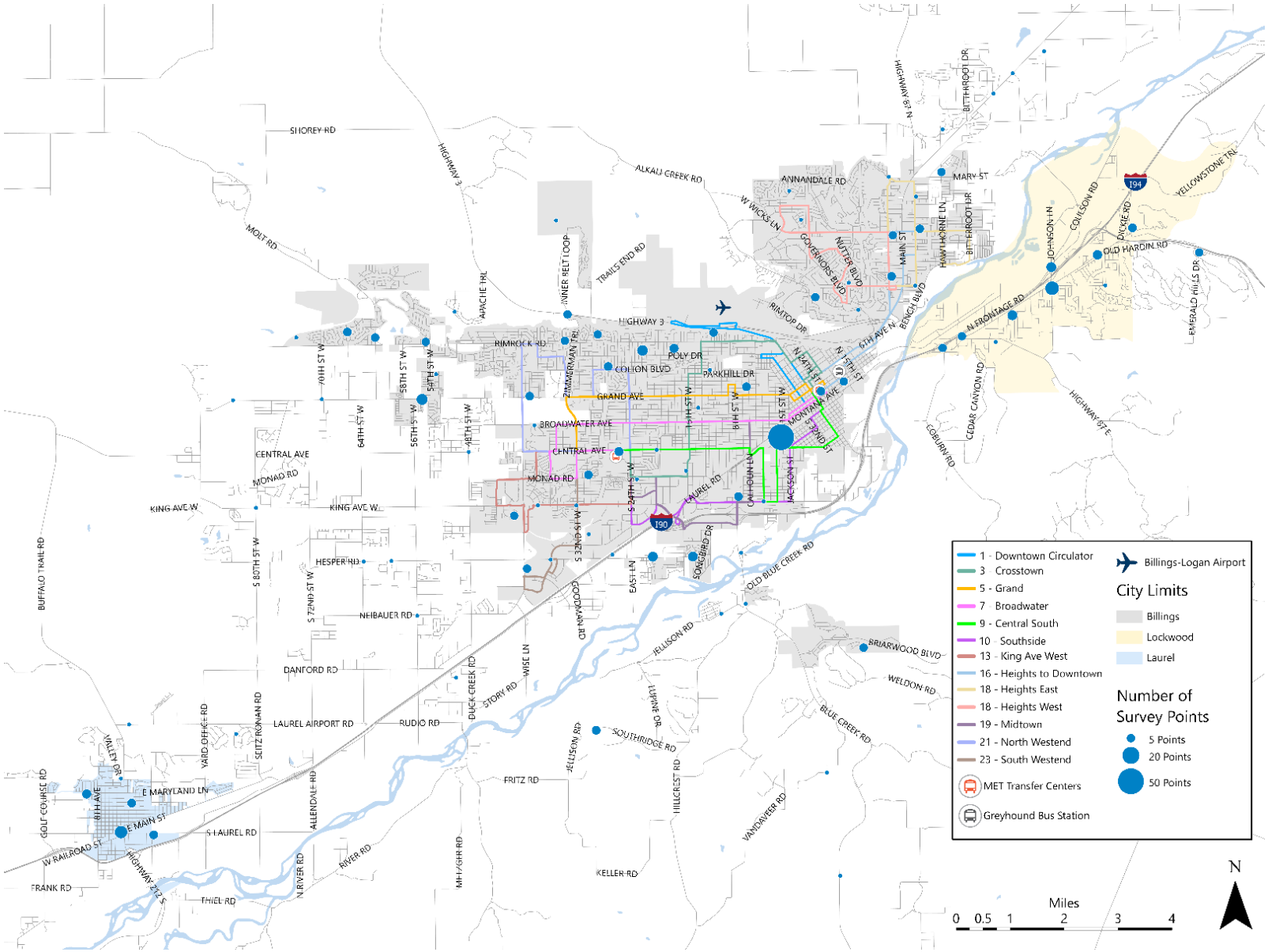
On July 12, 2025, representatives from Billings MET Transit attended the 34th Annual Strawberry Festival in downtown Billings. At the event, a posterboard was displayed for the public to offer input related to destinations they travel to by any mode, including home, businesses, and any other destination. Users were instructed to place a colored dot representing a destination on the poster. A QR code was also displayed on the poster that allowed users to add destination points to an interactive map online. A total of 256 dots were placed, 178 of which were received through the online survey. The results of these exercises are visualized in Figure 1. The map includes dots placed both in-person and through the online survey and are clustered to aid in visualizing concentrations of points.

A significant majority of dots, 214 out of 256, were placed within the boundaries of Billings, Lockwood, and Laurel. In general, the dots within each of the three communities are spread fairly uniformly, except for some specific concentrations. The greatest concentration of responses, with 49 points, is clustered near 1st Ave and 40th St in Billings. Notable clusters also appear along N Frontage Rd in Lockwood, particularly at the intersection with Johnson Ln. Table 1 provides a quantified breakdown of dot placement for each municipality, community, and surrounding area.

Table 1. Number of Dots by Place

Municipality/Community	In-Person	Online	Total
Billings	34	116	150
Lockwood	16	26	42
Laurel	3	19	22
Unincorporated Between Laurel and Billings	14	3	17
Unincorporated South of I90	7	10	17
Unincorporated North of Billings	4	4	8
Totals	**78**	**178**	**256**

Figure 1. Aggregated Survey Results



www.srfconsulting.com

950 South 10th Street, Suite 008 | Omaha, NE 68108 | 402.513.2160

Equal Employment Opportunity/Affirmative Action Employer

APPENDIX C: UTD INTERVIEW NOTES

RECORD OF MEETING

SRF Project No. 19202

Project/Meeting Name:	Billings MET Transit Funding Sustainability and Governance Study Big Sky Transportation District Peer Interview
Date:	September 5, 2025
Location:	Teams
Attendees:	Jacob Connor (SRF), David Kack (BSTD Transit Coordinator), Darren Brugmann (BSTD Executive Director)
Prepared by:	SRF Consulting

Purpose of Meeting

The purpose of interviewing Big Sky Transportation District (Skyline) was to understand how the UTD started, as well as how it is governed, funded, and operated today. The interview included Jacob Connor with SRF, as well as David Kack (BSTD Transit Coordinator) and Darren Brugmann (BSTD Executive Director).

Summary of Meeting

Formation & origin

- Formed in 1991 because the Big Sky community spans Gallatin and Madison Counties and isn't a municipality—so a UTD made the most sense.
- Early service ("Snow Express") was seasonal in Big Sky and contracted out from the start; no FTA funding initially.
- No mill levy then or now. Core local funding is the resort (local-option) sales tax, which explicitly permits spending on transit; ~$1.5M expected this year.
- Resort tax exists only in approved tourism communities (<5,000 residents) and is governed by its own board.

Boundaries, annexation & service area

- Annexation (May 4, 2021): Expanded to match the resort-tax boundary because they were serving areas outside the district. Required votes in both counties; added two Madison County board members.
- Who votes: Registered voters in the expansion area (not existing district residents). Many second-home owners aren't registered locally. UTD lines don't have to follow other political boundaries.
- Neighbor coordination: With the new Gallatin Valley UTD, the goal is for Skyline to operate to Four Corners and then have a transfer to Bozeman service.

- Other local services: Madison County Senior Center (in Ennis) operates 5311-funded trips to Big Sky/Bozeman (2 mills) and promotes rides as open to anyone. Counties can levy a senior transportation mill; could serve as match.
- Outside-boundary service: They run to Bozeman (mainly workers and tourists). Considering a UTD mill levy (which they do not currently have) especially to include Four Corners, which currently doesn't contribute to the resort tax funding.
- Current boundary doesn't touch Gallatin Valley UTD; a commissioner asked why the two UTDs aren't connected—merger talk could happen in the future.

Governance, bylaws & relationships

- Preference for a small, appointed board (about 5–7). Monthly meetings are helpful but don't need to be codified in bylaws. Keep bylaws simple.
- Example elsewhere: Gallatin Valley UTD specifies role-based seats (e.g., rider rep, MSU), but Big Sky favors less prescription.
- Interlocals: They have one with the resort-tax district; funding moved from annual applications to 3-year agreements.
- They'd like interlocal agreements with both counties so they don't have to ask for money every year.

Funding & revenues

- Primary local source: Resort tax.
- If they pursue a UTD mill levy, their message would be: property tax funds service inside the zone; resort tax covers service outside the UTD zone.

Budgeting, service design & paratransit

- They must provide ADA paratransit, but demand is low because most riders are able-bodied.
- Microtransit (Big Sky Connect) gets a handful of wheelchair trips.
- Intercity route has different rules (no ¾-mile ADA overlay)
- Fixed route is primarily within Big Sky, up and down the mountain.

Legislation, politics & closing notes

- Local debate elsewhere about elected vs. appointed boards; Big Sky prefers appointed to avoid anti-transit candidates running to eliminate service. Smaller board is viewed as better.
- SB 260 discussion: residents wanted tax dollars generated in Big Sky to stay local (schools/hospitals). A new district structure keeps funds in Big Sky even when facilities are technically in Gallatin County; if a new mill is added, residents will want assurance money stays local.
- Federal reauthorization uncertainty could change what they ask for.
- They're watching Billings/Laurel connectivity; curious how it plays out.

- MTA/MDT Rural Passenger Needs Study update underway; many small communities want links to bigger cities.
- State puts very little into transit; TransADE is small and tied largely to senior trips—there's interest in finding more state funding sources.

SRF Project No. 19202

Project/Meeting Name:	Billings MET Transit Funding Sustainability and Governance Study Gallatin Valley UTD Peer Interview
Date:	September 5, 2025
Location:	Teams
Attendees:	Jacob Connor (SRF), Sunshine Ross (Gallatin Valley UTD Director)
Prepared by:	SRF Consulting

Purpose of Meeting

The purpose of interviewing the Gallatin Valley UTD (Bozeman, Streamline Bus)) was to understand how the UTD started, as well as how it is governed, funded, and operated today. The interview included Jacob Connor with SRF, as well as Sunshine Ross (Gallatin Valley UTD Director).

Summary of Meeting

Formation & origin

- Trigger: Bozeman crossed 50,000 population; the nonprofit operator couldn't be the 5307 recipient, and neither the City nor County wanted to run service.
- A feasibility study pointed to forming a UTD to keep service seamless and cover fast-growing unincorporated areas SW of Bozeman.
- Process: gathered 16,000 certified signatures (needed ~13,000), held public hearing, then election.
- Messaging: "single-purpose transit entity," no automatic tax, avoids service cuts, and can operate beyond city boundaries.
- A broad stakeholder group plus a separate, volunteer "Yes for Streamline" campaign handled outreach; consultants helped tailor messages by community (environmental benefits resonate in Missoula; independence/economy more in Bozeman/Belgrade).
- Timing: placed on the May election (alongside school ballot items). Support from newspapers/chambers mattered.

Boundaries, annexation & service area

- District drawn to include Bozeman, Belgrade, and Four Corners, following roads/rivers/parcels; coordinated with planners across jurisdictions.
- District formed before the MPO; MPO followed similar boundaries.
- New state law: must provide service within 1.5 miles of the boundary within 5 years—they're exploring commuter/microtransit zones and potential premium on-demand outside core.

- Proposed expansions (e.g., Belgrade commuter) and microtransit zones are under consideration; some riders may "opt out" if expectations aren't clear.

Governance, bylaws & relationships

- Board preference: appointed members to maintain accountability while avoiding politicized races; initial concept was 3 appointees from each political jurisdiction, plus designated seats (e.g., one elected official, one funder/partner, one rider/representative from each).
- Advisory structure of committee to set up the UTD: 13-member formation committee; board now uses standing committees (planning, operations, finance) and may add a rider advisory committee when pursuing a levy.
- Campaigning: the citizen campaign was separate from official agency communications per legal guidance; digital ads and mailers were targeted.
- Key partners: HRDC (senior & disability services provider) still handles senior trips and now provides back-office services (IT, HR, finance) to the UTD under contract.

Funding & revenues

- Shifted from 5311 (largest rural) to 5307 (small urban)—lost roughly $400k on the state allocation formula change.
- No fares (never have) to build partner support.
- Local contributions: City of Bozeman, Belgrade, County one-time purchases (which they have funded almost annually), MSU admin contribution + $10 student fee
- TransADE support continues; business improvement district can't fund ops; TIF might.
- Considering a mill levy or bonds later—did polling to test tax tolerance and messages.
- STIC: Billings gets it; Bozeman doesn't yet but could close the funding gap if they qualify.
- Communications choices (e.g., bus wraps with historic imagery) reflect community preference against a "big-city" look.

Budgeting, service design & paratransit

- Organization is lean (2 UTD employees); they contract fixed route and paratransit now (previously purchased fixed route and operated paratransit in-house).
- HRDC formerly owned the facility/vehicles; as UTD became the FTA recipient, assets were transferred—a long process. Shared office space; HRDC leases vehicles from UTD for now (could change later).
- Fixed-route ops contracted to Jefferson Lines at their facility; UTD vehicles are housed there.
- Paratransit: UTD operates ADA paratransit; seniors remain with HRDC due to unique funding streams.

Legislation, politics & closing notes

- Tailor messages to local values (independence and access in conservative areas; equity/environment elsewhere).

- Bring clerks and county commissioners in early; having commissioners on the formation committee eased board design and the ballot path.
- Coordinate with other ballot items; being on the same ballot as schools can help.
- Proactively explain costs, service tradeoffs, microtransit options, and the 5-year boundary-service rule to manage opt-out risk.
- Build strong ties with the clerk's office.
- Kept the well-known Streamline brand publicly, but use the formal "Gallatin Valley UTD" name in government contexts.
- Expected more skepticism in Belgrade; adjust messaging accordingly.
- For Billings: engage chambers/newspapers early, consider a separate citizen campaign, and map service growth tied to the 5-year requirement.

SRF Project No. 19202

Project/Meeting Name:	Billings MET Transit Funding Sustainability and Governance Study Great Falls Transit District Peer Interview
Date:	September 5, 2025
Location:	Teams
Attendees:	Jacob Connor (SRF), Nadine Hanning (Great Falls Transit District)
Prepared by:	SRF Consulting

Purpose of Meeting

The purpose of interviewing the Great Falls Transit District General Manager was to understand how the UTD started, as well as how it is governed, funded, and operated today. The interview was a one-on-one conversation with Jacob Connor and Nadine Hanning (GTD general manager).

Summary of Meeting

Formation & origin

- Transit existed as a private bus in the 1950s–60s, then disappeared.
- Residents organized to create a UTD because the city said it didn't have money to start service. It was never a municipal service.
- Nadine unsure if there was municipal/political help gathering signatures; it seemed grassroots.

Boundaries, annexation & service area

- The district boundary hasn't changed since formation. With the growth of the city, the UTD is now smaller than the City of Great Falls.
- Some city residents only want service inside the city; others have asked for growth. Nadine's recommendation: let the district grow with the city to match the city boundaries to reduce tension related to which parts of the city are within the UTD boundary and which parts are not.
- Expansion historically stalled due to process complexity, lack of staff capacity, and fear that opening the boundary discussion could spark "opt-out" interest.
- The TDP raised expansion ideas in the community
- Relationship with the city is mostly around MPO/FTA planning; the city has one board appointee.
- Board: 5 members—3 elected, 1 city appointee, 1 county appointee. Elections are defined in statute, but candidate interest is often low. Nadine suggests that a smaller board is easier to manage. Concern with elected board members is that people who oppose transit can run.

- One adjoining township has service, but in general, service outside the district is avoided because taxpayers inside the district may feel underserved. People don't complain about paratransit going beyond the city limit though.

Governance, bylaws & relationships

- Bylaws are intentionally generic to avoid conflicts with other laws, to keep procedures simple, and to eliminate the need to update bylaws as things change.
- "Must-have" bylaws provisions they value:
    - Authority for the board to hire a manager or a management company and to delegate federal grant signature authority.
    - Clear election procedures, kept current with Montana law.
- Finances flow through the county treasurer (as tax collector), so a strong working relationship with the county is essential.
- In general, it seems that residents prefer funding a standalone transit entity rather than paying more in "city money" taxes.
- Partnerships: good ties with United Way and disability/vision organizations.
- GF UTD serves as the local lead for 5310 money, they coordinate planning and fleet eligibility rankings among participating nonprofits; state actually procures vehicles

Funding, revenue, budgeting

- Local revenue is almost entirely the UTD mill levy; no ongoing alternative local sources in use.
- They have not pursued federal competitive grants (e.g., Low-No) much.
- Montana has no statewide sales tax; some resort/local-option taxes exist elsewhere.
- State TransADE support has fluctuated; it was higher during/after COVID but has dropped.
- GF has other taxing districts (schools, special improvements, parks, boulevard), but they're not seen as direct competitors to UTD—though any concurrent ballot measures are watched closely.
- Original expectation at formation was ~14 mills (1970s).
- Mill increases now follow an inflation formula that allows only a portion of inflation; once you start with a base, you're subject to that formula.
- GF UTD is a 5307 direct recipient; 5307 is mostly used for operating, sometimes capital.
- 5339 capital typically comes via the state; when that's not enough, they tap 5307 or local levy.
- Small Transit Intensive Cities (STIC) can add funds if STIC performance thresholds are met.
- They keep a tight operating budget; holding large undesignated reserves can undermine a case for mill increases.
- Paratransit is broadly provided inside the district and sometimes beyond fixed-route limits, reflecting strong local support for disability access.

- Few complaints about ADA coverage
- Very few requests for any communities to exit the district over the past five years.
- Currently strong local revenue is being directed to capital, but capital needs still exceed available funds.
- Nadine suggests GFTD is likely getting more funding from its levy than Billings gets from city funding.
- Recent property-tax calculation changes mean GFTD millage will rise regardless.

Public & political dynamics

- Stories about people who rely on transit (e.g., medical trips) resonate more than abstract budget arguments.
- Board seats tend to attract people who either strongly support or strongly oppose transit, so recruitment and retention can be challenging.
- Manage expectations about what a levy can buy. Many assume a levy equals "a lot more service," but even one new route can require taxing many additional properties.
- Communicate costs and tradeoffs clearly up front to prevent disappointment later.

Jordan Hess – Mountainline

October 15, 2025

Also consider talking with Bozeman (from Jordan – more recently created UTD)

UTD organized in 1977.

Will send bylaws.

Board Make Up:

- 7 members (3 appointed by Mayor, 3 by county, 1 rotating appointed by city and then county)
- Updated in the 1980s.
- Rotating seat has gone to same person for quite some time.
- No politicians (many times do not understand transit).
- No politicians has at time been a weakness – sometimes get sideways with local politics.

County commission has to (most likely) initiate effort – Yellowstone County is not aways on-board with adding new departments/political subdivisions – they have not added a UTD while others have. (Jordan's opinion).

Glendive – 5K people. Has a UTD. Tough to get participants. Interpreting it as in Glendive board is elected.

Board members cannot be compensated – In legislation.

UTD has worked really well. It is clunky and quirky, but seems to work well.

County collects taxes generated.

Three levies over time:

- Original from 1976 (Floats now)
- 2013 added new levy (14.5 mills – is a fixed levy – does not float)
- XXXX (20 mills – also fixed)

1980s – 15.10.420 (Code) limited levy increases to ½ rate of inflation. Strangled local government revenues. Some exceptions. Made cities and counties get creative…create assessment districts and similar. There have been adjustments to address annexation. Counties have gotten "creative" with special assessments and other assessment districts.

Mills have been translated to dollars. So each year estimate the dollars needed, but cap at ½ rate of inflation is an increase then convert to mills to be applied.

Missoula is the only incorporated city in Missoula County.

Having some areas wanting to leave the district. Must petition to leave (process is outlined in the bylaws). Outside the city limits of Missoula – are not getting service.

Fixed route service extends a bit into Missoula County. This is somewhat due to the nature of development in the Missoula area (development into valleys between mountains).

Intergovernmental Agreements – Not too many. The UTD operates with a high degree of autonomy. As there is only Missoula and the county.

Will send resolutions on creation and modification. Bill sent email requesting.

Consent 1. O.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: FY27 Billings MPO Unified Planning Work Program (UPWP)
PRESENTED BY: Lora Mattox
Department: Planning & Community Services
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION

Staff recommends that the City Council forward a recommendation for approval of the FFYY27 Unified Planning Work Program (UPWP) to the Policy Coordinating Committee (PCC). The PCC is scheduled to take final action on the UPWP at its meeting on July 21, 2026. The City Council received a presentation on the FFY27 UPWP at its July 6 work session.

EXECUTIVE SUMMARY

The Billings MPO is presenting the Draft FFY 2027 Unified Planning Work Program (UPWP) for review and recommendation. The UPWP outlines how federal transportation planning funds from FHWA and FTA, administered through MDT, will support transportation and transit planning activities from October 1, 2026, through September 30, 2027.

The MPO received a federal Planning (PL) allocation of $1,035,870, supported by local matching funds from the Yellowstone County Planning Levy and City and County planning fee revenues, for a total program budget of $2.17 million. Key FFY27 projects include replacement of traffic and trail counters and the launch of the 2028 Long Range Transportation Plan (LRTP) update, which will focus on public engagement, technical analysis, and travel demand model updates.

Approval of the UPWP is necessary to maintain access to federal transportation planning funds and continue transportation planning efforts for the Billings area.

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

The Billings MPO (MPO) is presenting the Draft 2027 Unified Planning Work Program (UPWP) for review and recommendation to the governing bodies. The UPWP is primarily for programming federal funds that Billings receives from the Federal Highway Administration (FHWA) for transportation planning and the Federal Transit Administration (FTA) for transit (MET) planning. These funds are passed through the Montana Department of Transportation (MDT). All transportation planning activities are included in the UPWP to represent a comprehensive document for the urban transportation planning program. This UPWP proposes planning activities for Federal Fiscal Year 2027, running from October 1, 2026, through September 30, 2027, and corresponds directly with the Planning Division's annual work plan.

This year the total PL allocation is $1,035,870, which the Planning Division proposes providing local matching funds for, which are required at a certain percentage per element (a total breakdown of funding is located in Table 1 Funding Summary on page 52). On page 53, Table 3 provides a 5-year PL funding allocation projection. By outlining the proposed future PL funding that the Billings MPO could receive, it allows for future project planning and ensures that the MPO will have funding available for the required documents the MPO is required to complete.

A review of the FFY26 funding summary and the FFY27 PL funding level shows that the MPO will receive approximately $359,953 less in PL funding this cycle. This reduction is primarily due to lower carryover funding from FFY25, as unobligated PL funds are available for carryover after two years, as well as the addition of two new MPOs, Helena and Bozeman, which has increased competition for available PL funds.

During FFY26, the Billings MPO completed a significant amendment to the 2023 Long Range Transportation Plan (LRTP), which included updates to the MPO Planning Area Boundary and revisions to the fiscally constrained project list. As part of this effort, MPO staff also developed a transportation planning dashboard to improve public access to transportation planning information and project tracking. The MPO continued work on several planning studies, including:

- Finalizing the 21st Street Underpass Feasibility Study
- Advancing additional Safe Routes to School (SRTS) feasibility analysis and public outreach activities
- Initiated the Trails for All Feasibility Study, which evaluates trail connections between Downtown and the Heights, the Alkali -Creek corridor, and the Aronson Trail system
- MPO staff is finalizing a Complete Streets Economic Analysis to better understand the economic benefits associated with multimodal transportation investments
- In addition, the MPO implemented organizational changes consistent with FHWA and MDT recommendations by transitioning the MPO Traffic Technician position into the Planning Division to strengthen integration between transportation planning and data collection activities.

As a result of the reduced PL funding allocation, the MPO's ability to undertake transportation planning activities beyond those required for federally mandated MPO documents will be more limited this year. For the Billings MPO, the main focus will include the initiation of the update to the Long Range Transportation Plan that will be required to be completed by July 2028.

Table 4 on page 53 outlines the percentage breakdown per element (note that some transportation planning elements are 100% PL funded). The Planning Division matches these funds through the Planning Mill levy and fees generated through city and county planning applications and processes. This year, with the allocation for staffing and transportation planning activities, the MPO is proposing to use up to $988,000 in PL funding. The local match is $719,000. This amount includes portions of the $695,569 from the County Planning Mil Levy, $170,000 in County Planning fees, and $274,000 in City Planning fees, with the remaining balance of $420,596 of local funding utilized for non-MPO operations and projects. The un-programmed PL funds in the amount of $47,871 will carry over to FFY29.

Projects identified for this year’s program include (detailed description of each project in the UPWP):

Under Element 300 – Transportation System Data – 100% PL

- Replacement and upgrade to traffic and trail counters. The total cost budgeted for this is $20,000. Proposed by the MPO.

Under Element 301 – Transportation Plan – 100% PL

- In FFY27, Billings MPO staff will begin internal development of the 2028 Long Range Transportation Plan (LRTP) through a two-year effort focused on public engagement and technical preparation. Initial activities will include public meetings, stakeholder coordination, digital outreach, an interactive mapping platform, and a public survey to identify transportation needs, safety concerns, mobility issues, and investment priorities across the region, with portions of the outreach and survey work supported by consultant services. Concurrently, the MPO will initiate updates to the regional TransCAD travel demand model using current demographic, land use, and network data, with consultant assistance for model calibration and technical analysis as needed. These efforts will provide a strong, data-driven, and publicly informed foundation for continued LRTP development in future program years. MPO staff has already begun reviewing the 2023 LRTP and outlining steps for the 2028 update, with $100,000 allocated for first-year technical support, including $24,141 dedicated to Safe and Accessible Transportation Planning Options.

FISCAL EFFECTS

Approval of the 2027 UPWP allows the MPO to access federal funds for transportation planning in the community. Federal and local funds are combined to provide most of the planning work done by the Planning Division for the City and the County. If the UPWP is not approved, there would be a significant loss of resources for community planning, and the community's ability to manage transportation planning projects and programs would be severely limited. The estimated breakdown of funding sources for the FY 2027 UPWP is as follows:
- $274,000 Planning Dept. Fee Revenue (City of Billings)
- $170,000 Planning Dept. Fee Revenue (Yellowstone County)
- $695,569 Yellowstone County Planning Levy
- $1,035,870 Federal Planning (PL) Allocation
Total Local and Federal Program Funding (UPWP): $2,175,439

STAKEHOLDERS

The local review of the UPWP involves work sessions and regular business meetings of the Technical Advisory

Committee (TAC), City Council (Council), Yellowstone County Board of Commissioners (BOCC), and Yellowstone County Board of Planning (Planning Board). In addition, MPO staff met directly with the City and County Public Works Department to develop future transportation planning projects that the MPO could undertake to assist in future capital project implementation.

The Planning Board also conducts a legally advertised public hearing at its meeting to review the UPWP. The public can provide comments or questions at the Council, BOCC, and Planning Board meetings, as well as formal public testimony at the Planning Board. Below is a list of outreaches associated with the development of the FY27 UPWP:

- May 20, MPO staff met with the County Public Works staff. Discussion included a discussion on the types of projects the MPO can assist with. One area of interest is conducting future intersection or corridor studies at predetermined locations.
- May 29, initial discussion with City Public Works City Engineer. The MPO will continue working with Public Works on the identification and prioritization of future transportation planning projects.
- On June 17, the MPO met with the Legislative and Local Affairs Committee members of the City Council. This opportunity provided a discussion with council representatives on MPO activities for the upcoming year.
- MPO staff attended the July 2 Board of County Commissioners Discussion Meeting to discuss the meeting with County Public Works, discuss proposed MPO projects and continue a dialogue with the Commissioners.
- Other scheduled meetings include a City Council Work session on July 6. If needed, additional work sessions will be scheduled to continue discussions.

ALTERNATIVES

The City Council may:

- Forward a recommendation of approval of the FYY27 UPWP to the Policy Coordinating Committee which will allow the continuation of federal transportation planning funding to the MPO, or;
- Not forward a recommendation of approval of the FYY27 UPWP to the Policy Coordinating Committee. Not forwarding a positive recommendation could jeopardize continued federal transportation planning funding to the MPO.

Attachments

FFY27 UPWP

Unified Planning Work Program (UPWP)

Federal Fiscal Year 2027

(October 1, 2026 – September 30, 2027)

Prepared by:

Billings Metropolitan Planning Organization

In cooperation with:

City of Billings, Montana

Yellowstone County, Montana

Yellowstone County Board of Planning

Montana Department of Transportation

Federal Highway Administration

Federal Transit Administration

DRAFT

Approved by:

Yellowstone County: July 2, 2026

City of Billings: July 13, 2026

Yellowstone County Board of Planning: July 14, 2026

Policy Coordinating Committee: July 21, 2026

MDT:

FHWA/FTA:

This report was prepared with funding support from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation, provided through the State Planning and Research Program (Section 505) or the Metropolitan Planning Program (Section 104(d)) under Title 23 of the U.S. Code. The work program follows the format outlined in Chapter 2, Part 4 of Federal Transit Administration (FTA) Circular 8100.1D. The content of this report does not necessarily represent the official views or policies of the U.S. Department of Transportation.

DRAFT

TABLE OF CONTENTS

CHAPTER 1 – PROGRAM INFORMATION

SECTION 1 - INTRODUCTION **6**

Work Program Abbreviations & Acronyms 6

UPWP and Its Purpose 8

Federal Guidance 8

Performance Measures 9

Safe and Accessible Transportation Options (SATO) 10

Public Involvement 10

CHAPTER 2 – HIGHWAY

SECTION 1 – WORK ELEMENTS **11**

Program Support and Administration 11

100 – Program Administration 11

101 – Service 16

102 – Citizen Involvement 18

General Development & Comprehensive Planning **21**

200 – Community Planning 21

204 – Zoning Administration 27

205 – Subdivision Administration 30

Long Range Transportation Planning **33**

300 – Transportation System Data 33

301 – Transportation Plan 37

302 – Planning Studies 41

Transportation Improvement Program **45**

500 – Transportation Improvement Program 45

Special Projects 47

600 – Environmental Considerations 47

DRAFT

Other Activities **49**

700 – Un-Programmed Funds 49

SECTION 2 – FUNDING **51**

Table I Funding Summary 51

Table II Funding Comparisons 51

Table III 5-Year PL Allocation Projections 52

Table IV Funding Percentages 52

Table V Staff Months Worked 53

Table VI Eligible Safe and Accessible Transportation Option Planning Activities 53

SECTION 3 – INDIRECT COST PLAN **54**

Identification of Costs 54

Funding Sources 54

CHAPTER 3 – TRANSIT

SECTION 1 –WORK ELEMENTS **56**

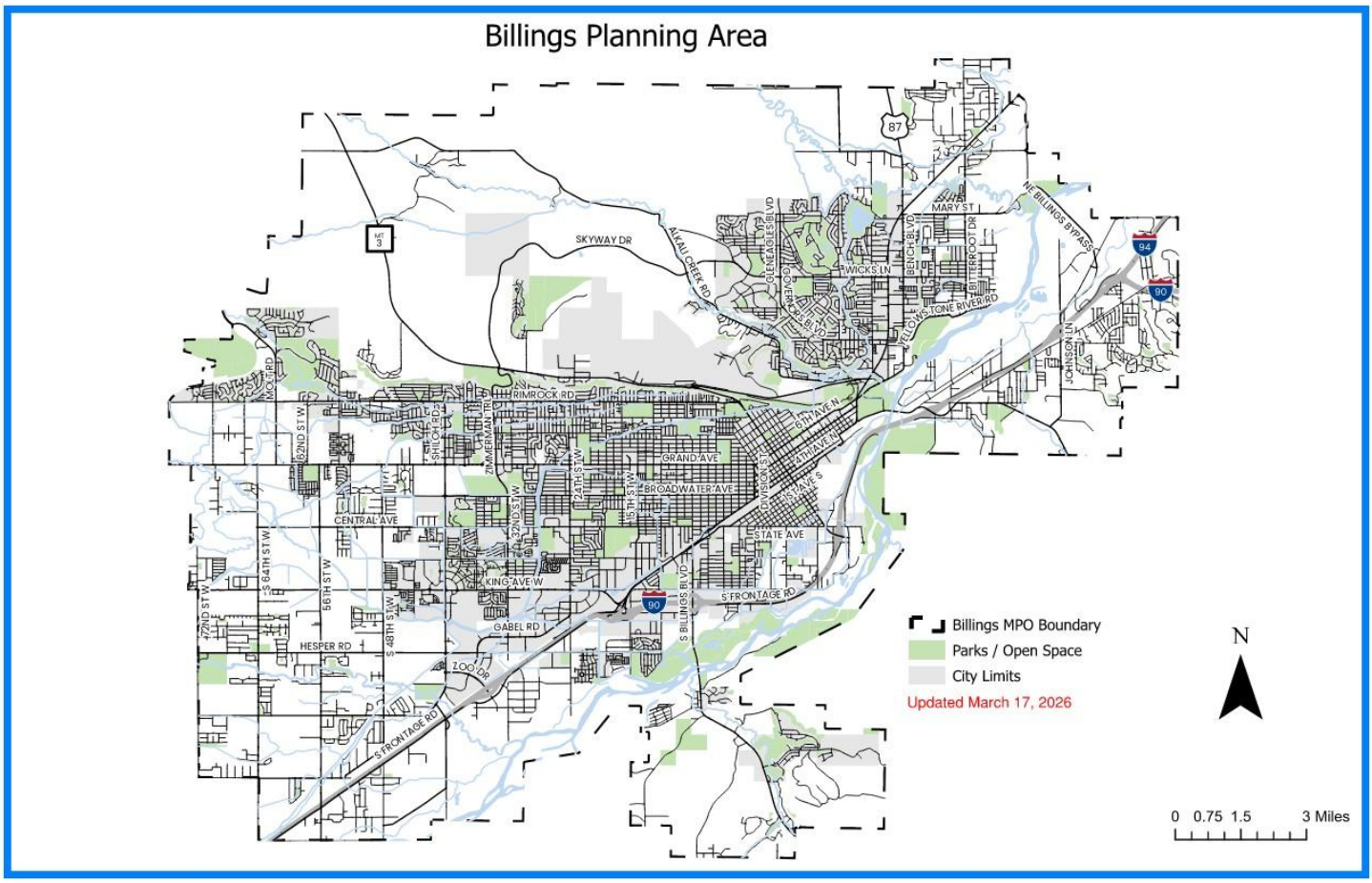
44.21.00 Program Support and Administration **56**

44.24.00 Short Range Transportation Planning **61**

SECTION 2 –FUNDING **64**

DRAFT

Billings Area MPO Boundary



CHAPTER 1 – PROGRAM INFORMATION

SECTION 1 – INTRODUCTION

ABBREVIATIONS & ACRONYMS USED IN THE WORK PROGRAM

ADA	Americans with Disabilities Act
ACS	American Community Survey
ARP	American Rescue Plan
AVL	Automated Vehicle Locator
BSED	Big Sky Economic Development
BUILD	Better Utilizing Investments to Leverage Development
CAC	Citizen Advisory Committee
CARES	Coronavirus Aid, Relief, and Economic Security Act
CDL	Commercial Driver's License
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality
CTSP	Comprehensive Transportation Safety Plan
EBURD	East Billings Urban Renewal District
ERP	Equipment Replacement Plan
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GTFS	General Transit Feed Specification
HPMS	Highway Performance Monitoring System
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization
NTD	National Transit Database

PCC	Policy Coordinating Committee
PEP	Private Enterprise Participation
PL	Metropolitan Planning (PL) Funds
PTASP	Public Transportation Agency Safety Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
SBBURD	South Billings Boulevard Urban Renewal District
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAZ	Traffic Analysis Zones
TDP	Transit Development Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
YCBP	Yellowstone County Board of Planning

THE UNIFIED WORK PROGRAM AND ITS PURPOSE

The Unified Planning Work Program (UPWP) outlines transportation planning activities for the Billings Metropolitan area during the Federal Fiscal Year (FFY), which spans October 1 to September 30. The Yellowstone County Board of Planning acts as the designated Metropolitan Planning Organization (MPO) and is charged with the responsibility of administering the planning process. Each year, the Billings (MPO) prepares the UPWP for review and approval by local, state, and federal transportation authorities. The process begins with the Billings MPO Technical Advisory Committee, which conducts an initial review and provides a formal recommendation to the Yellowstone County Board of Planning, Billings City Council, and the Yellowstone Board of County Commissioners. These local agencies then submit their recommendations to the Policy Coordinating Committee (PCC), which gives final local approval before forwarding the UPWP to the Montana Department of Transportation (MDT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for final authorization.

The UPWP includes work elements such as administration, public involvement, and long- and short-range planning. Each element outlines objectives, accomplishments from the previous fiscal year, and planned activities for the upcoming year. It also specifies the agency responsible, required resources, including staff hours, funding amounts, and sources, ensuring a comprehensive and transparent planning framework.

FEDERAL GUIDANCE

The Infrastructure Investment and Jobs Act (IIJA) approved by Congress on November 15, 2021, authorized funding for Federal transportation programs for federal fiscal years 2022-2026. The IIJA effectively replaced the Fixing America's Surface Transportation (FAST) Act.

The IIJA retains FAST Act's ten planning factors. The MPO is required, per 23 USC 134(h)(1), to consider these factors when developing transportation plans, programs, and projects:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.

4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

PERFORMANCE MEASURES

The Infrastructure Investment and Jobs Act (IIJA) reinforces the performance-based planning and programming framework established previously by the FAST Act. A key feature of these acts, continued under the IIJA, is the development of a performance- and outcome-based federal-aid program. The MPO will monitor performance measures and report progress to committees, agencies, and the public.

The performance measures address national goal areas, including safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and minimizing delays in project delivery. Instead of setting independent performance measure targets for the Billings Metropolitan Planning Area, the Yellowstone County Board of Planning and the City of Billings Aviation and Transit adopted the state performance targets established by MDT. This agreement, developed in coordination with Montana MPOs, was formalized through a Cooperative Performance-Based Planning Agreement on May 14, 2018.

SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS (SATO)

IIJA/BIL requires an annual 2.5 percent of an MPO's PL allocation to be set aside for safe and accessible transportation options (SATO). The FY 27 set-aside is projected at $24,141. The MPO will program expenditures of the required set-aside in this year's projects in the amount of $25,000. Those projects will be noted in the Work Program Elements. Note: PCC as a governing

body has not adopted a Complete Street Policy, any reference to Complete Streets in this document refers to the City of Billings only.

PUBLIC INVOLVEMENT

The development of the UPWP included multiple opportunities for public review and feedback, culminating in its adoption by the PCC. The MPO facilitated this process by hosting TAC UPWP meetings and posting the draft UPWP on its website for a two-week public review period. The PCC's adoption of the UPWP also took place in a public forum. Below are the outreach efforts and meetings where the public could provide input on the draft UPWP:

- County Public Works Staff: May 20, 2026
- Technical Advisory Committee (TAC): June 11, 2026
- UPWP Posted on MPO Website: June 15, 2026
- City Council Legislative & Local Affairs Committee: June 17, 2026
- County Commissioner Discussion: July 2, 2026
- City Council Work Session: July 6, 2026
- Billings City Council: July 13, 2026
- Yellowstone County Planning Board: July 14, 2026
- Yellowstone County Commissioners: July 14, 2026

Final action on the FFY 2027 UPWP occurred during the PCC meeting on July 21, 2026.

Additionally, the MPO welcomed comments and addressed questions in person, by mail, email, and phone as needed following the posting of the draft UPWP. Revisions to the document were made based on feedback received from MDT and the public.

CHAPTER 2 – HIGHWAY

SECTION 1 – WORK PROGRAM

PROGRAM SUPPORT AND ADMINISTRATION

100 Program Administration

Objectives

This role involves administering the transportation planning process and providing support to the Board of Planning, the City Council, and County Commissioners, and other boards and commissions in their decision-making activities related to transportation initiatives. Responsibilities include engaging in administrative and financial actions specific to transportation planning activities and effectively prioritizing those initiatives. Additionally, the position emphasizes enhancing staff skills and ensuring ongoing exposure to state-of-the-art practices and technologies in transportation planning, including relevant software. A key aspect of the role is maintaining contact with, providing input to, and receiving feedback from various local, state, and federal agencies, committees, and groups involved in transportation planning.

Accomplishments – Fiscal Year 2026

Conformance with federal, state, and local administrative and regulatory requirements, as well as maintenance of planning operations was achieved for FY26.

Members of the planning staff attended various professional meetings, workshops, and conferences at which planning, transportation, transit, bicycle/pedestrian and related topics were presented and discussed.

Specifically, the City-County Planning Division (Planning Division) and members of other local, state and federal departments and agencies actively participated in a diverse set of local meetings, including the Billings Technical Advisory Committee (TAC), City-County Planning Board (current MPO Policy Board), Policy Coordinating Committee (PCC)(future MPO Policy Board), City of Billings Planning Commission, Consolidated Yellowstone County Zoning Commissions County Board of Planning, City Annexation Committee, City Development Process Review Committee, Community Development Board, Bicycle and Pedestrian Advisory Committee, Historic Preservation Board, and others. Staff also participated in meetings with MDT and the other MPOs quarterly to discuss activities and issues. The Billings MPO also meets with MDT to discuss project coordination and issues.

Planning staff worked with GIS staff who updated geographic data in geographic information systems (GIS) including layers such as streets, zoning, addresses, ownership, and environmental data. This GIS information is vital to provide to consultants for local plan development. Staff regularly utilize an application tracking and project management software system that integrates the existing City building permits with finance and land management software. The software also helps staff provide coordinated subdivision and development project reviews across City and County departments. Additionally, it allows for electronic submittal of building, sign, fence and exempt plats for local review. Staff also reviewed/updated the City Annexation Policy and Limits of Annexation Map and assisted in updates to the City's Capital Improvement Plan (CIP). Implementation of the City of Billings Complete Streets Policy is ongoing with the continued collection of data to be incorporated into the City of Billings Complete Streets Status Report.

Proposed Activities - Fiscal Year 2027

All administrative functions of the Planning Division will be performed under this work element. Program management activities will include, but not be limited to the following:

- Correspondence
- Public Relations
- Employee Guidance, Supervision, and Training
- Program Organization and Management
- Consultant Liaison Activities
- Staff Meetings
- Negotiations
- Preparation of Contracts
- Performance Monitoring
- Office Equipment Acquisition
- Budget Management and Administration

Federal regulations require that performance measures and goals be established to monitor the performance of the region's transportation system.

The MPO will work with federal, state and local agencies to improve current performance tracking methods.

With the refilling of the Planner 1 positions, senior staff has had the ability to undertake a few neighborhood planning efforts. The West Billings and Heights Neighborhood Plans are expected

to be completed by the end of FFY26, as will Billings 2045 (City Comprehensive Plan). The land use plan for the newly opened Skyway Drive area is upcoming. These projects have been identified with local funding.

PL Eligible Activities

The MPO plans to replace four staff computers in the upcoming fiscal year. This aligns with the city's strategic equipment replacement program, which outlines the scheduled replacement of computers and related equipment.

In addition, the MPO will:

- As per the MPO's public participation plan and ongoing public outreach efforts, the planning staff will make available the documents and guidelines for transportation planning activities to the community, as well as keep abreast of federal and state requirements as they relate to the overall planning processes. These activities may include distribution of the current Billings Area Tour Map for bicycle and pedestrian users and visitors, distribution and explanation of the latest Billings Urbanized Area Traffic Count Map and Bicycle Count Map, explanation and distribution of the MPO's public participation plan to groups involved or interested in transportation planning processes in the community, and explanation and information dissemination of the TA or other grant programs to possible project applicants in the community.
- Staff will monitor the PL & Memorandum of Agreement as necessary to meet the requirements of the IIJA or any new legislation that may be approved in the upcoming fiscal year.
- Quarterly progress and expenditure reports will be prepared and transmitted to the Montana Department of Transportation (MDT) in order to maintain federal funding support.
- The FY 2027 UPWP will be continually appraised and monitored in terms of content and budget allocations and will be revised when deemed necessary.
- The Fiscal Year 2028 UPWP will be developed under this work element.
- The Board of Planning, Board of County Commissioners and City Council will be kept informed of the activities of the staff and their progress in completing the approved UPWP.
- All planning staff will participate in recognized and approved training programs in order to improve staff skills and capabilities. Planning expertise will be maintained through enrollment in appropriate planning and transportation-related courses at area colleges, workshops, seminars, webinars and conferences.

- Staff will adapt software programs to effectively utilize traffic data and continue computer-training programs.
- The use of PL funds for out-of-state travel and/or registration fees for the above or other purposes will continue to be subject to prior approval of MDT.
- The MPO TA Program administration will be funded through this work element.
- Planning activities pertaining to Bicycle-Pedestrian in this work element will include:
    - Work field inspections, handle complaints and investigate problem areas of the Bike/Pedestrian system.
    - Presentations as needed.

Locally Funded Activities

- General administrative activities will include maintenance of files, library documents, daily correspondence and preparation of necessary periodic reports.
- Interagency committee participation is included in this work element.
- All staff members will continue to participate in and encourage increased cooperation between state and local agencies, departments and governing bodies.
- The Planning Division will serve both as a coordinator of and a participant in meetings and committees.
- Planning Division involvement will include participation with such agencies as the Housing Authority, Big Sky Economic Development (BSED), Air Pollution Control Board, RiverStone Health (City-County Health Department), Healthy by Design, legislative study committees, and other agencies.
- Staff will continue to implement long-term document storage through virtual servers and cloud storage platforms.

STAFFING

20 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY

The Planning Division will be responsible for administering the area-wide planning process for the City and County.

PRODUCT

- An ongoing administrative program focused primarily on effective and expeditious implementation of this UPWP.
- The continual enhancement of the Planning Division staff skills and knowledge.

- Maintenance of a coordinated, comprehensive, and cooperative planning process that is endorsed and supported by the local community.
- The development of the FY28 UPWP.

FUNDING SCHEDULE - ADMINISTRATION

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$220,000.00	$180,000.00	$400,000.00
TOTAL	$220,000.00	$180,000.00	$400,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	55	45	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$138,500.00	$138,500.00	$277,000.00
TOTAL	$138,500.00	$138,500.00	$277,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.
** Four computer replacements - $6,000, if this estimate exceeds $10,000, full procurement process will be implemented.

101 Service

Objectives

To facilitate the sharing of information and the exchange of ideas among planning agencies, the interested public, decision-makers, and other relevant departments, agencies, and organizations associated with the Billings MPO.

Accomplishments – Fiscal Year 2026

The planning staff engaged in a diverse range of service tasks. Their responsibilities included delivering presentations concerning roadways and alternative transportation, addressing citizen inquiries and complaints about streets, subdivision layouts, sight distances, zoning requests, and ensuring alignment with the 2023 Transportation Plan, the 2017 Billings Area Bikeway and Trails Master Plan, the City of Billings 2016 Growth Policy, the Lockwood Growth Policy, and various neighborhood and community plans.

Staff also provided transportation planning information to organizational and agency partners as needed for education and decision-making purposes. Additionally, they shared updates and insights with the community and stakeholders throughout the development of several planning initiatives.

Proposed Activities - Fiscal Year 2027

PL Eligible Activities

- Planner I positions will also be working within this element. These positions will provide transportation and related planning information to the general public and interested organizations.
- Planning Division and Transportation Planning staff continually look at ways to disseminate and provide information on transportation activities, including by creating social media posts addressing transportation safety, and tabling at community events.

Locally Funded Activities

- Staff will continue to develop and use website tools enabling citizens to access information on upcoming planning activities, board and commission meetings, and recent land use applications, as well as interact with various planning processes through email notification and online comment programs. Staff will look at implementing citizen access to the Questys System software for access to historical data related to transportation, zoning and other planning applications.
- Continue increasing community and agency awareness of the interrelationships between land use development and transportation needs through dissemination of information and drafting of planning documents that incorporate both elements together.

STAFFING

7 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY

As Assigned.

PRODUCT

- A responsive and flexible planning process utilizing staff capable of providing short-term findings and recommendations, as well as ongoing customer service to the public on all levels of planning projects and regulations.
- On occasion, provide transportation-related webinars to staff, local officials and the general public to educate on current transportation issues.

FUNDING SCHEDULE - SERVICE

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$34,000.00	$34,000.00	$68,000.00
TOTAL	$34,000.00	$34,000.00	$68,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	40	60	100

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$20,000.00	$30,000.00	$50,000.00
TOTAL	$20,000.00	$30,000.00	$50,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

102 Citizen Involvement

Objectives

To gather community input on values and goals while encouraging participation in the development of plans and projects.

Accomplishments – Fiscal Year 2026

Planning staff attended numerous meetings with service clubs, civic groups, and professional organizations to discuss various aspects of local planning. The Planning Board actively sought public input to review and gather feedback on a broad range of planning issues affecting both the City and County. Staff also participated in meetings of neighborhood task force organizations and advisory committees, responding to questions and addressing long-term planning topics, particularly those related to transportation projects and code enforcement concerns.

Proposed Activities - Fiscal Year 2027

PL Eligible Activities

- Outreach to the public and all affected jurisdictions for ongoing transportation projects, including projects that will be completed and initiated this upcoming year, this includes the start of the update to the Billings 2023 Long Range Transportation Plan (LRTP).
- The staff will continue to support the Bicycle and Pedestrian Advisory Committee. The Committee is responsible for forwarding recommendations to the Planning Board and governing bodies on bicycle safety, bike lanes, pedestrian safety and access, and other matters. When funding is available, the group will be involved in the nomination and review of TA Program eligible projects, bicycle and pedestrian signing and safety projects, grant applications for non-motorized transportation projects, and community education and outreach on bicycle and pedestrian safety within the MPO.
- The MPO will be initiating the update to the 2023 LRTP and is planning several continuous efforts to engage the public in these transportation planning efforts, staff will be actively engaged with City and County Departments and partnering organizations to push information and public participation opportunities to the community.
- TAC and PCC meetings will be held, and meeting information disseminated as necessary.
- Staff will continue to update and maintain the MPO's website to provide the most current up to date information for the community.
- Staff will utilize web-based GIS and web mapping software for assistance in transportation planning.

- The main project being undertaken in FFY27 will be the start of the update to the 2023 LRTP and will involve community. This project will include extensive public participation and solicitation.

Locally Funded Activities

- Meetings with various citizen groups will be coordinated and attended for the purpose of soliciting information and ideas on a broad range of planning issues within the Billings Urban Area and throughout Yellowstone County.
- Community participation using new tools and techniques will also be included in all planning studies proposed within this document.
- Staff will utilize web-based GIS and Web mapping software for assistance in land-use planning.

STAFFING

9.5 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY

City/County Planning

PRODUCT

- A comprehensive and coordinated solicitation and collection of public opinions in order to accurately reflect the preferences and priorities of the citizens within the Billings Urban Area.
- An enhanced integrated web-based public participation software that includes MPO and general planning projects and procedures and other pertinent information.

FUNDING SCHEDULE - CITIZEN INVOLVEMENT

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$45,000.00	$45,000.00	$90,000.00
TOTAL	$45,000.00	$45,000.00	$90,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	40	60	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$36,000.00	$54,000.00	$90,000.00
TOTAL	$36,000.00	$54,000.00	$90,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING

200 Community Planning

Objectives

The planning staff is responsible for maintaining accurate records and projections related to population, dwelling units, land use, employment data, and financial reports. They provide up-to-date information on the quantity of residential, commercial, industrial, and public land within the MPO and across the County. Staff analyze and summarize development trends, offering visual data and insights to the City Council, County Commission, Planning Board, and the public to support informed transportation and land-use decision-making. Additionally, they recommend implementing the goals, policies, and strategies outlined in the Billings 2045 Comprehensive Plan and Lockwood Growth Policies and facilitate the implementation of the 2023 Long-Range Transportation Plan and related planning studies.

Ten Planning Factors Incorporated into the UPWP:

1. **Economic Vitality:** Support the metropolitan area's economic vitality by fostering global competitiveness, productivity, and efficiency.
2. **Safety:** Enhance the safety of transportation systems for both motorized and non-motorized users.
3. **Security:** Improve the security of transportation systems for all users.
4. **Accessibility and Mobility:** Increase accessibility and mobility for people and freight.
5. **Environmental Protection and Quality of Life:** Protect the environment, promote energy conservation, improve quality of life, and align transportation improvements with State and local growth, housing, and economic development plans.
6. **System Integration and Connectivity:** Improve the integration and connectivity of transportation systems across different modes for both people and freight.
7. **System Efficiency:** Promote efficient management and operation of transportation systems.
8. **Preservation:** Prioritize the preservation and maintenance of existing transportation systems.

9. **Resilience and Reliability:** Enhance the resilience and reliability of transportation systems while reducing or mitigating stormwater impacts from surface transportation.

10. **Travel and Tourism:** Support enhancements to travel and tourism through transportation initiatives.

Accomplishments – Fiscal Year 2026

Staff reviewed and analyzed the most current release of the 2020-2024 Census and American Community Survey (ACS) data. Current ACS data is updated and placed in various databases as it has become available. Data gathered and updated included annual information related to population estimates for cities and counties within the State of Montana. This annual information is used by the public and public agencies for planning purposes. The ACS is accessed for review and dissemination, and updated information released by the US Census Bureau in regard to commuting patterns. Other data gathered includes:

- Building Permits, Demolition Permits, Electrical Permits, Subdivision Applications, Zoning Applications, Special Reviews, Variances, temporary use permits, sign permits, zoning compliance permits and zoning clarification documents, annexation data, population trends, land use trends, school enrollment, employment data and general economic indicators.

The planning staff continues to review the most current ACS data and information from the 2020 Census data and estimates for population and demographic data. Census information is made available to various local agencies and organizations and to the general public. The data is used for developing reports, grant applications and planning documents such as Transportation and Land Use Plans and for projects like the Recreational Trails Program Grant and other grants as needed.

The City-County Planning Division, on behalf of the Billings MPO, is responsible for preparing a City of Billings Complete streets (excluding Yellowstone County) Progress Report. This direction was outlined in the City of Billings Complete streets (excluding Yellowstone County) Policy: "The City will periodically collect, review and report performance data and benchmark measurements to demonstrate the effectiveness of the policy." This effort was completed with the first-ever City of Billings Complete Streets (excluding Yellowstone County) Benchmark Report prepared in 2013. This Progress Report (located on the Archived Transportation Resource Document webpage), includes comparison of various data sets related to motorized and non-motorized transportation.

Numerous other special purpose maps were prepared for meeting purposes including bicycle trail maps, annexation maps, estimated development density maps and tables for the Limits of

Annexation Map area, and other project influence areas. Natural resources, 2020 Census, and jurisdictional boundary information was updated or developed. Traffic count station locations were geo-positioned and linked with the City-County traffic count matrix. The City also upgraded its internal mapping system with an ArcGIS product that makes access to the most current property data and aerial photography better and easier for staff when researching existing conditions of transportation corridors and adjacent property. The new system provides a robust City GIS base map for use in application reviews, transportation planning efforts, and general customer inquiries. Ongoing review and implementation of sub-area neighborhood and transportation plans, and other planning documents were carried out by staff.

While not a part of PL funds, the City of Billings was awarded a Safe Streets for All (SS4A) grant from the US DOT. The Transportation Planner is dedicating a significant amount of time to managing this grant, including coordinating a public education campaign about Safe Routes to School and helping to provide management for the implementation of Safe Routes to School projects. The public outreach portion of the education campaign has wrapped up, and the consultants are now moving into campaign development which will include TV public service announcements, social media posts, and activities at a select number of pilot schools.

Proposed Activities - Fiscal Year 2027

PL Eligible Activities

- The Planning Division will continue implementing a staffing and funding strategy that strengthens long-range and neighborhood planning capacity within the MPO. Building on the FY25 addition of an employee to the PL formula, the Division is reestablishing dedicated long-range planning expertise that was lost during the 2008 recession. This effort responds directly to community priorities and City Council goals by ensuring the capacity to complete neighborhood, subarea, and comprehensive long-range plans.
  To sustain this position, the Division will maintain a collaborative funding model, with 30 percent of costs supported through PL funds and 70 percent through local funding sources. This structure ensures both alignment with regional transportation planning objectives and responsiveness to local needs.

  With the successful hiring of the Neighborhood Planner in 2025, the Division will continue to leverage this role to expand long-range planning efforts and integrate them more effectively with MPO activities. The position will support ongoing work by leading community engagement efforts, strengthening data collection and analysis practices, and contributing to the development and refinement of transportation plans. Through this

approach, the Planning Division will enhance its ability to deliver coordinated, forward-looking planning initiatives that reflect both local priorities and regional goals.

- The web-based GIS software is compatible with available datasets and utilizes the existing data sets more effectively. The GIS software will be utilized to develop a series of maps, including existing and proposed pedestrian trail routes and projects in the community, maps to implement the Long-Range Transportation Plan, updates to a preferred growth area map in conjunction with the City's Limits of Annexation Map, mapping of focus areas for implementation of the City's Infill Development Policy, and others. This ability of the GIS program allows for anticipating and planning for the transportation network in areas of annexation and infill. This will assist in the implementation of our LRTP and project planning for future plans and studies.
- The planning staff, under the direction of the Board of Planning, will continue to work on long-range planning projects according to the priorities established by both the City of Billings and Yellowstone County. In particular, the continuing implementation of the 2023 Long Range Transportation Plan Update, and to implement the 2017 Bikeway and Trails Master Plan.

Work related to Bicycle-Pedestrian activities in this work element will include:

- Work with staff to ensure a bike/pedestrian friendly community.
- Review of proposed subdivisions for non-motorized transportation connectivity.

<u>Locally Funded Activities</u>

- The Neighborhood Planner will be undertaking development of a variety of long-range land use plans in the upcoming years that will all include significant public involvement and engagement including as mentioned earlier.
- The Planner I's will continue to undertake the review of:
  - Zoning applications. The development and adoption of Project Re:Code now ties land uses and land patterns to the road and street network.
  - Site development plans to address clear vision and controlled and shared access points.
  - Site development plans address newly implemented build to zones which prevent traffic flow in front of buildings.
  - Site orientations that allow for internal traffic and other services, for example, drive through locations.
- Staff also will continue to work with the Big Sky Economic Development (BSED) to implement the Master Plan for the East Billings Urban Renewal District (EBURD), the Hospitality Corridor Planning Study, the Exposition Gateway Concept Plan and the South Billings Boulevard Urban Renewal District (SBBURD) Master Plan. The plans include

detailed analysis of the transportation and land use connections in the area and promote sustainable development projects.

- Staff plans to work with the City, County, BSED, and neighborhood groups to identify planning needs in various parts of the urbanized area.
- Continued maintenance and update of socio-economic and land use data for both transportation and comprehensive planning activities will continue in FFY27, with 2020 Decennial Census data and the 2020-2024 American Community Survey data.
- Various GIS databases and layers will continue to be developed and centrally maintained, including information on neighborhoods, community assets, route planning, trail systems and transportation plans.
- The new web-based system tracking and managing projects will include application information on zoning and subdivision applications.
- Neighborhood planning activities will be initiated to identify local issues and strategies to assist neighborhood groups and organizations with neighborhood sustainability, equity, and safety.

STAFFING

21.5 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY

City/County Planning

PRODUCT

- Various reports, files, and projections of socio-economic data necessary for current transportation and comprehensive planning activities, as well as support of City/County economic development activities.
- An ongoing GIS database/mapping system for the City of Billings and Yellowstone County.
- Ongoing updates to the preferred growth areas mapping and analysis for the City, implementation of the City Infill Development Policy, SBURD Master Plan, the 2023 Long Range Transportation Plan Update, 2018 Public Participation Plan, Wayfinding Sign Plan, and the Heritage Trail Tour Map.

FUNDING SCHEDULE – COMMUNITY PLANNING

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$120,000.00	$280,000.00	$400,000.00
TOTAL	$120,000.00	$280,000.00	$400,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	30	70	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$100,500.00	$234,500.00	$335,000.00
TOTAL	$100,500.00	$234,500.00	$335,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

204 Zoning Administration

Objectives

The planning staff is responsible for overseeing, interpreting, and enforcing current City and County zoning regulations. They ensure effective administration of these regulations while providing efficient service to elected officials and the public. Additionally, staff maintain up-to-date zoning and land use information for all zoned properties within the jurisdiction of the Billings Metropolitan Planning Organization, supporting long-range transportation planning studies, traffic analysis, and transportation projects.

Accomplishments – Fiscal Year 2026

Staff continues to process a high volume of land use applications, including zone changes, special reviews, variances, and planned developments, reflecting ongoing growth and development pressures in the community. Reports and recommendations are prepared for each case and presented to the appropriate boards, commissions, and governing bodies. As part of ongoing process improvements, digital photos are incorporated into all zoning reports, and Microsoft PowerPoint presentations are used to clearly communicate project details and recommendations during public meetings.

In alignment with the Billings 2045 Comprehensive Plan, staff is refining how land use applications are evaluated and administered. Greater emphasis is being placed on consistency with the Future Land Use Map, ensuring that development proposals support the community's long-term vision for growth, land use patterns, and infrastructure coordination. This has resulted in more comprehensive analysis during application review and clearer connections between policy direction and regulatory decisions.

Staff also conducts special zoning studies and prepares ordinance updates as directed by governing bodies. Recent efforts include a series of zoning code amendments to ensure compliance with changes in State law and to address evolving community priorities identified through the comprehensive planning process. These updates, along with procedural refinements, are helping modernize the administration of land use regulations and improve overall efficiency and consistency.

Staff coordinated with the County GIS Department to ensure that all zone changes within the Billings MPO area were reflected on GIS online and printed maps to ensure land use information was current.

A significant amount of time was also spent assisting the public with general zoning questions. The status of all active zoning applications is now posted on the City/County Planning websites.

Proposed Activities - Fiscal Year 2027

PL Eligible Activities

- Zoning, Special Review, and Variance applications will be reviewed for land use compatibility, traffic, access, and overall site design.
- Staff will continue to maintain its zoning maps and land use information so that it is applicable to long-range transportation planning efforts in the Billings MPO. This information is regularly applied to a variety of MPO functions, including corridor analysis efforts like those involved in the Billings Bypass project, specific road projects, TA program applications and non-motorized grant applications.
- Staff will continue implementing the Zoning Code. Staff continues to review and trouble-shoot inconsistencies or inaccuracies in the code with the intent to make any needed amendments. As stated earlier, the Zoning Code places a higher emphasis on the transportation system, including road classification; safety and connectivity is vital to how the adjacent land uses for residential and commercial development are built. The road system emphasizes location and setting of any structures.
- Planner I's allow senior staff to take a more active role in long range planning. It is anticipated that Planner I's will undertake the review of:
  - Zoning applications. Project Re:Code now ties land uses and land patterns to the road and street network.
  - Site development plans to address clear vision and controlled and shared access points.
  - Site development plans to address newly implemented build-to zones which prevent traffic flow in front of buildings.
  - Site orientations that allow for internal traffic and other services, for example, drive through locations.

Locally Funded Activities

- Carrying out the day-to-day activities required to effectively administer the zoning regulations as well as ensure that land use information is current and available for all long-range transportation planning efforts, including Transportation Plan updates, specific road projects, corridor studies and the North Bypass project.
- Activity in 2027 will include ordinance updates as required by State law or requested by the public or governing bodies.
- All land use applications will be reviewed for compliance with local plans.
- Staff will continue the update to the Zoning Code based on fulfilling policy goals set by the local governing body including Growth Policy, Neighborhood Plans, and by increasing safe and accessible transportation planning options Streets and Infill Policies.

STAFFING
15.5 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY
City/County Planning

PRODUCT

- Effective zoning regulations and administration for the City of Billings and Yellowstone County. Effective enforcement of the zoning regulations for Yellowstone County.
- Online submittal capability for certain zoning permits, i.e., sign and fence will increase efficiency and convenience for applicants.

FUNDING SCHEDULE – ZONING ADMINISTRATION

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$30,000.00	$120,000.00	$150,000.00
TOTAL	$30,000.00	$120,000.00	$150,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	20	80	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$24,000.00	$96,000.00	$120,000.00
TOTAL	$24,000.00	$96,000.00	$120,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

205 Subdivision Administration

Objectives

The planning staff is responsible for maintaining current City and County subdivision regulations and updating them as needed to align with changes in State law. They ensure effective administration of these regulations, providing efficient service to developers, engineers, surveyors, elected officials, and the community. Staff work to minimize negative impacts of development on the community, ensuring that subdivisions are designed to be safe and sustainable. When subdivision applications are submitted, they evaluate traffic accessibility studies, general circulation data, and ensure conformity with the Functional Classification Map and elements of the Long-Range Transportation Plan. Additionally, they collect, manage, and apply subdivision development information to support long-range transportation planning activities for the MPO, including updates to the transportation plan and maintenance of traffic modeling inputs.

Accomplishments – Fiscal Year 2026

The Board of Planning and the planning staff reviewed all preliminary major and minor plat applications. Numerous conceptual and pre-application meetings were coordinated and attended by staff. All final plan and subdivision plats were reviewed and processed. Also, a significant amount of time was spent assisting the public with general subdivision questions. Updates to the City and County Subdivision Regulations due to legislative changes were drafted and approved.

Staff collected and compiled information on the details of each new subdivision, such as the number of lots and land area slated for development. This information is integral to any transportation plan updates or long-range transportation planning efforts undertaken by the MPO in the community to determine population growth and location of residents and commercial services that affect the transportation system. This involved monthly subdivision activity reporting and periodic reviews of new development locations. This is also considered in relation to the TA program and when the MPO pursues grants for non-motorized transportation projects in the community.

The MPO continues to implement and enforce the County Subdivision Regulations that require property currently outside the city limits but within the County Zoning Jurisdiction that may be annexed in the future to develop at city standards for infrastructure such as sidewalk, storm water management and future utility access. This procedure has been positive to residential development in the city fringe areas and contributes to the development of safe and accessible transportation options.

Proposed Activities - Fiscal Year 2027

PL Eligible Activities

- Staff will review all subdivisions for compliance with the 2023 Billings Area Long Range Transportation Plan, and for conformity with the Billings Area Bikeway and Trails Master Plan, Lockwood Transportation Plan, Blue Creek Transportation Plan, and other neighborhood and community transportation plans as applicable.
- Staff also will continue to collect information on the details of each new subdivision as an integral data source for long-range transportation planning efforts undertaken by the MPO. The MPO expects to use this data in 2027 for a variety of projects, including the implementation of the Long-Range Transportation Plan, the Bikeway and Trail Master Plan and continued analysis for the North Bypass.
- In the last couple of years with the addition of the new Planner I to the UPWP, the Division has additional assistance in reviewing subdivision applications for compliance with the various transportation and planning documents overseeing land use within the MPO and Planning jurisdictional area.

Locally Funded Activities

- All subdivision applications will be reviewed for compliance with local and state subdivision law.
- Staff will continue to carry out the day-to-day activities required to effectively administer the subdivision regulations, and to keep the regulations current.
- Continued implementation of the Suburban Subdivision Regulations within the County Zoning Jurisdiction area.

STAFFING
17 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY
City/County Planning

PRODUCT
- An effective subdivision review process regarding local and state law, the Growth Policy, and the Billings Area Transportation Plan.
- Accurately identified and reviewed the street segments proposed in the new subdivision to ensure their alignment with the designated road functional classifications as outlined in the 2023 Transportation Plan Functional Classification Map. This involved a thorough

analysis to verify that each street segment meets the specific criteria and standards set forth in the plan, ensuring consistency with the broader transportation network and supporting the intended flow of traffic. The review process included cross-referencing proposed street layouts with the functional classification map, assessing potential impacts on traffic patterns, and confirming that the street segments will contribute to an efficient and well-coordinated transportation system within the subdivision and its connection to existing infrastructure.

FUNDING SCHEDULE – SUBDIVISION ADMINISTRATION

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$55,500.00	$129,500.00	$185,000.00
TOTAL	$55,500.00	$129,500.00	$185,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	30	70	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$29,000.00	$116,000.00	$145,000.00
TOTAL	$29,000.00	$116,000.00	$145,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	20	80	100

LONG RANGE TRANSPORTATION PLANNING

300 Transportation System Data

Objectives

The planning staff is responsible for developing and maintaining the current transportation system data files and records. They provide transportation planning information and data to City and County staff, elected officials, developers, engineering firms, and the general public to support informed decision-making and project development.

Accomplishments – Fiscal Year 2026

The traffic, trail and bike lane count programs for FY 2026 was completed. Travel times/delay/speed studies were completed, calculations computed, and level-of-service values determined. This data was used for various planning and engineering projects throughout the year. In addition, the public commonly requests this data for land use planning.

Staff participated in the update of the City of Billings Capital Improvement Plan (CIP). Crash information was compiled and analyzed. Crash data is also used in many of the planning studies undertaken by the MPO. The staff also continued to utilize the trail scanners that were purchased and found new and better ways to both use the scanners in more trail locations in the community and display the data for various applications. A couple of years ago, the MPO also took over collection and distribution of the data from the Lockwood sidewalk counters purchased through the Lockwood Pedestrian Safety District.

The MPO, working with City Public Works, officially moved the Traffic Technician into the Planning Division as an employee of the Planning Division. Realigning this position within the MPO ensures compliance with Federal regulations and demonstrates a commitment to addressing FHWA and MDT recommendations. Importantly, this change does not reduce or restrict the availability of the Traffic Technician to City Public Works for traffic studies and related needs. Rather, it formally establishes the position within Planning to strengthen MPO capacity and advance data-driven transportation planning.

Proposed Activities - Fiscal Year 2027

PL Eligible Activities

- The traffic count program for the Billings Urban Area as well as the Yellowstone County influence area will be conducted and the appropriate data recorded during FFY2027. All traffic count data will be submitted to the MDT by February 1, 2027.

- Staff will update, where appropriate, the City's Capital Improvement Program.
- Staff will collect and maintain bike/pedestrian information through use of the trail-bike/pedestrian scanners. The information from the bike/pedestrian counts links directly to the development of the LRTP and the MPO's non-motorized planning studies. These counts also contribute to other planning projects such as the City of Billings Complete Streets Progress Report. This activity is in conjunction with MPO region wide planning.
- The traffic count data archive will be maintained and accessible for other agencies and the public.
- Data will also be used during proposed FY27 Planning Studies as needed.
- The Bicycle-Pedestrian activities will continue. Duties will include but are not limited to:
    - Maintain Bike/pedestrian databases in conjunction with MPO region wide planning purposes.
    - Maintain database for easement acquisition.

Proposed Special Activities or Projects

Replacement and Upgrades to Traffic and Trail Counters

To support data-driven planning and performance measurements, the Billings Metropolitan Planning Organization (MPO) utilizes a network of traffic and trail counters to monitor bicycle and pedestrian activity across the region. As these devices age and technology evolve, many of the existing counters have become outdated, unreliable, or incompatible with newer data collection platforms. In response, the MPO proposes the replacement and necessary upgrades of its current counting equipment to ensure the continued accuracy, consistency, and usability of non-motorized traffic data.

Upgrading and replacing the counters will allow for better integration with current data platforms, improved remote access and maintenance, and more precise detection of different travel modes. This effort will also support year-round data collection with weather-resistant and automated systems that reduce manual labor and increase reliability.

Furthermore, high-quality count data is a critical asset in securing competitive state and federal funding. Many grant programs, including Transportation Alternatives, Safe Routes to School, and multimodal safety initiatives—require or strongly recommend supporting data that demonstrates community use and project justification.

Investing in modern, dependable traffic and trail counters will enhance the MPO's ability to make informed decisions, track progress toward mobility and safety goals, and advance a

connected, efficient, and inclusive non-motorized transportation network for the Billings region.

The expenditure of these funds will occur throughout the federal fiscal year as needed.

Bicycle and Pedestrian Count and Analysis

The collection, monitoring, and analysis of bicycle and pedestrian counts throughout the MPO transportation network. The data provides valuable insight into active transportation travel patterns, helping to identify trends, evaluate the effectiveness of infrastructure investments, and support planning decisions. By tracking bicycle and pedestrian activity over time, the MPO can better assess mobility needs, prioritize improvements, and advance transportation projects that enhance safety, accessibility, and connectivity for all users.

For this project, the MPO will set $5,000 towards Safe and Accessible Transportation Planning Options.

Task – Bicycle and Pedestrian County and Analysis	**Timeframe**
Collect Bicycle and Pedestrian Counts	Q3
County Analysis	Q4

STAFFING
20.0 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY
City/County Planning/MDT

PRODUCT

- Documentation as necessary, support of transportation grant programs, transportation system modeling, updated Traffic Count Program, and research and integration of traffic information into planning projects and development review activities.
- Current traffic count data. Traffic counts are vital for any long-range planning efforts and during development of commercial and residential projects. Traffic counts also directly relate to the development of projects in the LRTP and ultimately for programming in the TIP.

- Current bike/pedestrian counts. MPO uses these counts for the development of the non-motorized network. This information is used for the development of the Bikeway and Trails Master Plan as well as for applications for various grants.
- To comply with Federal Guidelines for reporting Performance Measures under the BUILD Grant, the MPO will contract to develop the following performance measure components: Crash rates by type and severity, average daily traffic, and bike and pedestrian count/trips. This information is required at various time frames including a baseline, year 1, year 2, and final report in year 3.

FUNDING SCHEDULE – TRANSPORTATION SYSTEM DATA

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE			
AGENCY	**PL**	**LOCAL**	**TOTAL**
MPO	$350,000.00	$0.00	$325,000.00
TOTAL	$350,000.00	$0.00	$325,000.00

DISBURSEMENT PERCENTAGE			
AGENCY	**PL**	**LOCAL**	**TOTAL**
MPO	100	0	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE			
AGENCY	**PL**	**LOCAL**	**TOTAL**
MPO	$220,000.00	$0.00	$220,000.00
TOTAL	$220,000.00	$0.00	$220,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%. **This Includes - $20,000 for Traffic/Trail Counters

301 Transportation Plan

Objectives

As part of its ongoing commitment to strategic, data-informed transportation planning, the Billings Metropolitan Planning Organization (MPO) will focus on implementing the goals and objectives outlined in the Billings Long Range Transportation Plan (LRTP). This implementation effort involves translating the vision of the LRTP into actionable strategies that guide policy development, project prioritization, and investment decisions across the urban transportation network. To effectively support this process, the MPO will also work to develop and maintain comprehensive, up-to-date datasets for the Billings urban area. These datasets are essential for monitoring key performance indicators, tracking system performance, and evaluating the continued validity and relevance of the LRTP over time. By collecting and analyzing data on travel behavior, traffic volumes, safety trends, system usage, and demographic shifts, the MPO can ensure that the transportation plan remains aligned with current conditions and future needs. This data-driven approach not only strengthens regional planning efforts but also enhances the MPO's ability to respond to emerging challenges, adapt to growth, and pursue targeted improvements that support a safe, efficient, and equitable transportation system for all users.

Accomplishments – Fiscal Year 2026

The Billings MPO completed the review and redesign of the project list in the 2023 LRTP, addressing the constructive recommendations provided by FHWA during the FHWA/MDT Process Review. Identified inaccuracies were corrected, and the project list was restructured to improve clarity and ease of review. PL funds were effectively utilized to support this effort. In addition, the MPO updated its urban planning boundary in accordance with the 2020 Census review of the urbanized area. These updates were incorporated into a formal modification of the 2023 LRTP, ensuring compliance and enhancing the accuracy and usability of the document.

Due to the complexity of redeveloping the project list, the MPO carried this project over into the FFY26 UPWP to allow sufficient time for completion and to meet FHWA requirements for fiscal constraint. No additional PL funding was used in FFY26. The project was originally budgeted at $50,000 in FFY25; approximately $45,000 was expended in FFY25, with the remaining $5,000 expended in the first quarter of FFY26.

Proposed Activities - Fiscal Year 2027

Proposed Special Activities or Projects

2028 Long Range Transportation Plan (LRTP) Update

In FFY27, the Billings Metropolitan Planning Organization (MPO) will initiate the updated 2028 Long Range Transportation Plan (LRTP). This effort will focus on early-stage planning activities, including robust public outreach to identify transportation needs, concerns, and priorities across the planning area. The MPO will conduct initial engagement through a combination of public meetings, stakeholder coordination, and digital outreach tools. The MPO will program this project over a two-year cycle.

To enhance accessibility and participation, the MPO will deploy an interactive mapping platform that allows community members to identify specific locations of concern and provide geographically referenced feedback. In addition, a public input survey will be administered to gather input on transportation system performance, safety, mobility, and future investment priorities. The MPO anticipates that portions of these outreach efforts, including development of engagement tools and survey design, will be supported through some level of consultant services.

Concurrent with public outreach efforts, the MPO will begin technical updates to support the LRTP development process. This will include initiating updates to the regional travel demand model using TransCAD, incorporating the most recent demographic, land use, and network data. Consultant assistance may also be utilized to support model development, calibration, and analysis to ensure technical accuracy and efficiency.

These activities will establish a strong foundation for the continued development of the 2028 LRTP in subsequent program years, ensuring a data-driven and publicly informed planning process.

MPO staff has already begun the review of the 2023 LRTP and has developed an outline of steps to undertake in the development of the 2028 LRTP. For technical support for this first year, the MPO has allocated $100,000. For this project, the MPO will set $20,000 towards Safe and Accessible Transportation Planning Options.

Task – 2028 Long Range Transportation Plan (LRTP) Update	Timeframe
Contract for Travel Demand Model Update	Q1
Public Outreach	Q1–Q4
MPO Staff Internal Review of 2018 LRTP-Draft MPO staff tasks	Q1-2
MPO Staff LRTP Chapter Development	Q3-Q4

Public Participation Plan Update

Public Participation Plan Update – FFY27 UPWP Task

In FFY27, the Billings Metropolitan Planning Organization (MPO) will undertake an update to its Public Participation Plan (PPP) to ensure continued compliance with federal requirements and to reflect current best practices in public engagement. This effort will include a comprehensive review of existing participation strategies, outreach methods, and documentation procedures to identify opportunities for improvement and increased effectiveness.

The update will incorporate enhancements to public involvement techniques, with an emphasis on expanding accessibility, transparency, and meaningful engagement across diverse populations within the planning area. Particular attention will be given to integrating digital tools, refining notification procedures, and ensuring consistency with 23 CFR 450.316 and Title VI and Environmental Justice considerations.

This task will be completed in-house by MPO staff, utilizing existing resources and expertise. Conducting the update internally will allow the MPO to efficiently tailor the plan to local needs while maintaining flexibility throughout the process. The updated PPP will provide a strong framework to guide future outreach activities, including those associated with the 2028 LRTP update and other MPO planning efforts.

Task – Public Participation Plan (PPP) Update	Timeframe
MPO Staff finalize draft PPP for MDT/FHWA Review	Q1
MPO Review/Adoption of PPP	Q2–Q3

PL Eligible Activities

- MPO Staff to begin an update to the 2028 LRTP.
- Update to the Billings MPO Public Participation Plan.
- Projects will continue to be reviewed for future implementation in the City's CIP and the MPO's TIP.

STAFFING

12.5 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY

City/County Planning/MDT

PRODUCT

- Initial start on the 2028 LRTP.
- An updated Public Participation Plan.
- Implementation of transportation projects identified in the Billings Area Bikeway and Trails Master Plan, the Transportation Improvements Program, Transportation Plan and the Capital Improvements Program.

FUNDING SCHEDULE – TRANSPORTATION PLAN

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$155,000.00	$0.00	$190,000.00
TOTAL	$155,000.00	$0.00	$190,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	100	0	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$300,000.00	$0.00	$300,000.00
TOTAL	$300,000.00	$0.00	$300,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%. **This Includes - $100,000 for initiation of the 2028 LRTP (includes $24,141 in Safe and Accessible Transportation Planning Options)

302 Planning Studies

Objectives

The planning staff develops and maintains up-to-date transportation system data files and records. They share this information with City and County staff, elected officials, developers, engineering firms, and the general public to facilitate informed decision-making and support project development.

Accomplishments – Fiscal Year 2026

The 21st Street Underpass Study was initiated to evaluate improvements to this area including safety, multi-modal, and roadway. This project will go through the review and adoption process and will likely be adopted at the July 2026 PCC meeting. It provides four options for decision makers on how to proceed with the 21st St. Underpass.

In addition, the Complete Streets Economic Analysis was completed and will go through the review and adoption process and will likely be adopted at the August 2026 PCC meeting. It looked at four case studies in Billings and considered the impact of Complete Streets elements on several different indicators including economic, safety, and quality of life. A Complete Streets Progress report is also being completed internally by staff without any PL funds.

The update to the Billings Heights Neighborhood Plan was continued and completed. The plan included a significant MPO-led transportation element, incorporating accident and volume data, as well as considerations for neighborhood mobility, safety, and equity within the transportation system.

Projects will continue to be reviewed for future implementation in the City's CIP and the MPO's TIP.

Feasibility and Planning Studies: Alkali Creek Trail Connection, Downtown to Billings Heights Trail Connection, and the Aronson Avenue to Annandale Road Trail Connection– Feasibility and Planning Study

The Billings Metropolitan Planning Organization (MPO) has identified several shared use path projects through coordination with the City of Billings' Capital Improvement Plan (CIP) and the 2016 Bikeways and Trail Master Plan. Many of these projects are currently conceptual in nature and require additional feasibility analysis, scope definition, and other planning-level work to position them for future funding opportunities. While grant opportunities are available on an annual basis, the limited application window makes it difficult to prepare competitive

submissions without prior groundwork. To address this, the MPO is advancing a coordinated package of feasibility and planning studies for key trail connections. These projects are consultant-led with MPO staff support and are currently in progress at the time of this document's creation, with completion anticipated by September 30, 2026.

This effort includes three priority projects: the Alkali Creek Trail Connection, the Downtown to Billings Heights Non-Motorized Connection, and the Aronson Avenue to Annandale Road Trail Connection. Each project is intended to improve safety, connectivity, and accessibility for non-motorized users while advancing the City's broader transportation and livability goals.

The Alkali Creek Trail Connection will link two existing segments of shared use path that are currently disconnected. The proposed route would generally run parallel to Airport Road, with portions likely located on private property. At present, the only connection between these segments is a sidewalk adjacent to fast-moving traffic, creating an uncomfortable and potentially unsafe experience for users. This project will began with outreach to property owners to assess feasibility, followed by development of a planning-level design and cost estimate that accounts for terrain challenges near Alkali Creek while identifying a cost-effective alignment.

The Downtown to Billings Heights Non-Motorized Connection aims to establish a safer and more direct route linking downtown Billings to the Heights, including connections to the Jim Dutcher Trail, Coulson Park, and nearby campgrounds. Currently, the Jim Dutcher Trail serves as the only separated non-motorized route between these areas until the future Stagecoach Trail is constructed. Development of this connection will require coordination with local businesses and potentially the railroad; early discussions with key stakeholders, including Phillips 66, have been encouraging.

The Aronson Avenue to Annandale Road Trail Connection focuses on evaluating a new non-motorized route within the Billings Heights, as requested by the Billings City Council. This study will identify the most feasible and safe alignment for pedestrians and bicyclists, improving access to neighborhoods, parks, and schools. It will also support broader goals of enhancing system connectivity, promoting active transportation, and guiding future infrastructure investments in a rapidly growing area.

Across all three projects, the MPO is developing feasibility assessments, planning-level designs, and cost estimates to move these concepts toward implementation readiness. In addition, funding support from Billings TrailNet provides flexible resources that may be used for activities such as easement acquisition and advancing design beyond the planning level. Advancing these

projects to a more “shovel-ready” stage will improve their competitiveness for funding programs such as the Recreational Trails Program, Montana Trail Stewardship Grant, Transportation Alternatives, and other emerging grant opportunities.

Collectively, these projects represent a strategic investment in advancing priority trail connections, improving safety and accessibility for non-motorized users, and positioning the City of Billings to successfully compete for future funding opportunities.

Proposed Activities - Fiscal Year 2027
PL Eligible Activities

St. Francis Catholic School/Poly Drive Elementary Safe Routes to School and Medicine Crow Middle School – Additional Evaluation and Public Input Study

The Billings Metropolitan Planning Organization (MPO) consulted with the Billings City Council on developing transportation planning projects that would benefit the city in advancing desired capital transportation projects. Staff recommended additional evaluation and public input on certain Safe Routes to School (SRTS) projects identified in two SRTS Studies. The City Council approved this request and is recommending two areas of evaluation. The first is the St. Francis Catholic School and Poly Drive SRTS project and the second is the Medicine Crow Middle School. Consultant Kimley-Horn was selected to lead this project. The project involves two rounds of public engagement on each corridor as well as additional technical analysis. The study considers improvements to Colton Boulevard which could include enhanced crossings, bike facilities, and lighting. Near Medicine Crow Middle School, the study considers a possible crossing of Main Street as well as sidewalks and a possible trail connection connecting students to the school. While the majority of the work for this project is expected to be completed in FFY26, the MPO is carrying over $10,000 of this project to be completed in FFY27. The MPO expects that all major public outreach will be completed in FFY26, and work in FFY27 will mainly include compilation of the report and taking the study through the adoption process.

The MPO allocated a budget of $75,000 to the completion of this evaluation and public outreach, $10,000 of which would be allocated towards Safe and Accessible Transportation Planning Options. The MPO expects most of the funds, about $65,000, to be expended in FFY26 and is budgeting the remaining $10,000 in FFY27.

STAFFING
14.0 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY
City/County Planning/MDT

PRODUCT

- Tracking future transportation planning projects.

FUNDING SCHEDULE – PLANNING STUDIES

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE			
AGENCY	**PL**	**LOCAL**	**TOTAL**
MPO	$283,800.00	$189,200.00	$473,000.00
TOTAL	$283,800.00	$189,200.00	$473,000.00

DISBURSEMENT PERCENTAGE			
AGENCY	**PL**	**LOCAL**	**TOTAL**
MPO	60	40	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE			
AGENCY	**PL**	**LOCAL**	**TOTAL**
MPO	$78,000.00	$52,000.00	$130,000.00
TOTAL	$78,000.00	$52,000.00	$130,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%. This includes $10,000 for the completion of the Safe Routes to School Feasibility Study and $10,000 this project is carried over from the FFY26 UPWP.

TRANSPORTATION IMPROVEMENT PROGRAM

500 Transportation Improvement Program

Objectives

To maintain a viable five-year program of transportation improvements for the Billings Urban Area.

ACCOMPLISHMENTS - FISCAL YEAR 2026

MPO staff completed a TIP Amendment for the FFY2024-2028. This amendment included the addition of projects including two Transportation Alternative Program projects and several MDT projects. This amendment was approved on May 19, 2026, by the Policy Coordinating Committee.

PROPOSED ACTIVITIES - FISCAL YEAR 2027

PL Eligible Activities

- The Transportation Improvement Program (TIP) will be evaluated and updated as needed. A certification statement will be included, as appropriate, to conform to the planning regulations. Based on the Transportation Plan, projects will be evaluated and ranked in accordance with the Priority Ranking Procedures, and in accordance with consistency/conformity procedures.

STAFFING

2.5 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY

City/County Planning

PRODUCT

- A current transportation improvement program which reflects conformity with FHWA, the Clean Air Act, and local priorities.

FUNDING SCHEDULE - TRANSPORTATION IMPROVEMENT PROGRAM

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$25,000.00	$0.00	$25,000.00
TOTAL	$25,000.00	$0.00	$25,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	100	0	100

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$20,000.00	$0.00	$20,000.00
TOTAL	$20,000.00	$0.00	$20,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

SPECIAL PROJECTS

600 Environmental Considerations

Objectives

The Metropolitan Planning Organization (MPO) is responsible for maintaining up-to-date records of monitored air pollution levels and acquiring additional environmental data as needed within the Metropolitan Planning Area. Additionally, the MPO reviews proposed development projects and transportation system improvements to ensure they align with environmental considerations within its area of influence.

ACCOMPLISHMENTS - FISCAL YEAR 2026

The MPO was notified that in July of 2021 the Billings Urban Area was removed from the Air Quality's "Not Classified" list. The MPO is now designated as an Attainment Area and will move the update of the LRTP from 4-years to 5-years.

Air quality monitoring information was obtained from the County Air Pollution Control Board. Air quality mapping for the State Air Quality Bureau was revised. The Congestion Mitigation Air Quality (CMAQ) program was implemented. Staff continues to monitor carbon monoxide (CO) information in the Urbanized Area.

The Socio-Economic and Environmental (SEE) effects guidelines were used to review proposed developments and transportation system improvements.

PROPOSED ACTIVITIES - FISCAL YEAR 2027

PL Eligible Activities

- Continue to collaborate with MDT on the Carbon Reduction Plan.
- The planning staff will continue to utilize the SEE effects guidelines to evaluate all major development proposals in terms of transportation systems. This would include the CMAQ program.
- Work will continue to maintain the Billings air quality designation.

STAFFING

1.5 Staff Months – City/County Planning

FUNCTIONAL AGENCY RESPONSIBILITY

City/County Planning

PRODUCT

Current environmental data as well as a comprehensive planning and transportation planning process that will substantially address the socio-economic and environmental consequences associated with growth and development.

FUNDING SCHEDULE - ENVIRONMENTAL CONSIDERATIONS

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$25,000.00	$0.00	$25,000.00
TOTAL	$25,000.00	$0.00	$25,000.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	100	0	100

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$20,000.00	$0.00	$20,000.00
TOTAL	$20,000.00	$0.00	$20,000.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

OTHER ACTIVITIES

700 Un-Programmed Funds

Objectives
To provide for the accounting of available un-programmed funds in the current UPWP.

ACCOMPLISHMENTS - FISCAL YEAR 2026
N/A

PROPOSED ACTIVITIES - FISCAL YEAR 2027

PL Eligible Activities

- This work element will be utilized for accounting purposes only. No specific work activity will be charged to this work element.

STAFFING
N/A

FUNCTIONAL AGENCY RESPONSIBILITY
N/A

PRODUCT
N/A

FUNDING SCHEDULE - CONTINGENCY

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$42,524.00	$134,300.00	$176,824.00
TOTAL	$42,524.00	$134,300.00	$176,824.00

DISBURSEMENT PERCENTAGE

AGENCY	PL	LOCAL	TOTAL
MPO	100	0	100

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	PL	LOCAL	TOTAL
MPO	$47,871.00	$420,569.00	$468,440.00
TOTAL	$47,871.00	$420,569.00	$468,440.00

*The matching ratio is Federal PL--86.58% and State match-13.42%.

SECTION 2 – FUNDING

TABLE I
FUNDING SUMMARY
FEDERAL FISCAL YEAR 2027

Work Element	PL	Local	Est. Cost
100	$138,500.00	$138,500.00	$277,000.00
101	$20,000.00	$30,000.00	$50,000.00
102	$36,000.00	$54,000.00	$90,000.00
200	$100,500.00	$234,500.00	$335,000.00
204	$24,000.00	$96,000.00	$120,000.00
205	$29,000.00	$116,000.00	$145,000.00
300	$220,000.00	$0.00	$220,000.00
301	$305,000.00	$0.00	$305,000.00
302	$75,000.00	$50,000.00	$125,000.00
500	$20,000.00	$0.00	$20,000.00
600	$20,000.00	$0.00	$20,000.00
700	$47,870.00	$420,569.00	$468,439.00
Totals	**$1,035,870.00**	**$1,139,569.00**	**$2,175,439.00**

*The matching ratio is Federal PL--86.58% and State match-13.42%.

TABLE II
FUNDING COMPARISONS

WORK ELEMENT	FY 2027 ESTIMATED COST	FY 2026 ESTIMATED COST
100 Administration	$277,000.00	$400,000.00
101 Service	$50,000.00	$68,000.00
102 Citizen Involvement	$90,000.00	$90,000.00
200 Community Planning	$335,000.00	$400,000.00
204 Zoning	$120,000.00	$150,000.00
205 Subdivision	$145,000.00	$185,000.00
300 Transportation System	$220,000.00	$325,000.00
301 Transportation Plan	$305,000.00	$190,000.00
302 Planning Studies	$125,000.00	$473,000.00
500 T.I.P.	$20,000.00	$25,000.00
600 Environmental	$20,000.00	$25,000.00
700 Un-Programmed Funds	$468,439.00	$176,824.00
TOTAL	**$2,175,439.00**	**$2,507,824.00**

TABLE III
PL 5-YEAR PL ALLOCATION PROJECTIONGS

		2027	2028	2029	2030	2031
Allocation		$965,648	$975,304	$985,058	$994,908	$1,004,857
Carryover, Adjustments		$180,221	$47,870	$28,875	$14,723	$9,299
Minus State Allocation		($109,999)	($111,099)	($112,210)	($113,332)	($114,465)
Total for annual UPWP		$1,035,870	$912,075	$901,723	$896,299	$899,691
100. Program Administration and Coordination						
	100 Administration	$138,500	$100,000	$100,000	$100,000	$100,000
	101 Service	$20,000	$20,000	$20,000	$20,000	$20,000
	102 Citizens Involvement	$36,000	$30,000	$30,000	$30,000	$30,000
200. Public/Stakeholder Participation & Education						
	200 Community Planning	$100,500	$60,000	$60,000	$60,000	$60,000
	204 Zoning	$24,000	$22,000	$22,000	$22,000	$22,000
	205 Subdivision	$29,000	$25,000	$25,000	$25,000	$25,000
300. Transportation System Data and Plans						
	300 Transportation System	$220,000	$233,200	$240,000	$240,000	$240,000
	301 Transportation Plan	$305,000	$275,000	$200,000	$200,000	$200,000
	302 Planning Studies	$75,000.00	$78,000.00	$150,000	$150,000	$150,000
500. Metropolitan Transportation Plan						
	500 TIP	$20,000	$20,000	$20,000	$20,000	$20,000
600. Environmental Considerations						
	600 Environmental	$20,000.00	$20,000	$20,000	$20,000	$20,000
Balance						
		$988,000	$883,200	$887,000	$887,000	$887,000
Amounts shown in total dollars						
	Carryover	$47,870	$28,875	$14,723	$9,299	$12,691

TABLE IV
FUNDING PERCENTAGES FEDERAL FISCAL YEAR 2027

WORK ELEMENT	RECIPIENT	PL	LOCAL	TOTAL
100 Administration	MPO	50	50	100
101 Service	MPO	40	60	100
102 Citizen Involvement	MPO	40	60	100
200 Community Planning	MPO	30	70	100
204 Zoning	MPO	20	80	100
205 Subdivision	MPO	20	80	100
300 Transportation System	MPO	100	0	100
301 Transportation Plan	MPO	100	0	100
302 Planning Studies	MPO	60	40	100
500 T.I.P.	MPO	100	0	100
600 Environmental	MPO	100	0	100
700 Un-Programmed Funds	MPO	100	0	100

TABLE V
STAFF MONTHS BY WORK ELEMENT FISCAL YEAR 2027

Work Element	Director-Friday	MPO Coord.-Mattox-Planner II	Planner I-Vacant	Planning Manager-Vickers	Planner II (Trans)-Monat	Clerk-Berns	Planner II-Green	Planner I-Vacant	Planner I-Kelly	Zoning Coord.Planner II-Husman	Planner I (Multi-Modal)-Hayes	Planner II (LRP)-Johnson	Traffic Technician-Bargsten	Total M.M.
100	7	1.5	0.5	6	0.5	2	0.5	0.5	0.5	0	0.5	0.5	0	20
101	0.5	0	2	0	0	1.5	0.5	2	1	1	0	0.5	0	7
102	0.5	0	2	0.5	0.5	1.5	1	2	0.5	0	0.5	2	0	9.5
200	1.5	0	2	2	1	2	1	2	2	2	1	5	0	21.5
204	0	0	2	0.5	0	1	0.5	2	3	6	0	0.5	0	15.5
205	0	0	1.5	0.5	0	1	6.5	1.5	3	1	0	0.5	0	17
300	0	3	0	0.5	2	0.5	0	0	0	0	3	0	11	20
301	0.5	3	1	0.5	3	0.5	1	1	1	1	3	2	0	12.5
302	0.5	1.5	0	0.5	3	0.5	0	0	0	0	3	0	0	14
500	0.5	1	0	0	0.5	0.5	0	0	0	0	0	0	0	2.5
600	0	1	0	0	0.5	0	0	0	0	0	0	0	0	1.5
Total	11	11	11	11	11	11	11	11	11	11	11	11	11	143

TABLE VI
ELIGIBLE SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS
PLANNING ACTIVITY BY WORK ELEMENT FISCAL YEAR 2025

WORK ELEMENT	FY 2027 ELIGIBLE SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS PLANNING ACTIVTY ESTIMATE COST
300 Transportation System Data	$ 5,000.00
301 Transportation Plan	$ 20,000.00
302 Planning Studies	$ -
TOTAL	$ 20,000.00

The 2.5% PL Funding set-aside for Alternative Modes Planning activities have an FFY 2022 match ratio of 86.58% Federal Share/13.42% State Share and are eligible for 100% Federal Share in FFY2027

SECTION 3 – INDIRECT COST PLAN

Introduction

The Office of Management and Budget Circular 2 CFR Part 200 is used as governing criteria for establishing the allowed costs.

Identification of Costs

The costs are delineated below by type:

DIRECT	INDIRECT	BENEFITS
Salaries & Wages	Maintenance	FICA
Legal Notices	Reproduction	PERS
Travel	Supplies	Worker's Compensation
Printing	Postage	Accident Insurance
Training	Subscriptions	Health Insurance
Consultants	Telephone	Sick Leave
Equipment	Utilities	Vacation
Mileage	Rent	Holidays
Moving/Interview	Audit	Maternity
	Messenger	Military
		Life Insurance
		Dental Insurance

Allocation of Costs

Direct costs will be charged to the work program line item to which they apply.

An indirect cost rate of **11%** of the City and County's direct salaries and wages is proposed. The **11%** rate will be applied to the direct wages and salaries of each line item within the work program to cover all indirect expenses.

Benefits will be calculated at a rate of 7**5%** of the City and County's direct salaries and wages charged to each line item.

Funding Sources

The degree of participation by each funding agency is based on the prorations which have been determined for each line item. Each agency will be billed their share of the total charges made against each line item according to the approved prorations.

Funding sources and amounts contained in the UPWP are as follows:

Planning Dept. Fees (City of Billings)	$274,000
Planning Dept. Fees (Yellowstone Co.)	$170,000
Yellowstone County (Mill)	$695,569
PL*	$1,035,871
TOTAL	$2,175,440

*The matching ratio is Federal PL--86.58% and State match-13.42%.

Summary

The indirect cost rate is a predetermined fixed rate which is not subject to adjustment. The base period used in determining the rate is the period from July 1, 2026, through June 30, 2027. The calculated rate is applicable to the grant period, which is October 1, 2026, through September 30, 2027.

CHAPTER 3 – TRANSIT

SECTION 1 – UNIFIED PLANNING WORK PROGRAM ELEMENTS

44.21.00 PROGRAM SUPPORT ADMINISTRATION

OBJECTIVE

The program aims to deliver comprehensive support through general administration and effective grant management, while also offering training to enhance transit planning activities and maintain compliance.

ACCOMPLISHMENTS - FISCAL YEAR 2026

Staff remained informed of Federal and State requirements concerning all federal funding sources including, but not limited to, Sections 5303, 5307, 5310, and 5339. Transit Planner programmed, managed, revised, and closed grants from state and federal sources, while also submitting quarterly progress and expenditure reports to MDT to maintain federal and state funding support.

Staff attended training opportunities to enhance knowledge and skills, including the Spring Montana Transit Association conference focused on operations and compliance, Community Transportation Association of America Legislative Fly-In, and on-site training include CivicPlus website, ADA paratransit eligibility, and CDL third-party testing site training.

Staff maintained and updated the Transit Asset Management (TAM) Plan, City of Billings' Capital Improvement Plan (CIP), Equipment Replacement Plan (ERP) and Technology Replacement Plan (TRP) with upcoming and in- process capital projects, as well as fleet and facility metrics to ensure accurate capital and asset planning.

Updated the Public Transit Agency Safety Plan for MET Transit for the required annual review; this included additional training program development for operator and dispatch staff including focuses on transit employee assaults and de-escalation training.

Staff managed FTA Section 5303 grant activities and prepared the transit aspect of Unified Planning Work Program, along with completing quarterly narrative and drawdown reimbursement requests.

Staff continued to coordinate transportation services among 5310 transit providers, social service agencies, and the public to provide an overall strategy to enhance transportation access,

minimize duplication of services and facilitate the most appropriate cost-effective transportation possible within available resources. This also included outreach and engagement to improve and advance the coordination plan, as well as to improve community relations.

Completed Transit specific data for a TIP/STIP update for Amendments 2 and 3 of the five-year document, including programming for selected capital programs and attended all governing body approval meetings to ensure compliance.

Staff continued implementation of expanded marketing programs, including outreach to various community groups, education institutions, and public events.

Updated and began complete redesign of agency website to increase ease of use, as well as gain compliance with WCAG 2.1 ADA requirements. Continued to develop and implement an improved social media presence for public engagement, including campaigns about the AVL system, designated bus stops, hiring events, and route updates.

Staff reviewed ridership data in analysis of system functioning and passenger miles travelled metrics, assessed ridership trends, evaluated ADA lift use at bus stops, bike rack utilization, and prepared other information on system functioning, as requested.

Staff prepared National Transit Database reports for monthly submission of ridership, safety, and operational data, as well as annual reporting requirements.

Members of the transit division updated projections of future revenues and expenses and directed annual budget and financial resources analysis, including multi-year forecasts in response to changes to mill levy structure and funding sources and prepared FY27 Transit Division Operating and Capital Budget.

Transit members attended and participated in a diverse range of transit-related and general community meetings including the Billings Technical Advisory Committee (TAC), the Policy Coordinating Committee (PCC), City of Billings Transportation Team meetings, City of Billings Annexation Committees, Commuter Challenge, Aviation and Transit Board, MT 3 Billings Corridor Study, Age Friendly Billings, and Safe Routes to Schools in an effort to solicit partner and public feedback on current system usage, demands, successes, and shortfalls. As lead agency on the Coordinated Human Services Transportation Plan Committee, staff also provided guidance and updates to the plan.

Successfully completed Federal Transit Administration Triennial Compliance Review with only two deficiency findings; in preparation for review, staff completed extensive policy and procedural updates.

PROPOSED ACTIVITIES - FISCAL YEAR 2027

All administrative functions necessary in support of transit planning and development will be performed under this work element. Activities will include:

- Complete development of a five-year Transit Development Plan including both short term and long-term transit goals and in-depth fixed-route system analysis in pursuit of additional service hours, additional routes to address growth projections, and more efficient and effective use of existing and new resources.
- Organizational structure analysis in support of Transit Development Plan.
- Develop and compile information on operating and capital projects for which MET Transit plans to utilize grant assistance, thus requiring inclusion in the TIP and STIP; included in this assessment is evaluating ongoing and future capital and operating requirements based upon projected demand and growth and continuing to assess financial and infrastructure requirements.
- Update the Division's TAM, CIP, ERP, TRP, and other plans as required.
- Quarterly progress and expenditure reports will be prepared and transmitted to the Montana Department of Transportation, Urban Planning Division to maintain funding requirements.
- The FY2027 UPWP will be monitored and revised as necessary, and transit activities for the FY2028 UPWP will also be developed within this element.
- Publish RFQ for architectural and engineering services for new five-year span.
- Staff will execute grant administrative functions including required monthly and annual reporting to the National Transit Database; staff will continue research and development regarding the utilization of FTA funding, including furthering innovative funding practices and partnerships.
- Procurement and implementation of further technology enhancements, including updated automatic passenger counters that will require certification, to gather fixed-route fleet data, improve efficiency, and further customer conveniences.
- Update Benchmarking Plan and maintain certification of automatic passenger counters when new equipment is received.
- Staff will continue to evaluate each bus stop for ADA compliance and suggest improvements based on priority of needs and funding availability, including programming awarded funds from FY25 Section 5310 for bus stop improvements.
- Maintenance of coordination agreements with 5310 providers and, as lead agency, complete updates to the Billings Area Human Services Transportation Coordination Plan.
- Participate with the TAC, Safe Routes to School, MPO Quarterly meetings, citizen advisory boards and other committees throughout the community, as needed.

- Staff will continue to update and implement the required Public Transit Agency Safety Plan, including annual updates to the PTASP and Safety Management System Reports, as well as further research and development of best practices.
- Continue research on feasibility of, and make recommendations for additional technology conveniences for passengers, including amenities at transfer centers and bus stops.
- Facilitation of public meetings to support system improvements, as well as specialized services for seniors and disabled.
- Using information collected from the Governance and Sustainability Study, perform additional analysis of fare structure, including comparisons to similar systems and populations to ensure equitable and sustainable fare generation.
- Analyze, develop, and recommend opportunities for MPO and Transit collaboration on projects eligible for multiple funding sources, including flex funding, to support integration of transit and overall surface transportation structure.
- Enhance development and implementation of education and outreach strategies to guide market research, promote public awareness, and engagement to increase ridership.

STAFFING

541.00	Asst. Transit Director Staff Hours
1079.00	Transit Planner Staff Hours
204.00	Transit Operations Coordinator
239.94	Marketing and Outreach Coordinator Staff Hours
2063.94	**Total Staff Hours**

FUNCTIONAL AGENCY RESPONSIBILITY

City of Billings Transit Division – MET Transit

PRODUCT

- Transit Development Plan compiled by staff with data from public survey and outreach to guide future transit planning.
- Administrative oversight and execution of transit planning and development functions, including federally required plans.
- Enhancement of transit division skills and knowledge.
- Proper maintenance and administration of grant related activities.

FUNDING SCHEDULE - ADMINISTRATION

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE			
AGENCY	**LOCAL**	**FTA**	**TOTAL**
MET	$10,973	$43,893	$54,866
TOTAL	**$10,973**	**$43,893**	**$54,866**

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE			
AGENCY	**LOCAL**	**FTA**	**TOTAL**
MET	$44,269	$177,075	$221,344
TOTAL	**$44,269**	**$177,075**	**$221,344**

44.24.00 SHORT RANGE TRANSPORTATION PLANNING

OBJECTIVE

To improve service, ridership, and effectiveness of the existing transit system, while ensuring citizens will have acceptable and improved public transportation alternatives in the future.

ACCOMPLISHMENTS - FISCAL YEAR 2026

Staff arranged for and ensured execution of on-going data gathering and analysis efforts to monitor current system effectiveness and efficiency. This assisted in identification of operating and capital needs required to ensure a reliable and effective system into the future.

Staff updated several fixed routes and bus stops in response to needed and requested changes.

Together with SRF Consulting, Inc., staff completed and received approval from governing bodies for the Transit Financial Sustainability and Governance Study.

Staff provided information and comments related to transit at meetings geared toward development, annexation, and traffic projects. Staff also received and responded to system inquiries, concerns, complaints, and suggestions.

PROPOSED ACTIVITIES - FISCAL YEAR 2027

Functions necessary in support of future transit planning and development will be performed under this work element, including continuation of activities undertaken in FY2026. These activities necessitate the ongoing cloud-based software costs and run-cutting module, for route development and planning, the cost of which is included in this element.

Activities are as follows:

- Continue investigating the feasibility of expanding service beyond existing city limits and engage county stakeholders in discussion regarding potential for service to outlying areas.
- Assess the feasibility of adding additional transfer locations, specifically in growing areas of the City, including the Heights and near the West End Reservoir locations.
- Assess feasibility of a rapid transit line to directly connect Heights, Downtown, and West End to decrease passenger travel time.
- Continue to analyze and evaluate current City and other area government practices for right of way requirements regarding future bus stop locations.

- Continue to develop and implement criteria for bus stop amenities and other required items and make changes to stop amenities as needed; make recommendations on funding priorities to support bus stops with high usage and infrastructure needs.
- Perform a community-wide survey regarding transit use, support, and feedback, as part of the Transit Development Plan, including public engagement and meetings.

FUNCTIONAL AGENCY RESPONSIBILITY

City of Billings Transit Division – MET Transit

PRODUCT

- Annual subscription to planning and scheduling software.
- Direct costs associated with Transit Development Plan outreach and public engagement, including survey software subscription and public meeting materials.

FUNDING SCHEDULE – SHORT RANGE TRANSPORTATION PLANNING

FUNDS PROGRAMMED - FISCAL YEAR 2026

FUNDING SOURCE

AGENCY	LOCAL	FTA	TOTAL
MET	$31,282	$125,127	$156,409
TOTAL	**$31,282**	**$125,127**	**$156,409**

**The 2026 amounts figure above includes $45,000 for planning software and $111,409 budgeted for staff hours.

FUNDS PROGRAMMED - FISCAL YEAR 2027

FUNDING SOURCE

AGENCY	LOCAL	FTA	TOTAL
MET (DIRECT COSTS FOR TDP)	$360	$1,440	$1,800
MET (PLANNING SOFTWARE)	$9,640	$38,560	$48,200
TOTAL	**$10,000**	**$40,000**	**$50,000**

*All staff hours are now included in Program Support Administration.

SECTION 2 – FUNDING SUMMARY

FEDERAL FISCAL YEAR 2027

WORK ELEMENT	FUNDING SOURCES FY 2027			STAFF HOURS
	LOCAL	**FTA**	**EST.COST**	
44.21.00 Program Support Administration				
Staff Hours	$44,269	$177,075	$221,344	2,063.94
44.24.00 Short Range Transportation Planning				
Direct Costs for TDP	$360	$1,440	$1,800	
Planning Software	$9,640	$38,560	$48,200	
TOTAL	**$54,269**	**$217,075**	**$271,344**	**2,063.94**

ALLOCATION OF COSTS

Expenditures identified include direct costs, benefits at the rate of 75% of direct salary or wages, and indirect costs at the rate of 11% of direct salary or wages.

Federal Transit Administration Section 5303 funding is available at an 80% reimbursement rate, meaning the local to FTA funding ratio for all categories is 20% local, 80% federal.

Consent 1. P.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Approval to accept Grants
PRESENTED BY: Paul Khera
Department: Airport
Presentation: No
Legal Review: No
Project Number: 3-30-0008-090-2026 and 3-30-0009-091-2026

RECOMMENDATION

Staff recommends that the City Council accept application of and Mayoral approval of Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grant and Infrastructure Improvement and Jobs Act (IIJA) grants 91 and 90. The grants amount to $2,541,508 and $6,357,360, respectively, and are awarded to be used for the airport ticket counter and baggage remodel project.

EXECUTIVE SUMMARY

Federal Aviation Administration grant money became available, and the airport quickly applied for this limited opportunity. Construction has begun and these grant monies will help to pay for the ticket counter and baggage handling remodel project. This is a much-needed project to bring the Airport to current standards and to provide infrastructure to allow increased air service for the people of Billings.

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

The Airport Ticket Counter and Baggage remodel project is part of the Airport's Capital Improvement Plan (CIP) and construction is underway. This project will expand the number of ticket agent stations to allow increased air service development. It will also move the Transportation Security Agency (TSA) baggage screening machines to the back and out of public view. Bags will be fed to the baggage screening machines via continuous belts that will run behind the airline counters. This will refresh the confined airport ticket counter area and provide a more welcoming feel for the passengers of Billings Logan International Airport (BIL). Airline ticket offices will be remodeled into suites to allow greater productivity and increased choices of tenant space, for optimized airline operational costs.

FISCAL EFFECTS

The Ticket Counter and Baggage Remodel Project will occur in several phases using FAA Entitlement and Discretionary AIP funding. The airport will also use Airport Terminal Program (ATP) funding, Bipartisan Infrastructure Law (BIL) funding, IIJA funding, and airport revenues. The combined total of FAA Grants 90 and 91 total up to $8,898,868, of which the airport must provide a 5% match, or $444,943. The matching funds are available in the Airport's Capital Improvement Account.

STAKEHOLDERS

ALTERNATIVES

- Accept FAA Grants 90 and 91 for funding of the Airport Ticket Counter and Baggage Claim Project in the amount of $8,898,868; or
- Not approve acceptance of FAA Grants 90 and 91, and provide further direction to staff.

Attachments

Airport Grant 3-30-0008-090-2026
Airport Grant 3-30-0008-091-2026

U.S. Department of Transportation Federal Aviation Administration

Airports Division Northwest Mountain Region Montana

Helena Airports District Office:
FAA Bldg, 2800 Skyway Dr, Ste E
Helena, MT 59602-1230

The Honorable Mike Nelson, Mayor
City of Billings
PO Box 1178
Billings, MT 59103

Dear Mayor Nelson,

The Grant Offer for Infrastructure Investment and Jobs Act (IIJA) Project No. 3-30-0008-090-2026 at Billings Logan International Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the Grant Offer carefully.

You may not make any modification to the text, terms or conditions of the Grant Offer.

Steps You Must Take to Enter Into Agreement.

To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **July 15, 2026**.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (federal payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this system.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date four (4) years from the grant

execution date. We will be monitoring your progress to ensure proper stewardship of these federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in "inactive" status if you do not make draws on a regular basis, which will affect your ability to receive future Grant Offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
  1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
  2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit FAA Form 5100-140, Performance Report within 30 days of the end of the federal fiscal year.
- For construction projects, you must submit FAA Form 5370-1, Construction Progress and Inspection Report, within 30 days of the end of each federal fiscal quarter.

Audit Requirements. As a condition of receiving federal assistance under this award, you must comply with audit requirements as established under 2 CFR Part 200. Subpart F requires non-federal entities that expend $1,000,000 or more in federal awards to conduct a single or program specific audit for that year. Note that this includes federal expenditures made under other federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Jeremy Goettle, (406) 441-5405, jeremy.j.goettle@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

U.S. Department of Transportation Federal Aviation Administration

FEDERAL AVIATION ADMINISTRATION

FY 2026

AIRPORT INFRASTRUCTURE GRANT (AIG) GRANT AGREEMENT

Part I - Offer

Federal Award Offer Date

Airport/Planning Area: Billings Logan International Airport

Airport Grant Number: 3-30-0008-090-2026 (DOT-FA26NM-2049)

Unique Entity Identifier: UJZCNRD8UUH5

TO: City of Billings

(herein called the "Sponsor") (For Co-Sponsors, list all Co-Sponsor names. The word "Sponsor" in this Grant Agreement also applies to a Co-Sponsor.)

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the sponsor has submitted to the FAA a Project Application dated June 09, 2026, for a grant of federal funds for a project at or associated with the Billings Logan International Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Billings Logan International Airport (herein called the "Project") consisting of the following:

Reconstruct Terminal Components (approximately 35% of construction)

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out Title 49, United States Code (USC), Chapters 471 and 475; 49 USC §§ 40101 et seq. and 48103; Consolidated Appropriations Act, 2024 (Public Law Number (P.L.) 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); Consolidated Appropriations Act, 2026 (P.L. 119-75); FAA Reauthorization Act of 2024 (P.L. 118-63); Infrastructure Investment and Jobs Act of 2021 (IIJA) (P.L. 117-58) (as applicable); and the representations contained in the Project Application; and in consideration of: (a) the sponsor's adoption and ratification of the most recently published Grant Assurances; (b) the sponsor's acceptance of this offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the project, and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay (95) % of the allowable costs incurred accomplishing the Project as the United States' share of the Project.

Assistance Listings Number(s): 20.117.

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is $6,357,360.

   The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 USC § 47108(b):
   $0 for planning
   $6,357,360 for airport development or noise program implementation; and,
   $0 for land acquisition.

2. **Grant Performance.** This agreement is subject to the following federal award requirements:

   a. Period of Performance:

      i. Start Date: The date the recipient formally accepts this agreement and the date signed by the last signatory to the agreement.

      ii. End Date: Four (4) years to the calendar day from the date of acceptance.

      iii. Extension of the Period of Performance (PoP): The recipient may request a one-time extension of up to one year after the PoP end date by submitting a request to the FAA. The request must include, at a minimum, supporting justification for the request and the amount of additional time requested. The request must be submitted at least 10 calendar days before the PoP end date. This one-time extension may not be exercised for the sole purpose of using unobligated balances.

      The PoP end date, or any extension as approved by FAA, shall not affect, relieve, or reduce recipient obligations and assurances that extend beyond the closeout of this agreement.

   b. Budget Period:

      i. For a single year grant offer, the budget period follows the same start and end date as the PoP provided in paragraph 2(a), and any extension of the PoP end date.

ii. For a multi-year grant offer, per the authority provided in 49 USC § 47108 and § 47114, the budget period is from the initial PoP start date through the end of the final fiscal year identified on a multi-year grant offer (See Multi-Year Grant Special Condition, if applicable).

c. Appropriation Period of Availability and Expenditure:

i. The FAA must obligate appropriated funds within the period of availability identified in the appropriation.

ii. In accordance with 31 USC § 1552, by September 30th of the fifth fiscal year after the period of availability, FAA must liquidate and close expired appropriations, and any remaining balance (whether obligated or unobligated) must be canceled and thereafter shall not be available for obligation or expenditure for any purpose.

iii. IIJA and Supplemental AIP funding are subject to this condition.

d. Close Out:

Recipients shall begin the closeout process upon physical completion of the project(s) identified in this agreement. Closeout shall proceed expeditiously and without delay, even if the PoP end date has not been reached. In accordance with 2 Code of Federal Regulations (CFR) 200, unless the FAA authorizes a written extension, the recipient must submit all grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the PoP end date. If the recipient does not submit all required closeout documentation within this period, the FAA will proceed to close out the grant within one year of the PoP end date with the information available at the end of 120 days.

e. Termination:

The FAA may terminate this agreement and all of its obligations under this agreement if any of the following occur:

i. The recipient fails to comply with the terms and conditions of this agreement;

ii. The recipient fails to obtain or provide any recipient grant contribution as required by the agreement;

iii. There is a material failure to comply with the Project Schedule even if it is beyond the reasonable control of the recipient;

iv. Any project changes that the FAA determines are inconsistent with the FAA's basis for selecting the project to receive a grant;

v. Continued grant payment inactivity, generally defined as no drawdowns over a 12-month period;

vi. The recipient requests that the FAA terminate the agreement under this section; or

vii. The FAA determines that termination of this agreement is in the public interest.

In terminating this agreement under this section, the FAA may elect to consider only the interests of the FAA.

3. Ineligible or Unallowable Costs. In accordance with 49 USC § 47110, the sponsor is prohibited from including any costs in the grant funded portions of the project that the FAA has determined to be ineligible or unallowable, including costs incurred to carry out airport development implementing

policies and initiatives repealed by Executive Order 14148, provided such costs are not otherwise permitted by statute.

4. **Indirect Costs - Sponsor.** The sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application, as accepted by the FAA, to allowable costs for sponsor direct salaries and wages.

5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 USC § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs, and settlement will be made for any upward or downward adjustments to the federal share of costs.

6. **Completing the Project Without Delay and in Conformance with Requirements.** The sponsor must carry out and complete the project without undue delay, and in accordance with this agreement, 49 USC Chapters 471 and 475, IIJA (P.L. 117-58) (as appropriate), and the regulations, policies, and procedures of the Secretary. Per 2 CFR § 200.308, the sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months, or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The sponsor also agrees to comply with the grant assurances, which are part of this agreement.

7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the sponsor.

8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project(s) unless this offer has been accepted by the sponsor on or before **July 15, 2026**, or such subsequent date as may be prescribed in writing by the FAA.

9. **Improper Use of Federal Funds and Mandatory Disclosure.**

   a. The sponsor must take all steps, including litigation, if necessary, to recover federal funds spent fraudulently, wastefully, or in violation of federal antitrust statutes, or misused in any other manner for any project upon which federal funds have been expended. For the purposes of this grant agreement, the term "federal funds" means funds however used or dispersed by the sponsor, that were originally paid pursuant to this or any other federal grant agreement. The sponsor must obtain the approval of the Secretary as to any determination of the amount of the federal share of such funds. The sponsor must return the recovered federal share, including funds recovered by settlement, order, or judgment, to the Secretary. Upon request, the sponsor must furnish to the Secretary all documents and records pertaining to the determination of the amount of the federal share, or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the sponsor, in court or otherwise, involving the recovery of such federal share require advance approval by the Secretary.

   b. The sponsor, a recipient, and a subrecipient under this federal grant must promptly comply with the mandatory disclosure requirements as established under 2 CFR § 200.113, including reporting requirements related to recipient integrity and performance in accordance with Appendix XII to 2 CFR Part 200.

10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this agreement.

11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

    a. Requirement for System for Award Management (SAM): Unless the sponsor is exempted from this requirement under 2 CFR § 25.110, the sponsor must maintain the currency of its information in the SAM until the sponsor submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).

    b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit, or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/content/entity-registration.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the sponsor must make each payment request under this agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

13. **Informal Letter Amendment of Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the sponsor by $25,000 or five percent, whichever is greater, the FAA can issue a letter amendment to the sponsor unilaterally reducing the maximum obligation.

    The FAA can also issue a letter to the sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun, provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

    The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous, and in the best interests of the United States.

    An informal letter amendment has the same force and effect as a formal grant amendment.

14. **Environmental Standards.** The sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.

15. **Financial Reporting and Payment Requirements.** The sponsor will comply with all federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 USC § 50101, the sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this grant. The sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this grant.

17. **Build America, Buy America.** The sponsor must comply with the requirements under the Build America, Buy America Act (P.L. 117-58).

18. **Maximum Obligation Increase.** In accordance with 49 USC § 47108(b)(2), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this grant:

    a. May not be increased for a planning project;

    b. May be increased by not more than 15 percent for development projects, if funds are available;

    c. May be increased by not more than the greater of the following for a land project, if funds are available:

        i. 15 percent; or

        ii. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

    If the sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 USC § 47109, or IIJA (P.L. 17-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the federal share as applicable through an informal letter of amendment.

19. **Audits for Sponsors**. PUBLIC SPONSORS. The sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/. Upon request of the FAA, the sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than $1,000,000 in federal awards and are exempt from federal audit requirements must make records available for review or audit by the appropriate federal agency officials, state, and Government Accountability Office. The FAA and other appropriate federal agencies may request additional information to meet all federal audit requirements.

20. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the sponsor must:

    a. Verify the non-federal entity is eligible to participate in this federal program by:

        i. Checking the System for Award Management (SAM.gov) exclusions to determine if the non-federal entity is excluded or disqualified; or

        ii. Collecting a certification statement from the non-federal entity attesting they are not excluded or disqualified from participating; or

        iii. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.

    b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.

    c. Immediately disclose in writing to the FAA whenever (1) the sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the public sponsor suspends or debars a contractor, person, or entity.

21. Ban on Texting While Driving.

a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the sponsor is encouraged to:

   i. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal Government, including work relating to a grant or subgrant.

   ii. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

      a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
      b) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

f. The sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this grant.

22. Trafficking in Persons.

a. *Posting of contact information.*

   i. The sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.

b. *Provisions applicable to a sponsor that is a private entity.*

   i. Under this grant, the sponsor, its employees, subrecipients under this grant, and subrecipient's employees must not engage in:

      a) Severe forms of trafficking in persons;

      b) The procurement of a commercial sex act during the period of time that the grant or cooperative agreement is in effect;

      c) The use of forced labor in the performance of this grant; or any subaward; or

      d) Acts that directly support or advance trafficking in persons, including the following acts:

         1. Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;

         2. Failing to provide return transportation of pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:

            a. Exempted from the requirement to provide or pay for such return transportation by the federal department or agency providing or entering into the grant; or

b. The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or witness in a human trafficking enforcement action;

3. Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;

4. Charging recruited employees a placement or recruitment fee; or

5. Providing or arranging housing that fails to meet the host country's housing and safety standards.

ii. The FAA may unilaterally terminate this grant or take any remedial actions authorized by 22 USC § 7104b(c), without penalty, if any private entity under this grant:

a) is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant; or

b) has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:

1. Associated with the performance under this grant; or
2. Imputed to the recipient or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

c. *Provisions applicable to a sponsor other than a private entity.*

i. The FAA may unilaterally terminate this award or take any remedial actions authorized by 22 USC § 7104b(c), without penalty, if subrecipient is a private entity under this grant:

a) is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant or

b) has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:

1. Associated with the performance under this grant; or

2. Imputed to the sponsor or subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

d. *Provisions applicable to any sponsor or subrecipient.*

i. The sponsor or subrecipient must inform the FAA and the DOT Inspector General immediately of any information you receive from any source alleging a violation of a prohibition in paragraph 2.a. (PoP) of this grant.

ii. The FAA's right to unilaterally terminate this grant as described in paragraphs 2.b. (Budget Period) or 3.a. (Close Out and Termination) of this grant, implements the requirements of 22 USC Chapter 78, and is in addition to all other remedies for noncompliance that are available to the FAA under this grant.

iii. The sponsor must include the requirements of paragraph 2.a. (PoP) of this grant award term in any subaward it makes to a private entity.

iv. If applicable, the sponsor must also comply with the compliance plan and certification requirements in 2 CFR § 175.105(b).

e. *Definitions. For purposes of this grant award, term:*

i. "Employee" means either:

a) An individual employed by the sponsor or a subrecipient who is engaged in the performance of the project or program under this grant; or

b) Another person engaged in the performance of the project or program under this grant and not compensated by the sponsor or a subrecipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing requirements.

ii. "Private Entity" means:

a) Any entity, including for-profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR § 200.1.

b) The terms "severe forms of trafficking in persons," "commercial sex act," "sex trafficking," "abuse or threatened abuse of law or legal process," "coercion," "debt bondage," and "involuntary servitude" have the meanings given at section 103 of the Victims of Trafficking and Violence Protection Act of 2000, as amended (22 USC § 7102).

23. Grant Funded Work Included in a PFC Application. Within 120 days of acceptance of this Grant Agreement, the sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.

24. Exhibit "A" Property Map. The Exhibit "A" Property Map dated November 2025, is incorporated herein by reference, or is submitted with the project application and made part of this Grant Agreement.

25. Employee Protection from Reprisal. In accordance with 2 CFR § 200.217 and 41 USC § 4701, an employee of a grantee, subgrantee contractor, recipient, or subrecipient must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in 41 USC § 4712(a)(2) information that the employee reasonably believes is evidence of gross mismanagement of a federal contract or grant, a gross waste of federal funds, an abuse of authority relating to a federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal contract (including the competition for or negotiation of a contract) or grant. The grantee, subgrantee, contractor, recipient, or subrecipient must inform their employees in writing of employee whistleblower rights and protections under 41 USC § 4712. See statutory requirements for whistleblower protections at 10 USC § 4701, 41 USC § 4712, 41 USC § 4304, and 10 USC § 4310.

26. Prohibited Telecommunications and Video Surveillance Services and Equipment. The sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [P.L. 115-232 § 889] and 2 CFR § 200.216.

27. **Critical Infrastructure Security and Resilience.** The sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in its project planning, design, and oversight, as determined by the DOT and the Department of Homeland Security (DHS). For airports that do not have specific DOT or DHS cybersecurity requirements, the FAA encourages the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.

28. **Title VI of the Civil Rights Act.** As a condition of a grant award, the sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d et seq.) and implementing regulations (49 CFR Part 21), the Airport and Airway Improvement Act of 1982 (49 USC § 47123), the Age Discrimination Act of 1975 (42 USC § 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will benefit from and impacted by the project. The sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, and genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

29. **Applicable Federal Anti-Discrimination Laws.** The sponsor agrees:

    a. That its compliance in all respects with all applicable federal anti-discrimination laws is material to the government's payment decisions for purposes of 31 USC § 3729(b)(4) and

    b. To certify that it does not operate any programs promoting Diversity, Equity, and Inclusion (DEI) that violate any applicable federal anti-discrimination laws.

30. **National Airspace System Requirements.**

    a. The sponsor shall cooperate with FAA activities installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System, including waiving permitting requirements and other restrictions affecting those activities to the maximum extent possible, and assisting the FAA in securing waivers of permitting or other restrictions from other authorities. The sponsor shall not take actions that frustrate or prevent the FAA from installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System.

    b. If FAA determines that the sponsor has violated subsection a., the FAA may impose a remedy, including:

        i. Additional conditions on the award;

        ii. Consistent with 49 USC Chapter 471, any remedy permitted under 2 CFR §§ 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the recipient to the DOT; suspension or termination of the award; or suspension and debarment under 2 CFR part 180; or

        iii. Any other remedy legally available.

c. In imposing a remedy under this condition, the FAA may elect to consider the interests of only the FAA.

d. The sponsor acknowledges that amounts that the FAA requires the sponsor to refund to the FAA due to a remedy under this condition constitute a debt to the Federal Government that the FAA may collect under 2 CFR 200.346 and the Federal Claims Collection Standards (31 CFR Parts 900–904).

31. **Signage Costs for Construction Projects.** The sponsor agrees that it will require the prime contractor of a federally-assisted airport improvement project to post signs consistent with a DOT/FAA-prescribed format, as may be requested by the DOT/FAA, and further agrees to remove any signs posted in response to requests received prior to February 1, 2025.

SPECIAL CONDITIONS

32. **Solid Waste Recycling Plan.** The sponsor certifies that it has a solid waste recycling plan as part of an existing Airport Master Plan, as prescribed by 49 USC § 47106(a)(6).

33. **Airport Layout Plan (ALP).** The sponsor understands and agrees to update the ALP to reflect the construction to standards satisfactory to the FAA and submit it in final form to the FAA as prescribed by 49 USC § 47107(a)(16). It is further mutually agreed that the reasonable cost of developing said ALP is an allowable cost within the scope of this project, if applicable. Airport Sponsors Grant Assurance 29 further addresses the sponsor's statutory obligations to maintain an ALP in accordance with 49 USC § 47107(a)(16).

34. **Building Proration.** For purposes of computing the United States' share of the allowable project costs, the allowable cost of the Terminal Ticketing and Baggage Remodel included in the project must not exceed 74.85 percent of the actual cost of the entire building.

35. **Plans and Specifications Approval Based Upon Certification.** The FAA and the sponsor agree that the FAA's approval of the sponsor's Plans and Specification is based primarily upon the sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The sponsor understands that:

a. The sponsor's certification does not relieve the sponsor of the requirement to obtain prior FAA approval for modifications to published FAA airport development grant standards or to notify the FAA of any limitations to competition within the project;

b. The FAA's acceptance of a sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and

c. If the FAA determines that the sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this grant and associated grants.

36. **Buy American Executive Orders.** The sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

37. **Usable Unit of Development**. The FAA and the sponsor agree this grant only funds a portion of the overall project. The FAA makes no commitment of funding beyond what is provided herein. In accepting this award, the sponsor understands and agrees that the work described in this Grant Agreement must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe [49 USC § 47106(a)(4)]. This safe, useful, usable unit of development must be completed regardless of whether the sponsor receives any additional federal funding.

The sponsor's acceptance of this offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the sponsor, as hereinafter provided, and this offer and acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the sponsor with respect to the accomplishment of the project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the sponsor's acceptance of this offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[1]

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION

_____
(Signature)

_____
(Typed Name)

_____
(Title of FAA Official)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing offer, and does hereby accept this offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[2]

Dated _____

City of Billings
(Name of Sponsor)

_____
(Signature of Sponsor's Authorized Official)

By: _____
(Typed Name of Sponsor's Authorized Official)

Title: _____
(Title of Sponsor's Authorized Official)

[2] Knowingly and willfully providing false information to the Federal Government is a violation of 18 USC § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, , acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Montana. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; and Title 49, United States Code (USC), Chapters 471 and 475; 49 USC §§ 40101 et seq., and 48103; Consolidated Appropriations Act, 2024 (P.L. 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); Consolidated Appropriations Act, 2026 (P.L. 119-75); FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[3]

Dated at _____

By: _____
(Signature of Sponsor's Attorney)

[3] Knowingly and willfully providing false information to the Federal Government is a violation of 18 USC § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

ASSURANCES
AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, USC, subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this Grant Offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a Grant Offer of federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of federal funds for this grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

a. 49 USC subtitle VII, as amended.

b. Davis-Bacon Act, as amended — 40 USC §§ 3141-3144, 3146, and 3147, et seq.[1]

c. Federal Fair Labor Standards Act – 29 USC § 201, et seq.

d. Hatch Act – 5 USC § 1501, et seq.[2]

e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 USC § 4601, et seq.[1, 2]

f. National Historic Preservation Act of 1966 – Section 106 – 54 USC § 306108.[1]

g. Archeological and Historic Preservation Act of 1974 – 54 USC § 312501, et seq.[1]

h. Native Americans Grave Repatriation Act – 25 USC § 3001, et seq.

i. Clean Air Act, P.L. 90-148, as amended – 42 USC § 7401, et seq.

j. Coastal Zone Management Act, P.L. 92-583, as amended – 16 USC § 1451, et seq.

k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 USC § 4012a.[1]

l. 49 USC § 303, (formerly known as Section 4(f)).

m. Rehabilitation Act of 1973 – 29 USC § 794.

n. Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).

o. Americans with Disabilities Act of 1990, as amended, (42 USC § 12101 et seq.) (prohibits discrimination on the basis of disability).

p. Age Discrimination Act of 1975 – 42 USC § 6101, et seq.

q. American Indian Religious Freedom Act, P.L. 95-341, as amended.

r. Architectural Barriers Act of 1968, as amended – 42 USC § 4151, et seq.[1]

s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 – 42 USC § 8373.[1]

t. Contract Work Hours and Safety Standards Act – 40 USC § 3701, et seq.[1]

u. Copeland Anti-kickback Act – 18 USC § 874.[1]

v. National Environmental Policy Act of 1969 – 42 USC § 4321, et seq.[1]

w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 USC § 1271, et seq.

x. Single Audit Act of 1984 – 31 USC § 7501, et seq.[2]

y. Drug-Free Workplace Act of 1988 – 41 USC §§ 8101 through 8105.

z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).

aa. Civil Rights Restoration Act of 1987, P.L. 100-259.

bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.

cc. Build America, Buy America Act, P.L. 117-58, Title IX.

dd. Endangered Species Act – 16 USC 1531, et seq.

ee. Title IX of the Education Amendments of 1972, as amended – 20 USC 1681–1683 and 1685–1687.

ff. Drug Abuse Office and Treatment Act of 1972, as amended – 21 USC 1101, et seq.

gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 USC § 4541, et seq.

hh. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 USC § 4541, et seq.

ii. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 USC § 1352.

EXECUTIVE ORDERS

a. Executive Order 11990 – Protection of Wetlands

b. Executive Order 11988 – Floodplain Management

c. Executive Order 12372 – Intergovernmental Review of Federal Programs

d. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction[1]

e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America's Workers

f. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship

g. Executive Order 14151 – Ending Radical and Wasteful Government DEI Programs and Preferencing

h. Executive Order 14154 – Unleashing American Energy

i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government

j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).

b. 2 CFR Part 200 and 1201 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [3, 4, 5]

c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

d. 14 CFR Part 13 – Investigative and Enforcement Procedures.

e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.

f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.

h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.

i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.[1]

j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.[1]

k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).[1]

l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).[1]

m. 49 CFR Part 20 – New Restrictions on Lobbying.

n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.

o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.

p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.[1, 2]

q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.[1]

s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.

u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).

v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).

w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] 2 CFR Part 200 contains requirements for state and local governments receiving federal assistance. Any requirement levied upon state and local governments by this regulation shall apply where applicable to private sponsors receiving federal assistance under Title 49, United States Code.
[4] Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
[5] Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal Government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. Subject to 49 USC § 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors

of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. **Consistency with Local Plans.**

   The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the state in which the project is located to plan for the development of the area surrounding the airport.

7. **Consideration of Local Interest.**

   It has given fair consideration to the interest of communities in or near where the project may be located.

8. **Consultation with Users.**

   In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. **Public Hearings.**

   In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. **Metropolitan Planning Organization.**

    In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. **Pavement Preventive Maintenance-Management.**

    With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. **Terminal Development Prerequisites.**

    For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 USC § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 USC §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 USC § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in

accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

d. It will make such material available for examination by the public and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a federal airport grant.

19. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:

   1. Operating the airport's aeronautical facilities whenever required;
   2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
   3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions

interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to ensure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which federal funds have been expended.

22. Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

   1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and

   2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers

which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the federal share of an airport development, airport planning or noise compatibility project for

which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

   1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

   2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

   3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 USC § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 USC § 47107.

26. Reports and Inspections.

It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the

public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

   1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

   2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

a. The airport owner or operator will maintain a current airport layout plan of the airport showing:

1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

b. Subject to subsection 49 USC § 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.

c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—

1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or

2. complies with the portions of the plan approved by the Secretary.

d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:

1. eliminate such adverse effect in a manner approved by the Secretary; or

2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d to 2000d-4); creed and sex per 49 USC § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this grant.

a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.

b. Applicability

   1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.

   2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

   3. Real Property. Where the sponsor receives a grant or other federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

   The sponsor agrees that it is obligated to this assurance for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

   1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

   2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

   "The (**City of Billings**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex , age, or disability in consideration for an award."

e. Required Contract Provisions.

   1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in federally-assisted programs of the Department of Transportation (DOT) and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in federally-assisted programs of the DOT acts and regulations.

   2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.

3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
    a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
    b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
    1. Reinvestment in an approved noise compatibility project;
    2. Reinvestment in an approved project that is eligible for grant funding under 49 USC § 47117(e);
    3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 USC §§ 47114, 47115, or 47117;
    4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
    5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

    If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United

States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;
2. Reinvestment in an approved project that is eligible for grant funding under 49 USC § 47117(e);
3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 USC §§ 47114, 47115, or 47117;
4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received federal funds under Chapter 471 subchapter 1 of Title 49 USC, it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (https://www.faa.gov/airports/aip/aip_pfc_checklist) for AIP projects as of June 09, 2026.

35. Relocation and Real Property Acquisition.

a. It will be guided in acquiring real property, to the greatest extent practicable under state law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.

c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises (DBE)/Airport Concessions Disadvantage Business Enterprise (ACDBE) Program.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 USC §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

a. If the airport owner or operator of a medium or large hub airport (as defined in 49 USC § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:

1. Describes the requests;

2. Provides an explanation as to why the requests could not be accommodated; and
3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six-month period prior to the applicable due date.

40. Access to Leaded Aviation Gasoline.

a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with, 100-octane low lead aviation gasoline.

b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.

c. An airport owner or operator understands and agrees that any violation of this grant assurance is subject to civil penalties as provided for in 49 USC § 46301(a)(8).

The Honorable Mike Nelson, Mayor
City of Billings
PO Box 1178
Billings, MT 59103

Dear Mayor Nelson,

The Grant Offer for Airport Improvement Program (AIP) Project No. 3-30-0008-091-2026 at Billings Logan International Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the Grant Offer carefully.

You may not make any modification to the text, terms or conditions of the Grant Offer.

***Steps You Must Take to Enter Into Agreement*.**

To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **July 15, 2026**.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (federal payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this system.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date four (4) years from the grant

execution date. We will be monitoring your progress to ensure proper stewardship of these federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in "inactive" status if you do not make draws on a regular basis, which will affect your ability to receive future Grant Offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
  1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
  2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit FAA Form 5100-140, Performance Report within 30 days of the end of the federal fiscal year.
- For construction projects, you must submit FAA Form 5370-1, Construction Progress and Inspection Report, within 30 days of the end of each federal fiscal quarter.

Audit Requirements. As a condition of receiving federal assistance under this award, you must comply with audit requirements as established under 2 CFR Part 200. Subpart F requires non-federal entities that expend $1,000,000 or more in federal awards to conduct a single or program specific audit for that year. Note that this includes federal expenditures made under other federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Jeremy Goettle, (406) 441-5405, jeremy.j.goettle@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

U.S. Department of Transportation Federal Aviation Administration

FEDERAL AVIATION ADMINISTRATION

FY 2026

AIRPORT IMPROVEMENT PROGRAM (AIP) GRANT AGREEMENT

Part I - Offer

Federal Award Offer Date

Airport/Planning Area: Billings Logan International Airport

Airport Grant Number: 3-30-0008-091-2026 (DOT-FA26NM-2050)

Unique Entity Identifier: UJZCNRD8UUH5

TO: City of Billings

(herein called the "Sponsor") (For Co-Sponsors, list all Co-Sponsor names. The word "Sponsor" in this Grant Agreement also applies to a Co-Sponsor.)

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the sponsor has submitted to the FAA a Project Application dated June 09, 2026, for a grant of federal funds for a project at or associated with the Billings Logan International Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Billings Logan International Airport (herein called the "Project") consisting of the following:

Reconstruct Terminal Components (approximately 14% of construction)

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out Title 49, United States Code (USC), Chapters 471 and 475; 49 USC §§ 40101 et seq. and 48103; Consolidated Appropriations Act, 2024 (Public Law Number (P.L.) 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); Consolidated Appropriations Act, 2026 (P.L. 119-75); FAA Reauthorization Act of 2024 (P.L. 118-63); Infrastructure Investment and Jobs Act of 2021 (IIJA) (P.L. 117-58) (as applicable); and the representations contained in the Project Application; and in consideration of: (a) the sponsor's adoption and ratification of the most recently published Grant Assurances; (b) the sponsor's acceptance of this offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the project, and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay (95) % of the allowable costs incurred accomplishing the Project as the United States' share of the Project.

Assistance Listings Number(s): 20.116.

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is $2,541,508.

   The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 USC § 47108(b):
   $0 for planning
   $2,541,508 for airport development or noise program implementation; and,
   $0 for land acquisition.

2. **Grant Performance.** This agreement is subject to the following federal award requirements:

   a. Period of Performance:

      i. Start Date: The date the recipient formally accepts this agreement and the date signed by the last signatory to the agreement.

      ii. End Date: Four (4) years to the calendar day from the date of acceptance.

      iii. Extension of the Period of Performance (PoP): The recipient may request a one-time extension of up to one year after the PoP end date by submitting a request to the FAA. The request must include, at a minimum, supporting justification for the request and the amount of additional time requested. The request must be submitted at least 10 calendar days before the PoP end date. This one-time extension may not be exercised for the sole purpose of using unobligated balances.

      The PoP end date, or any extension as approved by FAA, shall not affect, relieve, or reduce recipient obligations and assurances that extend beyond the closeout of this agreement.

   b. Budget Period:

      i. For a single year grant offer, the budget period follows the same start and end date as the PoP provided in paragraph 2(a), and any extension of the PoP end date.

ii. For a multi-year grant offer, per the authority provided in 49 USC § 47108 and § 47114, the budget period is from the initial PoP start date through the end of the final fiscal year identified on a multi-year grant offer (See Multi-Year Grant Special Condition, if applicable).

c. Appropriation Period of Availability and Expenditure:

i. The FAA must obligate appropriated funds within the period of availability identified in the appropriation.

ii. In accordance with 31 USC § 1552, by September 30th of the fifth fiscal year after the period of availability, FAA must liquidate and close expired appropriations, and any remaining balance (whether obligated or unobligated) must be canceled and thereafter shall not be available for obligation or expenditure for any purpose.

iii. IIJA and Supplemental AIP funding are subject to this condition.

d. Close Out:

Recipients shall begin the closeout process upon physical completion of the project(s) identified in this agreement. Closeout shall proceed expeditiously and without delay, even if the PoP end date has not been reached. In accordance with 2 Code of Federal Regulations (CFR) 200, unless the FAA authorizes a written extension, the recipient must submit all grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the PoP end date. If the recipient does not submit all required closeout documentation within this period, the FAA will proceed to close out the grant within one year of the PoP end date with the information available at the end of 120 days.

e. Termination:

The FAA may terminate this agreement and all of its obligations under this agreement if any of the following occur:

i. The recipient fails to comply with the terms and conditions of this agreement;

ii. The recipient fails to obtain or provide any recipient grant contribution as required by the agreement;

iii. There is a material failure to comply with the Project Schedule even if it is beyond the reasonable control of the recipient;

iv. Any project changes that the FAA determines are inconsistent with the FAA's basis for selecting the project to receive a grant;

v. Continued grant payment inactivity, generally defined as no drawdowns over a 12-month period;

vi. The recipient requests that the FAA terminate the agreement under this section; or

vii. The FAA determines that termination of this agreement is in the public interest.

In terminating this agreement under this section, the FAA may elect to consider only the interests of the FAA.

3. Ineligible or Unallowable Costs. In accordance with 49 USC § 47110, the sponsor is prohibited from including any costs in the grant funded portions of the project that the FAA has determined to be ineligible or unallowable, including costs incurred to carry out airport development implementing

4. **Indirect Costs - Sponsor.** The sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application, as accepted by the FAA, to allowable costs for sponsor direct salaries and wages.

5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 USC § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs, and settlement will be made for any upward or downward adjustments to the federal share of costs.

6. **Completing the Project Without Delay and in Conformance with Requirements.** The sponsor must carry out and complete the project without undue delay, and in accordance with this agreement, 49 USC Chapters 471 and 475, IIJA (P.L. 117-58) (as appropriate), and the regulations, policies, and procedures of the Secretary. Per 2 CFR § 200.308, the sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months, or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The sponsor also agrees to comply with the grant assurances, which are part of this agreement.

7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the sponsor.

8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project(s) unless this offer has been accepted by the sponsor on or before **July 15, 2026**, or such subsequent date as may be prescribed in writing by the FAA.

9. **Improper Use of Federal Funds and Mandatory Disclosure.**

   a. The sponsor must take all steps, including litigation, if necessary, to recover federal funds spent fraudulently, wastefully, or in violation of federal antitrust statutes, or misused in any other manner for any project upon which federal funds have been expended. For the purposes of this grant agreement, the term "federal funds" means funds however used or dispersed by the sponsor, that were originally paid pursuant to this or any other federal grant agreement. The sponsor must obtain the approval of the Secretary as to any determination of the amount of the federal share of such funds. The sponsor must return the recovered federal share, including funds recovered by settlement, order, or judgment, to the Secretary. Upon request, the sponsor must furnish to the Secretary all documents and records pertaining to the determination of the amount of the federal share, or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the sponsor, in court or otherwise, involving the recovery of such federal share require advance approval by the Secretary.

   b. The sponsor, a recipient, and a subrecipient under this federal grant must promptly comply with the mandatory disclosure requirements as established under 2 CFR § 200.113, including reporting requirements related to recipient integrity and performance in accordance with Appendix XII to 2 CFR Part 200.

10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this agreement.

11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

    a. Requirement for System for Award Management (SAM): Unless the sponsor is exempted from this requirement under 2 CFR § 25.110, the sponsor must maintain the currency of its information in the SAM until the sponsor submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).

    b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit, or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/content/entity-registration.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the sponsor must make each payment request under this agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

13. **Informal Letter Amendment of Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the sponsor by $25,000 or five percent, whichever is greater, the FAA can issue a letter amendment to the sponsor unilaterally reducing the maximum obligation.

    The FAA can also issue a letter to the sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun, provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

    The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous, and in the best interests of the United States.

    An informal letter amendment has the same force and effect as a formal grant amendment.

14. **Environmental Standards.** The sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.

15. **Financial Reporting and Payment Requirements.** The sponsor will comply with all federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 USC § 50101, the sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this grant. The sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this grant.

17. **Build America, Buy America.** The sponsor must comply with the requirements under the Build America, Buy America Act (P.L. 117-58).

18. **Maximum Obligation Increase.** In accordance with 49 USC § 47108(b)(2), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this grant:

    a. May not be increased for a planning project;

    b. May be increased by not more than 15 percent for development projects, if funds are available;

    c. May be increased by not more than the greater of the following for a land project, if funds are available:

        i. 15 percent; or

        ii. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

    If the sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 USC § 47109, or IIJA (P.L. 17-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the federal share as applicable through an informal letter of amendment.

19. **Audits for Sponsors**. PUBLIC SPONSORS. The sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/. Upon request of the FAA, the sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than $1,000,000 in federal awards and are exempt from federal audit requirements must make records available for review or audit by the appropriate federal agency officials, state, and Government Accountability Office. The FAA and other appropriate federal agencies may request additional information to meet all federal audit requirements.

20. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the sponsor must:

    a. Verify the non-federal entity is eligible to participate in this federal program by:

        i. Checking the System for Award Management (SAM.gov) exclusions to determine if the non-federal entity is excluded or disqualified; or

        ii. Collecting a certification statement from the non-federal entity attesting they are not excluded or disqualified from participating; or

        iii. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.

    b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.

    c. Immediately disclose in writing to the FAA whenever (1) the sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the public sponsor suspends or debars a contractor, person, or entity.

21. Ban on Texting While Driving.

a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the sponsor is encouraged to:

   i. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal Government, including work relating to a grant or subgrant.

   ii. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

      a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
      b) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

f. The sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this grant.

22. Trafficking in Persons.

a. *Posting of contact information.*

   i. The sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.

b. *Provisions applicable to a sponsor that is a private entity.*

   i. Under this grant, the sponsor, its employees, subrecipients under this grant, and subrecipient's employees must not engage in:

      a) Severe forms of trafficking in persons;

      b) The procurement of a commercial sex act during the period of time that the grant or cooperative agreement is in effect;

      c) The use of forced labor in the performance of this grant; or any subaward; or

      d) Acts that directly support or advance trafficking in persons, including the following acts:

         1. Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;

         2. Failing to provide return transportation of pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:

            a. Exempted from the requirement to provide or pay for such return transportation by the federal department or agency providing or entering into the grant; or

b. The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or witness in a human trafficking enforcement action;

3. Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;

4. Charging recruited employees a placement or recruitment fee; or

5. Providing or arranging housing that fails to meet the host country's housing and safety standards.

ii. The FAA may unilaterally terminate this grant or take any remedial actions authorized by 22 USC § 7104b(c), without penalty, if any private entity under this grant:

a) is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant; or

b) has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:

1. Associated with the performance under this grant; or
2. Imputed to the recipient or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

c. *Provisions applicable to a sponsor other than a private entity.*

i. The FAA may unilaterally terminate this award or take any remedial actions authorized by 22 USC § 7104b(c), without penalty, if subrecipient is a private entity under this grant:

a) is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant or

b) has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:

1. Associated with the performance under this grant; or

2. Imputed to the sponsor or subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

d. *Provisions applicable to any sponsor or subrecipient.*

i. The sponsor or subrecipient must inform the FAA and the DOT Inspector General immediately of any information you receive from any source alleging a violation of a prohibition in paragraph 2.a. (PoP) of this grant.

ii. The FAA's right to unilaterally terminate this grant as described in paragraphs 2.b. (Budget Period) or 3.a. (Close Out and Termination) of this grant, implements the requirements of 22 USC Chapter 78, and is in addition to all other remedies for noncompliance that are available to the FAA under this grant.

iii. The sponsor must include the requirements of paragraph 2.a. (PoP) of this grant award term in any subaward it makes to a private entity.

iv. If applicable, the sponsor must also comply with the compliance plan and certification requirements in 2 CFR § 175.105(b).

e. *Definitions. For purposes of this grant award, term:*

i. "Employee" means either:

a) An individual employed by the sponsor or a subrecipient who is engaged in the performance of the project or program under this grant; or

b) Another person engaged in the performance of the project or program under this grant and not compensated by the sponsor or a subrecipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing requirements.

ii. "Private Entity" means:

a) Any entity, including for-profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR § 200.1.

b) The terms "severe forms of trafficking in persons," "commercial sex act," "sex trafficking," "abuse or threatened abuse of law or legal process," "coercion," "debt bondage," and "involuntary servitude" have the meanings given at section 103 of the Victims of Trafficking and Violence Protection Act of 2000, as amended (22 USC § 7102).

23. Grant Funded Work Included in a PFC Application. Within 120 days of acceptance of this Grant Agreement, the sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.

24. Exhibit "A" Property Map. The Exhibit "A" Property Map dated November 2025, is incorporated herein by reference, or is submitted with the project application and made part of this Grant Agreement.

25. Employee Protection from Reprisal. In accordance with 2 CFR § 200.217 and 41 USC § 4701, an employee of a grantee, subgrantee contractor, recipient, or subrecipient must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in 41 USC § 4712(a)(2) information that the employee reasonably believes is evidence of gross mismanagement of a federal contract or grant, a gross waste of federal funds, an abuse of authority relating to a federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal contract (including the competition for or negotiation of a contract) or grant. The grantee, subgrantee, contractor, recipient, or subrecipient must inform their employees in writing of employee whistleblower rights and protections under 41 USC § 4712. See statutory requirements for whistleblower protections at 10 USC § 4701, 41 USC § 4712, 41 USC § 4304, and 10 USC § 4310.

26. Prohibited Telecommunications and Video Surveillance Services and Equipment. The sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [P.L. 115-232 § 889] and 2 CFR § 200.216.

27. **Critical Infrastructure Security and Resilience.** The sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in its project planning, design, and oversight, as determined by the DOT and the Department of Homeland Security (DHS). For airports that do not have specific DOT or DHS cybersecurity requirements, the FAA encourages the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.

28. **Title VI of the Civil Rights Act.** As a condition of a grant award, the sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d et seq.) and implementing regulations (49 CFR Part 21), the Airport and Airway Improvement Act of 1982 (49 USC § 47123), the Age Discrimination Act of 1975 (42 USC § 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will benefit from and impacted by the project. The sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, and genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

29. **Applicable Federal Anti-Discrimination Laws.** The sponsor agrees:

    a. That its compliance in all respects with all applicable federal anti-discrimination laws is material to the government's payment decisions for purposes of 31 USC § 3729(b)(4) and

    b. To certify that it does not operate any programs promoting Diversity, Equity, and Inclusion (DEI) that violate any applicable federal anti-discrimination laws.

30. **National Airspace System Requirements.**

    a. The sponsor shall cooperate with FAA activities installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System, including waiving permitting requirements and other restrictions affecting those activities to the maximum extent possible, and assisting the FAA in securing waivers of permitting or other restrictions from other authorities. The sponsor shall not take actions that frustrate or prevent the FAA from installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System.

    b. If FAA determines that the sponsor has violated subsection a., the FAA may impose a remedy, including:

        i. Additional conditions on the award;

        ii. Consistent with 49 USC Chapter 471, any remedy permitted under 2 CFR §§ 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the recipient to the DOT; suspension or termination of the award; or suspension and debarment under 2 CFR part 180; or

        iii. Any other remedy legally available.

31. Signage Costs for Construction Projects. The sponsor agrees that it will require the prime contractor of a federally-assisted airport improvement project to post signs consistent with a DOT/FAA-prescribed format, as may be requested by the DOT/FAA, and further agrees to remove any signs posted in response to requests received prior to February 1, 2025.

SPECIAL CONDITIONS

32. **Solid Waste Recycling Plan.** The sponsor certifies that it has a solid waste recycling plan as part of an existing Airport Master Plan, as prescribed by 49 USC § 47106(a)(6).

33. **Airport Layout Plan (ALP).** The sponsor understands and agrees to update the ALP to reflect the construction to standards satisfactory to the FAA and submit it in final form to the FAA as prescribed by 49 USC § 47107(a)(16). It is further mutually agreed that the reasonable cost of developing said ALP is an allowable cost within the scope of this project, if applicable. Airport Sponsors Grant Assurance 29 further addresses the sponsor's statutory obligations to maintain an ALP in accordance with 49 USC § 47107(a)(16).

34. **Building Proration.** For purposes of computing the United States' share of the allowable project costs, the allowable cost of the Terminal Ticketing and Baggage Remodel included in the project must not exceed 24.68 percent of the actual cost of the entire building.

35. **Plans and Specifications Approval Based Upon Certification.** The FAA and the sponsor agree that the FAA's approval of the sponsor's Plans and Specification is based primarily upon the sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The sponsor understands that:

a. The sponsor's certification does not relieve the sponsor of the requirement to obtain prior FAA approval for modifications to published FAA airport development grant standards or to notify the FAA of any limitations to competition within the project;

b. The FAA's acceptance of a sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and

c. If the FAA determines that the sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this grant and associated grants.

36. **Buy American Executive Orders.** The sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

37. **Usable Unit of Development**. The FAA and the sponsor agree this grant only funds a portion of the overall project. The FAA makes no commitment of funding beyond what is provided herein. In accepting this award, the sponsor understands and agrees that the work described in this Grant Agreement must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe [49 USC § 47106(a)(4)]. This safe, useful, usable unit of development must be completed regardless of whether the sponsor receives any additional federal funding.

The sponsor's acceptance of this offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the sponsor, as hereinafter provided, and this offer and acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the sponsor with respect to the accomplishment of the project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the sponsor's acceptance of this offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[1]

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION

_____
(Signature)

_____
(Typed Name)

_____
(Title of FAA Official)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing offer, and does hereby accept this offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[2]

Dated _____

City of Billings
(Name of Sponsor)

_____
(Signature of Sponsor's Authorized Official)

By: _____
(Typed Name of Sponsor's Authorized Official)

Title: _____
(Title of Sponsor's Authorized Official)

[2] Knowingly and willfully providing false information to the Federal Government is a violation of 18 USC § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

I, , acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Montana. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; and Title 49, United States Code (USC), Chapters 471 and 475; 49 USC §§ 40101 et seq., and 48103; Consolidated Appropriations Act, 2024 (P.L. 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); Consolidated Appropriations Act, 2026 (P.L. 119-75); FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[3]

Dated at _____

By: _____
(Signature of Sponsor's Attorney)

[3] Knowingly and willfully providing false information to the Federal Government is a violation of 18 USC § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, USC, subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this Grant Offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a Grant Offer of federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of federal aid for the project.

3. Airport Planning Undertaken by a Sponsor.

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of federal funds for this grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

a. 49 USC subtitle VII, as amended.

b. Davis-Bacon Act, as amended — 40 USC §§ 3141-3144, 3146, and 3147, et seq.[1]

c. Federal Fair Labor Standards Act – 29 USC § 201, et seq.

d. Hatch Act – 5 USC § 1501, et seq.[2]

e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 USC § 4601, et seq.[1, 2]

f. National Historic Preservation Act of 1966 – Section 106 – 54 USC § 306108.[1]

g. Archeological and Historic Preservation Act of 1974 – 54 USC § 312501, et seq.[1]

h. Native Americans Grave Repatriation Act – 25 USC § 3001, et seq.

i. Clean Air Act, P.L. 90-148, as amended – 42 USC § 7401, et seq.

j. Coastal Zone Management Act, P.L. 92-583, as amended – 16 USC § 1451, et seq.

k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 USC § 4012a.[1]

l. 49 USC § 303, (formerly known as Section 4(f)).

m. Rehabilitation Act of 1973 – 29 USC § 794.

n. Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).

o. Americans with Disabilities Act of 1990, as amended, (42 USC § 12101 et seq.) (prohibits discrimination on the basis of disability).

p. Age Discrimination Act of 1975 – 42 USC § 6101, et seq.

q. American Indian Religious Freedom Act, P.L. 95-341, as amended.

r. Architectural Barriers Act of 1968, as amended – 42 USC § 4151, et seq.[1]

s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 – 42 USC § 8373.[1]

t. Contract Work Hours and Safety Standards Act – 40 USC § 3701, et seq.[1]

u. Copeland Anti-kickback Act – 18 USC § 874.[1]

y. Drug-Free Workplace Act of 1988 – 41 USC §§ 8101 through 8105.

z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).

aa. Civil Rights Restoration Act of 1987, P.L. 100-259.

bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.

cc. Build America, Buy America Act, P.L. 117-58, Title IX.

dd. Endangered Species Act – 16 USC 1531, et seq.

ee. Title IX of the Education Amendments of 1972, as amended – 20 USC 1681–1683 and 1685–1687.

ff. Drug Abuse Office and Treatment Act of 1972, as amended – 21 USC 1101, et seq.

gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 USC § 4541, et seq.

hh. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 USC § 4541, et seq.

ii. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 USC § 1352.

EXECUTIVE ORDERS

a. Executive Order 11990 – Protection of Wetlands

b. Executive Order 11988 – Floodplain Management

c. Executive Order 12372 – Intergovernmental Review of Federal Programs

d. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction[1]

e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America's Workers

f. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship

g. Executive Order 14151 – Ending Radical and Wasteful Government DEI Programs and Preferencing

h. Executive Order 14154 – Unleashing American Energy

i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government

j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).

b. 2 CFR Part 200 and 1201 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [3, 4, 5]

c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

d. 14 CFR Part 13 – Investigative and Enforcement Procedures.

e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.

f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.

h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.

i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.[1]

j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.[1]

k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).[1]

l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).[1]

m. 49 CFR Part 20 – New Restrictions on Lobbying.

n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.

o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.

p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.[1, 2]

q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.[1]

s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.

u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).

v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).

w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] 2 CFR Part 200 contains requirements for state and local governments receiving federal assistance. Any requirement levied upon state and local governments by this regulation shall apply where applicable to private sponsors receiving federal assistance under Title 49, United States Code.
[4] Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
[5] Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal Government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. Subject to 49 USC § 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors

6. **Consistency with Local Plans.**

   The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the state in which the project is located to plan for the development of the area surrounding the airport.

7. **Consideration of Local Interest.**

   It has given fair consideration to the interest of communities in or near where the project may be located.

8. **Consultation with Users.**

   In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. **Public Hearings.**

   In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. **Metropolitan Planning Organization.**

    In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. **Pavement Preventive Maintenance-Management.**

    With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. **Terminal Development Prerequisites.**

    For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 USC § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 USC §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 USC § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in

accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

d. It will make such material available for examination by the public and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a federal airport grant.

19. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:

   1. Operating the airport's aeronautical facilities whenever required;
   2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
   3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions

interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to ensure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which federal funds have been expended.

22. Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

   1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and

   2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers

which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the federal share of an airport development, airport planning or noise compatibility project for

which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 USC § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 USC § 47107.

26. Reports and Inspections.

It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the

affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

   1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

   2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

a. The airport owner or operator will maintain a current airport layout plan of the airport showing:

1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

b. Subject to subsection 49 USC § 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.

c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—

1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or

2. complies with the portions of the plan approved by the Secretary.

d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:

1. eliminate such adverse effect in a manner approved by the Secretary; or

2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d to 2000d-4); creed and sex per 49 USC § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this grant.

a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.

b. Applicability

   1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.

   2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

   3. Real Property. Where the sponsor receives a grant or other federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

   The sponsor agrees that it is obligated to this assurance for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

   1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

   2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

   "The (**City of Billings**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex , age, or disability in consideration for an award."

e. Required Contract Provisions.

   1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in federally-assisted programs of the Department of Transportation (DOT) and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in federally-assisted programs of the DOT acts and regulations.

   2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.

3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
    a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
    b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
    1. Reinvestment in an approved noise compatibility project;
    2. Reinvestment in an approved project that is eligible for grant funding under 49 USC § 47117(e);
    3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 USC §§ 47114, 47115, or 47117;
    4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
    5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

    If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United

States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;
2. Reinvestment in an approved project that is eligible for grant funding under 49 USC § 47117(e);
3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 USC §§ 47114, 47115, or 47117;
4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received federal funds under Chapter 471 subchapter 1 of Title 49 USC, it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (https://www.faa.gov/airports/aip/aip_pfc_checklist) for AIP projects as of June 09, 2026.

35. Relocation and Real Property Acquisition.

a. It will be guided in acquiring real property, to the greatest extent practicable under state law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.

c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises (DBE)/Airport Concessions Disadvantage Business Enterprise (ACDBE) Program.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 USC §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

a. If the airport owner or operator of a medium or large hub airport (as defined in 49 USC § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:

1. Describes the requests;

2. Provides an explanation as to why the requests could not be accommodated; and
3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six-month period prior to the applicable due date.

40. Access to Leaded Aviation Gasoline.

a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with, 100-octane low lead aviation gasoline.

b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.

c. An airport owner or operator understands and agrees that any violation of this grant assurance is subject to civil penalties as provided for in 49 USC § 46301(a)(8).

Consent 1. Q.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Reimbursement Resolution Landfill
PRESENTED BY: Stephanie Smith, Treasury and Debt Coordinator
Department: Finance
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION

Staff recommends that the City Council approve the attached resolution establishing compliance with the reimbursement bond regulations under the Internal Revenue Code and authorizing the financing of the proposed landfill improvements. Approval of this resolution will allow the City to reimburse eligible expenses related to the landfill improvement project that are incurred prior to the issuance of bonds.

EXECUTIVE SUMMARY

The proposed resolution establishes the City of Billings' compliance with federal reimbursement bond regulations related to the financing of planned landfill improvements. Under U.S. Treasury Regulations (Section 1.150-2), the City must adopt an official intent declaration in order to reimburse eligible project expenditures with future tax-exempt bond proceeds.

The resolution identifies the City's intent to design, engineer, and construct improvements to the solid waste facility as outlined in the Solid Waste Master Plan, including a new landfill cell, a second leachate containment pond, and related infrastructure. The City expects to issue up to $14 million in bonds to finance these capital improvements and to reimburse qualifying project costs incurred prior to bond issuance. No prior expenditures have been made that would conflict with reimbursement requirements, and no long-term funds are currently allocated for the project outside the anticipated bond financing.

Adopting this resolution allows the City to preserve its ability to use future bond proceeds for reimbursement and ensures compliance with applicable federal regulations.

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

The City will be issuing bonds to finance the design, engineering, and construction of planned improvements to the City's solid waste facility, including a new landfill cell, a second leachate containment pond, and related infrastructure. The City must begin incurring expenses for these improvements before the bond proceeds are available. Under federal reimbursement bond regulations, the attached resolution must be approved in order for the City to reimburse those pre-issuance expenses with the proceeds of the future bond sale

FISCAL EFFECTS

The proposed landfill improvements are expected to be financed through the issuance of up to $14 million in bonds. Because project expenses will begin before the bonds are issued, the City will need to temporarily use available cash or other short-term funding sources to cover early design, engineering, and construction costs. Approval of the attached reimbursement resolution preserves the City's ability to repay those early expenditures with bond proceeds once the bonds are sold, ensuring that long-term project costs are aligned with the intended financing plan.

STAKEHOLDERS

ALTERNATIVES

City Council may:
• Approve the resolution, allowing the project to move forward with the ability to reimburse pre-issuance expenses once the bonds are sold; or
• Not approve the resolution, in which case the City may need to delay or suspend certain design, engineering, or construction activities until bond proceeds are available.

Attachments

Landfill Reimbursement

CERTIFICATE AS TO RESOLUTION AND ADOPTING VOTE

I, the undersigned, being the duly qualified and acting recording officer of the City of Billings, Montana (the "City"), hereby certify that the attached resolution is a true copy of a Resolution No. _____ entitled: "RESOLUTION RELATING TO THE FINANCING OF PROPOSED LANDFILL IMPROVEMENTS; ESTABLISHING COMPLIANCE WITH REIMBURSEMENT BOND REGULATIONS UNDER THE INTERNAL REVENUE CODE" (the "Resolution"), on file in the original records of the City in my legal custody; that the Resolution was duly adopted by the City Council of the City at a regular meeting on July 13, 2026, and that the meeting was duly held by the City Council and was attended throughout by a quorum, pursuant to call and notice of such meeting given as required by law; and that the Resolution has not as of the date hereof been amended or repealed.

I further certify that, upon vote being taken on the Resolution at said meeting, the following Council Members voted in favor thereof: _____ _____; voted against the same: _____; abstained from voting thereon: _____; or were absent: _____ _____.

WITNESS my hand and seal officially this 13th day of July, 2026.

(SEAL)

_____ ___

City Clerk

RESOLUTION NO. _____

RESOLUTION RELATING TO THE FINANCING OF PROPOSED LANDFILL IMPROVEMENTS; ESTABLISHING COMPLIANCE WITH REIMBURSEMENT BOND REGULATIONS UNDER THE INTERNAL REVENUE CODE

BE IT RESOLVED by the City Council of the City of Billings, Montana (the "City"), as follows:

Section 1. Recitals.

1.01 The United States Department of Treasury has promulgated final regulations governing the use of proceeds of tax-exempt bonds, all or a portion of which are to be used to reimburse the City for project expenditures paid by the City prior to the date of issuance of such bonds. Those regulations (Treasury Regulations, Section 1.150-2) (the "Regulations") require that the City adopt a statement of official intent to reimburse an original expenditure not later than 60 days after payment of the original expenditure. The Regulations also generally require that bonds be issued and the reimbursement allocation be made from the proceeds of such bonds within 18 months (or three years, if the reimbursement bond issue qualifies for the "small issuer" exception from the arbitrage rebate requirement) after the later of (i) the date the expenditure is paid or (ii) the date the project is placed in service or abandoned, but (unless the issue qualifies for the "small issuer" exception from the arbitrage rebate requirement) in no event more than three years after the date the expenditure is paid. The Regulations generally permit reimbursement of capital expenditures and costs of issuance of the bonds.

1.02 The City desires to comply with requirements of the Regulations with respect to certain projects hereinafter identified.

Section 2. Official Intent Declaration.

2.01 The City proposes to undertake certain improvements to the solid waste facility as contemplated under the Solid Waste Master Plan, including designing, engineering and constructing an additional cell at the City's solid waste facility and construct a second leachate containment pond and related improvements (the "Projects").

2.02 Other than (i) expenditures to be paid or reimbursed from sources other than the Bonds (as hereinafter defined), (ii) expenditures permitted to be reimbursed under the transitional provision contained in Section 1.150-2(j)(2) of the Regulations, (iii) expenditures constituting preliminary expenditures within the meaning of Section 1.150-2(f)(2) of the Regulations, or (iv) expenditures in a "de minimus" amount (as defined in Section 1.150-2(f)(1) of the Regulations), no expenditures for the Projects have heretofore been paid by the City and no expenditures will be paid by the City until after the date of this Resolution.

2.03 The City reasonably expects to reimburse some or all of the expenditures made for costs of the Projects out of proceeds of bonds to be issued in one or more series in an estimated maximum aggregate principal amount of $14,000,000 (the "Bonds") after the date of payment of all or a portion of the costs of the Projects. All reimbursed expenditures shall be

capital expenditures, a cost of issuance of the Bonds or other expenditures eligible for reimbursement under Section 1.150-2(d)(3) of the Regulations.

Section 3. Budgetary Matters. As of the date hereof, there are no City funds reserved, allocated on a long-term basis or otherwise set aside (or reasonably expected to be reserved, allocated on a long-term basis or otherwise set aside) to provide permanent financing for the expenditures related to the Projects, other than pursuant to the issuance of the Bonds. The statement of intent contained in this resolution, therefore, is determined to be consistent with the City's budgetary and financial circumstances as they exist or are reasonably foreseeable on the date hereof.

Section 4. Reimbursement Allocations. The City Finance Director shall be responsible for making the "reimbursement allocations" described in the Regulations, being generally the transfer of the appropriate amount of proceeds of the Bonds to reimburse the source of temporary financing used by the City to make prior payment of the costs of the Projects. Each allocation shall be evidenced by an entry on the official books and records of the City maintained for the Bonds or the Projects and shall specifically identify the actual original expenditure being reimbursed.

PASSED AND APPROVED by the City Council of the City of Billings, Montana, this 13th day of July, 2026.

_____
Mayor

Attest: _____
City Clerk

(SEAL)

Consent 1. R.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Reimbursement Resolution South Park Pool
PRESENTED BY: Stephanie Smith, Treasury and Debt Coordinator
Department: Finance
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION

Staff recommends that City Council approve the attached resolution related to the proposed improvements to the South Park Pool Complex. Approval will allow the City to reimburse eligible pre-issuance project expenses with future bond proceeds once the bonds are sold.

EXECUTIVE SUMMARY

The proposed resolution enables the City to comply with federal reimbursement bond regulations for improvements to the South Park Pool Complex. Adoption of this resolution is required under U.S. Treasury Regulations in order for the City to reimburse eligible project costs incurred before the issuance of tax-exempt bonds. The City anticipates issuing up to $8 million in bonds to finance project design, engineering, construction, and related improvements.

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

The City intends to undertake improvements to the South Park Pool Complex, including feasibility review, renovation planning, design, engineering, and construction of facility upgrades. These activities must begin before bond proceeds are available. Federal regulations require the City to adopt a statement of official intent so that pre-issuance expenditures can later be reimbursed with tax-exempt bond proceeds. No prior expenditures have been made outside those permitted under IRS rules, and no long-term funding has been allocated for these improvements aside from the anticipated bond issuance.

FISCAL EFFECTS

The South Park Pool improvements are expected to be financed through the issuance of up to $8 million in bonds. Because certain project costs will be incurred before the bond sale, the City will temporarily use available cash or short-term funds to cover early feasibility, design, and engineering expenses. Approval of this resolution preserves the City's ability to reimburse those early costs with bond proceeds once bonds are sold, ensuring the long-term project financing aligns with planned bond funding rather than drawing on operating resources.

STAKEHOLDERS

ALTERNATIVES

City Council may:
• Approve the resolution, allowing the project to proceed with the ability to reimburse eligible pre-issuance expenses once the bonds are issued; or
• Not approve the resolution, in which case the City may need to delay or suspend feasibility, design, engineering, or construction activities until bond proceeds are available.

Attachments

South Park Pool

CERTIFICATE AS TO RESOLUTION AND ADOPTING VOTE

I, the undersigned, being the duly qualified and acting recording officer of the City of Billings, Montana (the "City"), hereby certify that the attached resolution is a true copy of a Resolution No. _____ entitled: "RESOLUTION RELATING TO THE FINANCING OF PROPOSED IMPROVEMENTS TO SOUTH PARK POOL COMPLEX; ESTABLISHING COMPLIANCE WITH REIMBURSEMENT BOND REGULATIONS UNDER THE INTERNAL REVENUE CODE" (the "Resolution"), on file in the original records of the City in my legal custody; that the Resolution was duly adopted by the City Council of the City at a regular meeting on July 13, 2026, and that the meeting was duly held by the City Council and was attended throughout by a quorum, pursuant to call and notice of such meeting given as required by law; and that the Resolution has not as of the date hereof been amended or repealed.

I further certify that, upon vote being taken on the Resolution at said meeting, the following Council Members voted in favor thereof: _____ _____; voted against the same: _____; abstained from voting thereon: _____; or were absent: _____ _____.

WITNESS my hand and seal officially this 13th day of July, 2026.

(SEAL)

_____ ___

City Clerk

RESOLUTION NO. _____

RESOLUTION RELATING TO THE FINANCING OF PROPOSED IMPROVEMENTS TO SOUTH PARK POOL COMPLEX; ESTABLISHING COMPLIANCE WITH REIMBURSEMENT BOND REGULATIONS UNDER THE INTERNAL REVENUE CODE

BE IT RESOLVED by the City Council of the City of Billings, Montana (the "City"), as follows:

Section 1. Recitals.

1.01 The United States Department of Treasury has promulgated final regulations governing the use of proceeds of tax-exempt bonds, all or a portion of which are to be used to reimburse the City for project expenditures paid by the City prior to the date of issuance of such bonds. Those regulations (Treasury Regulations, Section 1.150-2) (the "Regulations") require that the City adopt a statement of official intent to reimburse an original expenditure not later than 60 days after payment of the original expenditure. The Regulations also generally require that bonds be issued and the reimbursement allocation be made from the proceeds of such bonds within 18 months (or three years, if the reimbursement bond issue qualifies for the "small issuer" exception from the arbitrage rebate requirement) after the later of (i) the date the expenditure is paid or (ii) the date the project is placed in service or abandoned, but (unless the issue qualifies for the "small issuer" exception from the arbitrage rebate requirement) in no event more than three years after the date the expenditure is paid. The Regulations generally permit reimbursement of capital expenditures and costs of issuance of the bonds.

1.02 The City desires to comply with requirements of the Regulations with respect to certain projects hereinafter identified.

Section 2. Official Intent Declaration.

2.01 The City proposes to undertake certain improvements in South Park, including the feasibility of renovating and designing, engineering and constructing improvements to the existing pool complex and related improvements (the "Projects").

2.02 Other than (i) expenditures to be paid or reimbursed from sources other than the Bonds (as hereinafter defined), (ii) expenditures permitted to be reimbursed under the transitional provision contained in Section 1.150-2(j)(2) of the Regulations, (iii) expenditures constituting preliminary expenditures within the meaning of Section 1.150-2(f)(2) of the Regulations, or (iv) expenditures in a "de minimus" amount (as defined in Section 1.150-2(f)(1) of the Regulations), no expenditures for the Projects have heretofore been paid by the City and no expenditures will be paid by the City until after the date of this Resolution.

2.03 The City reasonably expects to reimburse some or all of the expenditures made for costs of the Projects out of proceeds of bonds to be issued in one or more series in an estimated maximum aggregate principal amount of $8,000,000 (the "Bonds") after the date of payment of all or a portion of the costs of the Projects. All reimbursed expenditures shall be

capital expenditures, a cost of issuance of the Bonds or other expenditures eligible for reimbursement under Section 1.150-2(d)(3) of the Regulations.

Section 3. Budgetary Matters. As of the date hereof, there are no City funds reserved, allocated on a long-term basis or otherwise set aside (or reasonably expected to be reserved, allocated on a long-term basis or otherwise set aside) to provide permanent financing for the expenditures related to the Projects, other than pursuant to the issuance of the Bonds. The statement of intent contained in this resolution, therefore, is determined to be consistent with the City's budgetary and financial circumstances as they exist or are reasonably foreseeable on the date hereof.

Section 4. Reimbursement Allocations. The City Finance Director shall be responsible for making the "reimbursement allocations" described in the Regulations, being generally the transfer of the appropriate amount of proceeds of the Bonds to reimburse the source of temporary financing used by the City to make prior payment of the costs of the Projects. Each allocation shall be evidenced by an entry on the official books and records of the City maintained for the Bonds or the Projects and shall specifically identify the actual original expenditure being reimbursed.

PASSED AND APPROVED by the City Council of the City of Billings, Montana, this 13th day of July, 2026.

_____
Mayor

Attest: _____
City Clerk

(SEAL)

Consent 1. S.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Annexation 26-02, Ward Boundary Ordinance, 2nd Reading
PRESENTED BY: Hunter Kelly, Planner 1
Department: Planning & Community Services
Presentation: No
Legal Review: No
Project Number: PZX-26-00046

RECOMMENDATION
Staff recommends the City approve this ordinance on second reading, adding recently annexed property to Ward 5. Council held a public hearing on June 22, 2026 and recommended approval on first reading. This second reading action would be consistent with the first reading.

EXECUTIVE SUMMARY
As part of the action to annex the Knife River properties in Long Subdivision, the City must include recently annexed land into Election Ward 5. This process must be completed by an ordinance with two readings.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)
IMEG Engineering behalf of Knife River Corporation submitted a petition to annex land using the provisions of Section 7-2-4600, MCA. The property is located west of Shiloh Road and south of Shiloh Crossing Boulevard. The land being annexed is described as being Lot 1, Block 1 of Long Subdivision, situated in S15, T01 S, R25 E. The property is zoned A - Agriculture. This is not a zoning district recognized by the City. This annexation petition is being filed in conjunction with a Planned Neighborhood Development (Zone Change 1079) from Agriculture (A) to a combination of zoning districts, including Corridor Mixed Use 2 (CMU2), Mixed Residential 3 (NX3), and Parks and open space 1 (P1).

Upon Council approval, this annexation requires a change in the boundaries of Ward 5. Two readings are required for this action. The first reading and public hearing occurred June 22, 2026. The second reading will occur at this meeting.

FISCAL EFFECTS
This application has no impact on the Planning Division Budget.

STAKEHOLDERS
City Council conducted a public hearing and first reading on June 22, 2026 The City Council received no testimony from the public, and closed the public hearing. The City Council did not have any further discussion. Council Member O'Donnell made a motion to approve the annexation on first reading and adopt the findings of the annexation criteria. The motion was seconded by Council Member Boyett and approved on a unanimous vote.

ALTERNATIVES
City Council may:

- Approve adding the subject property to Ward 5, or;
- Disapprove adding the subject property to Ward 5. Disapproval will not modify the boundary of Ward 5 and will create a problem where property inside the City Limits is not within a City Ward.

Attachments

Ward Boundary Ordinance

ORDINANCE NO. 26-_____

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 5 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 5 the following described real property:

Lot 1, Block 1, LONG SUBDIVISION, LESS 0.57 acres for Shiloh Road, as recorded under Document No. 1755400, records of Yellowstone County, Montana, including all adjacent Rights-of-Way. Said Annexation containing 76.05 acres net and gross, more or less.

(# 26-02) 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. 26-_____ 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 22nd day of June, 2026.

PASSED by the City Council on the second reading this 13th day of July, 2026.

THE CITY OF BILLINGS:

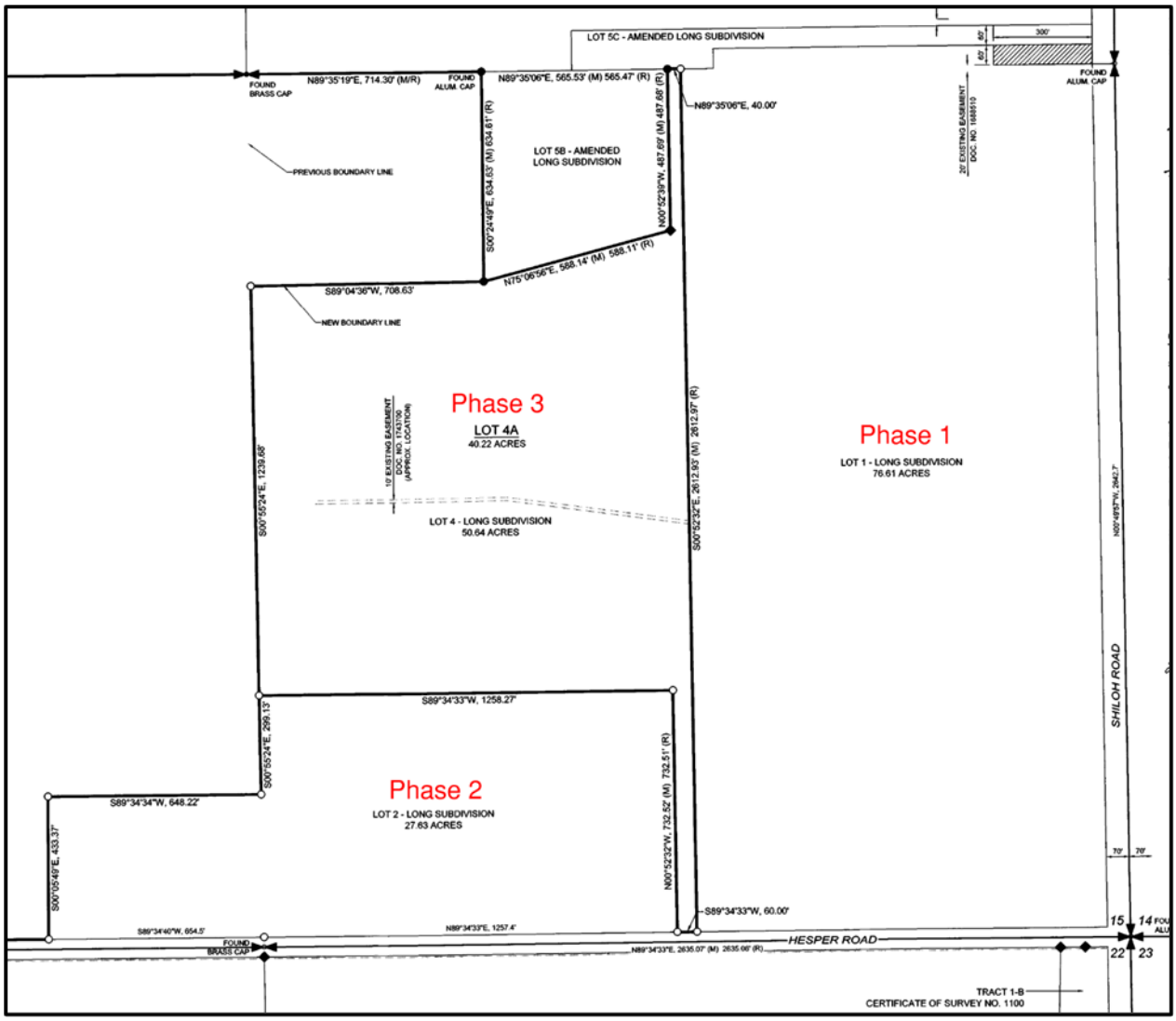
_____
Mike Nelson, MAYOR

ATTEST:

BY: _____
Denise Bohlman, CITY CLERK

(#26-02)

“Exhibit A”


LOT 5C - AMENDED LONG SUBDIVISION
FOUND BRASS CAP
N89°35'19"E, 714.30' (M/R)
FOUND ALUM. CAP
N89°35'06"E, 565.53' (M) 565.47' (R)
N89°35'06"E, 40.00'
FOUND ALUM. CAP
PREVIOUS BOUNDARY LINE
LOT 5B - AMENDED LONG SUBDIVISION
S00°24'49"E, 634.63' (M) 634.61' (R)
N00°52'39"W, 487.69' (M) 487.68' (R)
20' EXISTING EASEMENT DOC. NO. 1888510
N75°06'56"E, 588.14' (M) 588.11' (R)
S89°04'36"W, 708.63'
NEW BOUNDARY LINE
Phase 3
LOT 4A
40.22 ACRES
10' EXISTING EASEMENT DOC. NO. TO BE DETERMINED (APPROX. LOCATION)
Phase 1
LOT 1 - LONG SUBDIVISION
76.61 ACRES
LOT 4 - LONG SUBDIVISION
50.64 ACRES
S00°55'24"E, 1239.68'
S00°52'34"E, 2612.93' (M) 2612.97' (R)
S89°34'33"W, 1258.27'
S00°55'24"E, 299.15'
Phase 2
LOT 2 - LONG SUBDIVISION
27.63 ACRES
S89°34'34"W, 648.22'
S00°05'49"E, 433.37'
N00°52'32"W, 732.52' (M) 732.51' (R)
S89°34'33"W, 60.00'
SHILOH ROAD
S89°34'40"W, 654.5'
N89°34'33"E, 1257.4'
FOUND BRASS CAP
HESPER ROAD
N89°34'33"E, 2635.07' (M) 2635.06' (R)
15
14
22
23
TRACT 1-B
CERTIFICATE OF SURVEY NO. 1100

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Payment of Claims for week of June 9th, 2026
PRESENTED BY: Erin Watterud
Department: Finance
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION
Staff recommends Council approve the Payment of Claims

EXECUTIVE SUMMARY
Claims in the amount of $2,255,220.49 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.

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

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.

STAKEHOLDERS

ALTERNATIVES
No other alternatives were analyzed.

Attachments

CouncilMemo wk of 06092026

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890130	Ace Electric	Library	$ 448.09	26411 Server room A/C unit
06/09/2026	890130	Ace Electric	Public Safety	$ 4,360.94	lights/oven shutdown. grge receptacles/exhaust fan power
06/09/2026	890132	Advanced Employment Services	P.W. Admin	$ 896.00	Contract Labor Week Ending 05/10/2026..R
06/09/2026	890132	Advanced Employment Services	Solid Waste	$ 1,400.00	cardboard employees
06/09/2026	890132	Advanced Employment Services	Solid Waste	$ 1,113.00	temp workers for cardboard collection
06/09/2026	890133	Advanced Engin and Enviro Services	Wastewater	$ 10,922.50	Phase 1 - Water and Wastewater Rate Study
06/09/2026	890133	Advanced Engin and Enviro Services	Wastewater	$ -	Phase 2 - Water and Wastewater Rate Study
06/09/2026	890133	Advanced Engin and Enviro Services	Water	$ 1,599.00	Phase 1 - Water and Wastewater Rate Study
06/09/2026	890133	Advanced Engin and Enviro Services	Water	$ -	Phase 2 -Water and Wastewater Rate Study
06/09/2026	890135	Airgas Ncn	Water	$ 3,422.00	gas monitors
06/09/2026	890136	ALPHA ROCK AVIATION CONSULTING	Airport	$ 32,704.20	Airport Governance Analysis & Transition Plan
06/09/2026	ACH	Altitude Signal	Street/Traffic	$ 24,570.00	GS2-GS3 trade Up w/ TS2 module..for traffic signals
06/09/2026	890143	Apsco	Wastewater	$ 14,849.54	wear shoes for replacement on hydrogrit
06/09/2026	890148	BAR 10	Park Dist 1	$ 11,310.00	south park south & east shop repairs - 77
06/09/2026	890159	Black Rattler Asphalt	Park Dist 1	$ 12,500.00	pioneer park bb court (Kaden's Court); matching grant
06/09/2026	890161	BNSF Railway Company	Street/Traffic	$ 24,721.60	Contract MRL 62791...DOT # 087491T, 0871
06/09/2026	890161	BNSF Railway Company	Street/Traffic	$ 16,987.34	Contract MRL 62791..DOT #087491T, 087492
06/09/2026	890163	Bohyer, Erickson, Beaudette & Tranel	General	$ 4,875.00	Bohyer, Erickson, Beaudette & Tranel, P.C. Invoice #65406
06/09/2026	890172	C & L Service	Street/Traffic	$ 6,990.00	Service & Pole for street lights
06/09/2026	890173	Capehon Development	Parking	$ 13,726.25	14_PARKING LEASE AND UTILITIES REIMBURSEMENT JUN 26
06/09/2026	890176	Cascade Engineering	Solid Waste	$ 30,920.00	Residential Solid Waste Containers; 261009384
06/09/2026	890187	Colstrip Electric	Park Dist 1	$ 580.45	central irrigation - 48878
06/09/2026	890187	Colstrip Electric	Park Dist 1	$ 165.00	electrical repairs at rec center building oven - 48148
06/09/2026	890187	Colstrip Electric	Park Dist 1	$ 275.00	north park sprayground repairs 48875
06/09/2026	890187	Colstrip Electric	Park Dist 1	$ 751.01	pump station hook up at central park - 47739
06/09/2026	890187	Colstrip Electric	Parks Maint	$ 275.00	copperridge electrical 48877
06/09/2026	890187	Colstrip Electric	Parks Maint	$ 1,375.00	high sierra irrigation pump - 48874
06/09/2026	890187	Colstrip Electric	Parks Maint	$ 644.52	rehberg light repairs 48876
06/09/2026	890188	Community Seven	General	$ 275.00	EDMDL-052726-004 "Monthly Sponsorship of "Your City"
06/09/2026	890188	Community Seven	General	$ 7,091.75	PEG Fees January 1, 2026 to March 31, 2026
06/09/2026	890192	County Water District Of Blngs Heights	Park Dist 1	$ 21.10	water charges for arrowhead 13137
06/09/2026	890192	County Water District Of Blngs Heights	Park Dist 1	$ 270.16	water charges for cleavenger 01019
06/09/2026	890192	County Water District Of Blngs Heights	Park Dist 1	$ 2,721.03	water charges for hawthorne 08163

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890192	County Water District Of Blngs Heights	Park Dist 1	$ 1,082.91	water charges for primrose 06100
06/09/2026	890192	County Water District Of Blngs Heights	Parks Maint	$ 510.00	water charges for luthern 10112
06/09/2026	890192	County Water District Of Blngs Heights	Parks Maint	$ 385.20	water charges for rolling hills 09174
06/09/2026	890192	County Water District Of Blngs Heights	Parks Maint	$ 1,008.18	water charges for rolling hills 16219
06/09/2026	890192	County Water District Of Blngs Heights	Parks Maint	$ 1,828.50	water charges for twin oaks 17196
06/09/2026	890192	County Water District Of Blngs Heights	Parks Maint	$ 450.67	water charges for Uinta 17140
06/09/2026	890192	County Water District Of Blngs Heights	Parks Maint	$ 79.90	water charges for walden grove 30388
06/09/2026	890192	County Water District Of Blngs Heights	Public Safety	$ 933.20	Station 6 water services May 26
06/09/2026	890192	County Water District Of Blngs Heights	Public Safety	$ 641.62	Station 8 water services May 26
06/09/2026	890196	Dakota Supply Group	Water	$ 1,260.00	1" BALL CORP STOP CTS - COMPRESSION B25008 (H2500008)
06/09/2026	890196	Dakota Supply Group	Water	$ 36.00	1" STIFFENERS - CTS PE INSERTS SS P/N: 6133T1
06/09/2026	890196	Dakota Supply Group	Water	$ 1,405.00	24" X 20" SH CI-FC REPAIR CLAMP - F3-2680 X 20-SH
06/09/2026	890196	Dakota Supply Group	Water	$ 960.00	3/4" CC X COMP CORP STOP - (74701BQ34) P/N: 106099
06/09/2026	890196	Dakota Supply Group	Water	$ 380.00	3/4" COMPRESSION COUPLING SLIP - 74758Q34
06/09/2026	890196	Dakota Supply Group	Water	$ 33.00	3/4" STIFFENERS - CTS PE INSERTS SS P/N: 6133T34
06/09/2026	890196	Dakota Supply Group	Water	$ 466.00	8" X 15" CI-FC REPAIR CLAMP - F1-939 X 15-SH P/N: 401763
06/09/2026	890202	Dell Computer	IT Resources	$ 4,160.00	Qty 2 16" Dell Pro Max w/Cellular and docks
06/09/2026	890207	Downtown Billings Partnership	Tax Incrmnt N	$ 27,175.42	FY26 DT TIF Operating Agreement. June, 2026
06/09/2026	890211	Earth First Aid Curbside Recycling	Solid Waste	$ 2,599.50	cardboard recycle for May 2026
06/09/2026	890212	Eaton Corporation	Water	$ 14,575.14	4-Dances UPS and Panel With Startup
06/09/2026	890214	Energy Laboratories	Wastewater	$ 196.00	Ammonia Analysis for WRF
06/09/2026	890214	Energy Laboratories	Wastewater	$ 271.00	Industrial Pretreatment Sampling
06/09/2026	890214	Energy Laboratories	Wastewater	$ 196.00	WRF Ammonia Analysis
06/09/2026	890214	Energy Laboratories	Wastewater	$ 196.00	WRF Ammonia Samples
06/09/2026	890214	Energy Laboratories	Wastewater	$ 196.00	WRF Ammonia Testing
06/09/2026	890214	Energy Laboratories	Wastewater	$ 327.00	WRF Analyses
06/09/2026	890214	Energy Laboratories	Wastewater	$ 828.00	WRF Compliance Samples
06/09/2026	890214	Energy Laboratories	Wastewater	$ 234.00	WRF Oil/Grease Samples
06/09/2026	890214	Energy Laboratories	Water	$ 2,335.00	DBP Analysis for WTP
06/09/2026	890214	Energy Laboratories	Water	$ 1,149.00	DBP Samples
06/09/2026	890214	Energy Laboratories	Water	$ 383.00	DBP Study
06/09/2026	890214	Energy Laboratories	Water	$ 383.00	WTP DBP Study
06/09/2026	890215	EPACT Newtwork	Park Dist 1	$ 4,000.00	epact enterprise package for auto archiving rec division

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890220	Ferguson Enterprises	Street/Traffic	$ 305.82	Hydrant wrenches for sweepers
06/09/2026	890220	Ferguson Enterprises	Wastewater	$ 26.50	Hydrant parts at Shop
06/09/2026	890220	Ferguson Enterprises	Water	$ 992.00	CURB BOX 2" TAP - 6 1/2' (MINNESOTA)
06/09/2026	890220	Ferguson Enterprises	Water	$ 3,456.00	CURB BOX 3/4" - 1 - 1/2" TAP - 7' BURY (56147) MT WTRWRKS
06/09/2026	890220	Ferguson Enterprises	Water	$ 26.51	Hydrant parts at Shop
06/09/2026	890223	Fisher Sand & Gravel	Street/Traffic	$ 372.40	514 Thistle (PUD)
06/09/2026	890223	Fisher Sand & Gravel	Street/Traffic	$ 1,466.50	Street repair
06/09/2026	890223	Fisher Sand & Gravel	Street/Traffic	$ 995.40	Street repair 36th & Broadwater and 9th
06/09/2026	890223	Fisher Sand & Gravel	Street/Traffic	$ 4,992.40	Street repair McKay Lane
06/09/2026	ACH	FlashParking	Parking	$ 14,216.22	EMPIRE GARAGE FLASHPARCS SOFTWARE- RENEWAL
06/09/2026	ACH	Flowmark	Library	$ 7,978.77	PS-INV103060 HVAC maintenance
06/09/2026	ACH	Flowmark	Public Safety	$ 132.31	911 Center - Filters
06/09/2026	ACH	Great West Engineering	Solid Waste	$ 4,355.75	WO 25-07 Horizontal Landfill Gas Collector Construction
06/09/2026	890234	Hawkins	Park Dist 1	$ 7,810.40	pools chemicals - 7433985
06/09/2026	890236	Helena Regional Airport	Airport	$ 4,440.00	Moore/Rathburn ARFF Training Fees & Hotel Jun 22-25, 2026
06/09/2026	890242	Hughes Fire Equipment	Fleet	$ 32.22	642131
06/09/2026	890242	Hughes Fire Equipment	Fleet	$ 53.36	642131
06/09/2026	890242	Hughes Fire Equipment	Fleet	$ 31.04	642373
06/09/2026	890242	Hughes Fire Equipment	Fleet	$ 1,552.52	642373
06/09/2026	890242	Hughes Fire Equipment	Fleet	$ 433.84	642373
06/09/2026	890242	Hughes Fire Equipment	Fleet	$ 920.64	642373
06/09/2026	890244	Idexx Distribution Inc.	Water	$ 297.88	Chlorine Reagent
06/09/2026	890244	Idexx Distribution Inc.	Water	$ 83.74	DPD Reagent for Chlorine
06/09/2026	890244	Idexx Distribution Inc.	Water	$ 8,819.53	Micro Reagents
06/09/2026	890247	Ingram Library	Library	$ 3.00	95710325
06/09/2026	890247	Ingram Library	Library	$ 11.80	95710325
06/09/2026	890247	Ingram Library	Library	$ 3.00	95863232
06/09/2026	890247	Ingram Library	Library	$ 12.00	95863232
06/09/2026	890247	Ingram Library	Library	$ 0.20	95952846
06/09/2026	890247	Ingram Library	Library	$ 17.69	95952846
06/09/2026	890247	Ingram Library	Library	$ 10.77	95952846
06/09/2026	890247	Ingram Library	Library	$ 1.87	95952847
06/09/2026	890247	Ingram Library	Library	$ 223.72	95952847

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890247	Ingram Library	Library	$ 0.61	95952848
06/09/2026	890247	Ingram Library	Library	$ 67.82	95952848
06/09/2026	890247	Ingram Library	Library	$ 17.69	95952848
06/09/2026	890247	Ingram Library	Library	$ 0.16	95952849
06/09/2026	890247	Ingram Library	Library	$ 11.79	95952849
06/09/2026	890247	Ingram Library	Library	$ 0.16	95952850
06/09/2026	890247	Ingram Library	Library	$ 17.11	95952850
06/09/2026	890247	Ingram Library	Library	$ 3.00	95952851
06/09/2026	890247	Ingram Library	Library	$ 45.60	95952851
06/09/2026	890247	Ingram Library	Library	$ 3.00	95952852
06/09/2026	890247	Ingram Library	Library	$ 14.74	95952852
06/09/2026	890247	Ingram Library	Library	$ 3.00	96016413
06/09/2026	890247	Ingram Library	Library	$ 39.38	96016413
06/09/2026	890247	Ingram Library	Library	$ 2.22	96022319
06/09/2026	890247	Ingram Library	Library	$ 63.32	96022319
06/09/2026	890247	Ingram Library	Library	$ 0.78	96022320
06/09/2026	890247	Ingram Library	Library	$ 14.74	96022320
06/09/2026	890247	Ingram Library	Library	$ 3.00	96022321
06/09/2026	890247	Ingram Library	Library	$ 16.52	96022321
06/09/2026	890247	Ingram Library	Library	$ 2.90	96048682
06/09/2026	890247	Ingram Library	Library	$ 13.20	96048682
06/09/2026	890247	Ingram Library	Library	$ 19.18	96048682
06/09/2026	890247	Ingram Library	Library	$ 61.74	96048682
06/09/2026	890247	Ingram Library	Library	$ 215.56	96048682
06/09/2026	890247	Ingram Library	Library	$ 0.10	96048683
06/09/2026	890247	Ingram Library	Library	$ 11.99	96048683
06/09/2026	890247	Ingram Library	Library	$ 3.89	96048684
06/09/2026	890247	Ingram Library	Library	$ 0.01	96086724
06/09/2026	890247	Ingram Library	Library	$ 11.20	96086724
06/09/2026	890247	Ingram Library	Library	$ 0.02	96086725
06/09/2026	890247	Ingram Library	Library	$ 11.39	96086725
06/09/2026	890247	Ingram Library	Library	$ 15.34	96086725
06/09/2026	890247	Ingram Library	Library	$ 0.02	96086726

Check Date	Check #	Name	Fund Name	Amount		Item Desc
06/09/2026	890247	Ingram Library	Library	$ 28.49	96086726	
06/09/2026	890247	Ingram Library	Library	$ 0.06	96086727	
06/09/2026	890247	Ingram Library	Library	$ 37.16	96086727	
06/09/2026	890247	Ingram Library	Library	$ 0.07	96086728	
06/09/2026	890247	Ingram Library	Library	$ 37.76	96086728	
06/09/2026	890247	Ingram Library	Library	$ 12.98	96086728	
06/09/2026	890247	Ingram Library	Library	$ 20.17	96086728	
06/09/2026	890247	Ingram Library	Library	$ 22.40	96086728	
06/09/2026	890247	Ingram Library	Library	$ 2.82	96086729	
06/09/2026	890247	Ingram Library	Library	$ 134.02	96086729	
06/09/2026	890247	Ingram Library	Library	$ 492.77	96086729	
06/09/2026	890247	Ingram Library	Library	$ 274.07	96086729	
06/09/2026	890247	Ingram Library	Library	$ 2,187.07	96086729	
06/09/2026	890247	Ingram Library	Library	$ 17.99	96086730	
06/09/2026	890247	Ingram Library	Library	$ 7.79	96086731	
06/09/2026	890247	Ingram Library	Library	$ 3.00	96115358	
06/09/2026	890247	Ingram Library	Library	$ 20.93	96115358	
06/09/2026	890247	Ingram Library	Library	$ 0.11	96115359	
06/09/2026	890247	Ingram Library	Library	$ 10.80	96115359	
06/09/2026	890247	Ingram Library	Library	$ 0.45	96115360	
06/09/2026	890247	Ingram Library	Library	$ 10.19	96115360	
06/09/2026	890247	Ingram Library	Library	$ 11.18	96115360	
06/09/2026	890247	Ingram Library	Library	$ 0.26	96115361	
06/09/2026	890247	Ingram Library	Library	$ 17.70	96115361	
06/09/2026	890247	Ingram Library	Library	$ 1.31	96115362	
06/09/2026	890247	Ingram Library	Library	$ 64.91	96115362	
06/09/2026	890247	Ingram Library	Library	$ 45.53	96115363	Children's programming
06/09/2026	890247	Ingram Library	Library	$ 0.87	96115363	Children's programming
06/09/2026	890247	Ingram Library	Library	$ 3.00	96115364	
06/09/2026	890247	Ingram Library	Library	$ 22.99	96115364	
06/09/2026	890247	Ingram Library	Library	$ 67.44	96135859	
06/09/2026	890247	Ingram Library	Library	$ 59.52	96135859	
06/09/2026	890247	Ingram Library	Library	$ 29.68	96135859	

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890247	Ingram Library	Library	$ 19.48	96135859
06/09/2026	890247	Ingram Library	Library	$ 0.23	96183917
06/09/2026	890247	Ingram Library	Library	$ 40.50	96183917
06/09/2026	890247	Ingram Library	Library	$ 9.00	96183917
06/09/2026	890247	Ingram Library	Library	$ 2.77	96183918
06/09/2026	890247	Ingram Library	Library	$ 17.70	96183918
06/09/2026	890247	Ingram Library	Library	$ 24.36	96183918
06/09/2026	890247	Ingram Library	Library	$ 141.17	96183918
06/09/2026	890247	Ingram Library	Library	$ 2.75	96243299
06/09/2026	890247	Ingram Library	Library	$ 546.78	96243299
06/09/2026	890247	Ingram Library	Library	$ 19.18	96243299
06/09/2026	890247	Ingram Library	Library	$ 0.20	96243300
06/09/2026	890247	Ingram Library	Library	$ 50.67	96243300
06/09/2026	890247	Ingram Library	Library	$ 0.05	96243301
06/09/2026	890247	Ingram Library	Library	$ 17.70	96243301
06/09/2026	890247	Ingram Library	Library	$ 0.01	96311227
06/09/2026	890247	Ingram Library	Library	$ 23.40	96311227
06/09/2026	890247	Ingram Library	Library	$ 0.02	96311228
06/09/2026	890247	Ingram Library	Library	$ 17.70	96311228
06/09/2026	890247	Ingram Library	Library	$ 0.31	96311229
06/09/2026	890247	Ingram Library	Library	$ 254.03	96311229
06/09/2026	890247	Ingram Library	Library	$ 0.05	96311230
06/09/2026	890247	Ingram Library	Library	$ 33.39	96311230
06/09/2026	890247	Ingram Library	Library	$ 2.61	96311231
06/09/2026	890247	Ingram Library	Library	$ 61.02	96311231
06/09/2026	890247	Ingram Library	Library	$ 314.67	96311231
06/09/2026	890247	Ingram Library	Library	$ 704.72	96311231
06/09/2026	890247	Ingram Library	Library	$ 334.85	96311231
06/09/2026	890247	Ingram Library	Library	$ 918.06	96311231
06/09/2026	890247	Ingram Library	Library	$ 11.40	96311232
06/09/2026	890247	Ingram Library	Library	$ 3.00	96353502
06/09/2026	890247	Ingram Library	Library	$ 82.23	96353502
06/09/2026	890247	Ingram Library	Library	$ 0.65	96361225

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890247	Ingram Library	Library	$ 59.17	96361225
06/09/2026	890247	Ingram Library	Library	$ 14.44	96361225
06/09/2026	890247	Ingram Library	Library	$ 1.29	96361226
06/09/2026	890247	Ingram Library	Library	$ 21.60	96361226
06/09/2026	890247	Ingram Library	Library	$ 63.35	96361226
06/09/2026	890247	Ingram Library	Library	$ 21.81	96361226
06/09/2026	890247	Ingram Library	Library	$ 0.93	96361227
06/09/2026	890247	Ingram Library	Library	$ 20.64	96361227
06/09/2026	890247	Ingram Library	Library	$ 41.68	96361227
06/09/2026	890247	Ingram Library	Library	$ 0.13	96361228
06/09/2026	890247	Ingram Library	Library	$ 13.19	96361228
06/09/2026	890247	Ingram Library	Library	$ 0.14	96387857
06/09/2026	890247	Ingram Library	Library	$ 26.96	96387857
06/09/2026	890247	Ingram Library	Library	$ 0.39	96387858
06/09/2026	890247	Ingram Library	Library	$ 30.99	96387858
06/09/2026	890247	Ingram Library	Library	$ 0.30	96387859
06/09/2026	890247	Ingram Library	Library	$ 13.56	96387859
06/09/2026	890247	Ingram Library	Library	$ 8.44	96387859
06/09/2026	890247	Ingram Library	Library	$ 2.17	96387860
06/09/2026	890247	Ingram Library	Library	$ 22.16	96387860
06/09/2026	890247	Ingram Library	Library	$ 46.19	96387860
06/09/2026	890247	Ingram Library	Library	$ 46.77	96387860
06/09/2026	890247	Ingram Library	Library	$ 265.54	96387860
06/09/2026	890247	Ingram Library	Library	$ 3.00	96393078
06/09/2026	890247	Ingram Library	Library	$ 54.87	96393078
06/09/2026	890247	Ingram Library	Library	$ 341.81	96393078
06/09/2026	890247	Ingram Library	Library	$ 67.38	96413865
06/09/2026	890247	Ingram Library	Library	$ 13.20	96413865
06/09/2026	890247	Ingram Library	Library	$ 54.60	96413865
06/09/2026	890247	Ingram Library	Library	$ 8.99	96413865
06/09/2026	890247	Ingram Library	Library	$ 44.94	96413865
06/09/2026	890247	Ingram Library	Library	$ 2.23	96454260
06/09/2026	890247	Ingram Library	Library	$ 53.10	96454260

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890247	Ingram Library	Library	$ 0.77	96454261
06/09/2026	890247	Ingram Library	Library	$ 18.88	96454261
06/09/2026	890247	Ingram Library	Library	$ 0.12	96582831
06/09/2026	890247	Ingram Library	Library	$ 11.20	96582831
06/09/2026	890247	Ingram Library	Library	$ 0.15	96582832
06/09/2026	890247	Ingram Library	Library	$ 10.61	96582832
06/09/2026	890247	Ingram Library	Library	$ 0.12	96582833
06/09/2026	890247	Ingram Library	Library	$ 11.39	96582833
06/09/2026	890247	Ingram Library	Library	$ 0.15	96582834
06/09/2026	890247	Ingram Library	Library	$ 11.99	96582834
06/09/2026	890247	Ingram Library	Library	$ 1.35	96582835
06/09/2026	890247	Ingram Library	Library	$ 17.40	96582835
06/09/2026	890247	Ingram Library	Library	$ 33.71	96582835
06/09/2026	890247	Ingram Library	Library	$ 21.22	96582835
06/09/2026	890247	Ingram Library	Library	$ 1.11	96582836
06/09/2026	890247	Ingram Library	Library	$ 17.70	96582836
06/09/2026	890247	Ingram Library	Library	$ 68.10	96582836
06/09/2026	890247	Ingram Library	Library	$ 0.31	96616113
06/09/2026	890247	Ingram Library	Library	$ 37.76	96616113
06/09/2026	890247	Ingram Library	Library	$ 2.41	96616114
06/09/2026	890247	Ingram Library	Library	$ 273.94	96616114
06/09/2026	890247	Ingram Library	Library	$ 0.28	96616115
06/09/2026	890247	Ingram Library	Library	$ 40.80	96616115
06/09/2026	890243	I-State Truck	Fleet	$ 2,384.99	C251410953.02
06/09/2026	890243	I-State Truck	Fleet	$ 185.00	C251410987.01
06/09/2026	890243	I-State Truck	Fleet	$ 2,243.23	C251410987.01
06/09/2026	890243	I-State Truck	Fleet	$ 127.67	C251410987.01
06/09/2026	890243	I-State Truck	Fleet	$ 147.14	C251411041.01
06/09/2026	890243	I-State Truck	Fleet	$ 120.21	C251411060.01
06/09/2026	890243	I-State Truck	Fleet	$ 1.99	C251411060.01
06/09/2026	890243	I-State Truck	Fleet	$ 9.99	C251411071.01
06/09/2026	890243	I-State Truck	Fleet	$ 121.36	C251411071.01
06/09/2026	890243	I-State Truck	Fleet	$ 50.00	C251411115.01

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890243	I-State Truck	Fleet	$ 106.33	C251411115.01
06/09/2026	890243	I-State Truck	Fleet	$ 50.00	C251411133.01
06/09/2026	890243	I-State Truck	Fleet	$ 172.14	C251411133.01
06/09/2026	890243	I-State Truck	Fleet	$ 96.69	C251411237.01
06/09/2026	890243	I-State Truck	Fleet	$ 23.55	C251411237.01
06/09/2026	890243	I-State Truck	Fleet	$ 125.56	C251411263.01
06/09/2026	890243	I-State Truck	Fleet	$ 311.74	C251411448.01
06/09/2026	890243	I-State Truck	Fleet	$ 172.14	C251411587.01
06/09/2026	890243	I-State Truck	Fleet	$ 489.24	C251411986:01
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 210.87	P03948
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 890.00	P03948
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 935.00	P03959
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 380.20	P03959
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 146.26	P03991
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 380.20	P03992
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 78.87	P04000
06/09/2026	ACH	Joe Johnson Equipment	Fleet	$ 678.00	P04000
06/09/2026	ACH	Joe Johnson Equipment	Wastewater	$ 79.20	SHOP SUPPLIES
06/09/2026	ACH	Joe Johnson Equipment	Wastewater	$ 990.00	TROUBLESHOOT HYDRAULIC ISSUES
06/09/2026	ACH	Joe Johnson Equipment	Water	$ 79.20	SHOP SUPPLIES
06/09/2026	ACH	Joe Johnson Equipment	Water	$ 990.00	TROUBLESHOOT HYDRAULIC ISSUES
06/09/2026	890272	Kittelson & Associates	Planning	$ 16,423.43	Professional services through April 30, 2026
06/09/2026	890272	Kittelson & Associates	St Maint Dist	$ 9,871.00	WO 25-38 Division St Signal Coordination; Pmt 7
06/09/2026	890295	Meadow Green Sales	Park Dist 1	$ 16.50	mower parts - 20911
06/09/2026	890295	Meadow Green Sales	Street/Traffic	$ 1,941.00	New push mower
06/09/2026	890295	Meadow Green Sales	Street/Traffic	$ 2,847.50	Trimmers & attachments for seasonal help
06/09/2026	890298	Midwest Tape	Library	$ 8,039.14	508945613 Hoopla May 2026
06/09/2026	890302	Montana Dakota Utilities	Facilities	$ 404.82	130 733 1000 8
06/09/2026	890302	Montana Dakota Utilities	Facilities	$ 1,579.31	757 633 1000 2
06/09/2026	890302	Montana Dakota Utilities	Facilities	$ 1,420.02	989 733 1000 0
06/09/2026	890302	Montana Dakota Utilities	Facilities	$ 484.82	993 733 1000 4
06/09/2026	890302	Montana Dakota Utilities	Park Dist 1	$ 76.81	061 943 1000 6
06/09/2026	890302	Montana Dakota Utilities	Park Dist 1	$ 55.66	371 101 1000 6

Check Date	Check #	Name	Fund Name	Amount		Item Desc
06/09/2026	890302	Montana Dakota Utilities	Park Dist 1	$ 169.85	571 295 3342 8	
06/09/2026	890302	Montana Dakota Utilities	Park Dist 1	$ 56.97	927 890 1000 3	
06/09/2026	890302	Montana Dakota Utilities	Public Safety	$ 518.25	169 233 1000 3	
06/09/2026	890302	Montana Dakota Utilities	Public Safety	$ 172.81	442 190 1000 4	
06/09/2026	890302	Montana Dakota Utilities	Public Safety	$ 79.72	602 589 7178 1	
06/09/2026	890302	Montana Dakota Utilities	Public Safety	$ 271.00	885 880 1000 4	
06/09/2026	890302	Montana Dakota Utilities	Solid Waste	$ 473.16	284 225 1320 1	
06/09/2026	890302	Montana Dakota Utilities	Solid Waste	$ 84.81	602 680 9335 2	
06/09/2026	890302	Montana Dakota Utilities	Solid Waste	$ 533.10	770 390 1000 2	
06/09/2026	890302	Montana Dakota Utilities	Transit	$ 634.62	962 880 1000 0	
06/09/2026	890302	Montana Dakota Utilities	Wastewater	$ 102.48	310 490 1000 7	
06/09/2026	890302	Montana Dakota Utilities	Wastewater	$ 36.29	410 490 1000 6	
06/09/2026	890302	Montana Dakota Utilities	Wastewater	$ 88.43	868 563 1000 7	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 82.22	010 490 1000 0	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 78.99	076 225 9180 3	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 47.04	110 490 1000 9	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 46.35	209 077 5055 6	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 122.72	210 490 1000 8	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 307.41	310 490 1000 7	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 108.87	410 490 1000 6	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 926.23	500 490 1000 7	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 55.66	510 490 1000 5	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 35.74	527 033 1000 4	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 86.18	566 923 1000 8	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 17.54	600 490 1000 6	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 17.53	600 490 1000 6	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 138.63	610 490 1000 4	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 50.98	666 923 1000 7	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 151.94	700 490 1000 5	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 257.14	800 490 1000 4	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 35.07	832 001 1000 1	
06/09/2026	890302	Montana Dakota Utilities	Water	$ 602.61	900 490 1000 3	
06/09/2026	890303	Montana Peterbilt	Fleet	$ 3,691.95	136044BL	

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890303	Montana Peterbilt	Fleet	$ 181.87	136295BL
06/09/2026	890303	Montana Peterbilt	Fleet	$ 235.68	136296BL
06/09/2026	890303	Montana Peterbilt	Fleet	$ 281.44	136297BL
06/09/2026	890303	Montana Peterbilt	Fleet	$ 253.32	136414BL
06/09/2026	890303	Montana Peterbilt	Fleet	$ 458.08	136428BL
06/09/2026	890304	Morrison Maierle	Airport	$ 15,075.43	Airport Master Plan Update - Federal Share
06/09/2026	890304	Morrison Maierle	Airport	$ 1,675.05	Airport Master Plan Update - Local Share
06/09/2026	890304	Morrison Maierle	Airport	$ 5,247.07	Amendment 32 Design Taxilane Design - Federal
06/09/2026	890304	Morrison Maierle	Airport	$ 276.16	Amendment 32 Design Taxilane Design - Local
06/09/2026	890304	Morrison Maierle	Airport	$ 17,198.51	Amend 33, Drainage Pond E Design/Constr Mngmnt - Fed
06/09/2026	890304	Morrison Maierle	Airport	$ 905.18	Amend 33, Drainage Pond E Design/Constr Mngmnt - Local
06/09/2026	890304	Morrison Maierle	Airport	$ 8,872.09	FY26 Miscellaneous Services
06/09/2026	890304	Morrison Maierle	Airport	$ 35,092.91	Runway Reconstruction & Extension Project - Federal Share
06/09/2026	890304	Morrison Maierle	Airport	$ 1,847.00	Runway Reconstruction & Extension Project - Local Share
06/09/2026	890305	Motor Power Equipment	Fleet	$ 256.86	10P1027
06/09/2026	890305	Motor Power Equipment	Fleet	$ 93.86	10P1783
06/09/2026	890305	Motor Power Equipment	Fleet	$ 712.37	10P2000
06/09/2026	890305	Motor Power Equipment	Fleet	$ 2.63	10P2068
06/09/2026	890305	Motor Power Equipment	Fleet	$ 13.03	10P2068
06/09/2026	890305	Motor Power Equipment	Fleet	$ 51.95	10P2083
06/09/2026	890305	Motor Power Equipment	Fleet	$ 8.72	10P2083
06/09/2026	890305	Motor Power Equipment	Fleet	$ 43.94	10P2083
06/09/2026	890305	Motor Power Equipment	Fleet	$ 553.08	10P2088
06/09/2026	890305	Motor Power Equipment	Fleet	$ 4.05	10P2193
06/09/2026	890305	Motor Power Equipment	Fleet	$ 69.58	10P2279
06/09/2026	890305	Motor Power Equipment	Fleet	$ 119.07	10P2314
06/09/2026	890305	Motor Power Equipment	Fleet	$ 27.12	10P2314
06/09/2026	890305	Motor Power Equipment	Fleet	$ 102.48	10P2359
06/09/2026	890305	Motor Power Equipment	Fleet	$ 240.00	10P2623
06/09/2026	890305	Motor Power Equipment	Fleet	$ 1,783.58	10P2623
06/09/2026	890305	Motor Power Equipment	Fleet	$ 206.89	10P2809
06/09/2026	890305	Motor Power Equipment	Fleet	$ 59.69	10P2905
06/09/2026	890305	Motor Power Equipment	Fleet	$ 206.89	10P2927

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890305	Motor Power Equipment	Fleet	$ 216.38	10P3017
06/09/2026	890305	Motor Power Equipment	Fleet	$ (240.00)	10P3020
06/09/2026	890305	Motor Power Equipment	Fleet	$ (206.89)	10P3023
06/09/2026	890305	Motor Power Equipment	Fleet	$ 598.29	10P3215
06/09/2026	890306	Motorola Solutions	EOC 911	$ 33,211.41	911 Center Nice System change order
06/09/2026	890306	Motorola Solutions	EOC 911	$ 102,466.70	Nice logging system 10% of the contract price
06/09/2026	890306	Motorola Solutions	Public Safety	$ 174,250.00	911 Center Radio System Original Contract
06/09/2026	890306	Motorola Solutions	Public Safety	$ 524,750.00	911 Center Radio System Original Contract
06/09/2026	890306	Motorola Solutions	Radio	$ 232,829.00	2 Year charges for the radio contract
06/09/2026	890307	Moulton Bellingham	General	$ 330.00	Invoice #164455 (Knife River - Possible Litigation) $330.00
06/09/2026	890307	Moulton Bellingham	General	$ 10,352.00	Invoice #164810 (Chapman, et al. v COB) $10,352.00
06/09/2026	890307	Moulton Bellingham	General	$ 6,545.00	Invoice #164956 (Chapman, et al. v COB) $6,545.00
06/09/2026	890312	Napa Auto Parts	Fleet	$ 127.68	746255
06/09/2026	890312	Napa Auto Parts	Fleet	$ 134.40	746255
06/09/2026	890312	Napa Auto Parts	Fleet	$ 45.12	746255
06/09/2026	890312	Napa Auto Parts	Fleet	$ 26.16	746255
06/09/2026	890312	Napa Auto Parts	Fleet	$ 132.48	746255
06/09/2026	890312	Napa Auto Parts	Fleet	$ 57.15	746295
06/09/2026	890312	Napa Auto Parts	Fleet	$ 122.98	746439
06/09/2026	890312	Napa Auto Parts	Fleet	$ 307.44	746439
06/09/2026	890312	Napa Auto Parts	Fleet	$ 8.63	746490
06/09/2026	890312	Napa Auto Parts	Fleet	$ 15.18	746490
06/09/2026	890312	Napa Auto Parts	Fleet	$ (134.40)	746509
06/09/2026	890312	Napa Auto Parts	Fleet	$ 45.85	746556
06/09/2026	890312	Napa Auto Parts	Fleet	$ 5.76	746586
06/09/2026	890312	Napa Auto Parts	Fleet	$ 22.64	746632
06/09/2026	890312	Napa Auto Parts	Fleet	$ 173.35	746639
06/09/2026	890312	Napa Auto Parts	Fleet	$ 43.95	746639
06/09/2026	890312	Napa Auto Parts	Fleet	$ 529.44	746679
06/09/2026	890312	Napa Auto Parts	Fleet	$ 16.88	746798
06/09/2026	890312	Napa Auto Parts	Fleet	$ 108.69	746808
06/09/2026	890312	Napa Auto Parts	Fleet	$ 32.60	746816
06/09/2026	890312	Napa Auto Parts	Fleet	$ 34.20	746826

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890312	Napa Auto Parts	Fleet	$ (122.98)	746835
06/09/2026	890312	Napa Auto Parts	Fleet	$ (307.44)	746835
06/09/2026	890312	Napa Auto Parts	Fleet	$ 18.03	746839
06/09/2026	890312	Napa Auto Parts	Fleet	$ 10.65	747089
06/09/2026	890312	Napa Auto Parts	Fleet	$ 42.32	747096
06/09/2026	890312	Napa Auto Parts	Fleet	$ (173.35)	747119
06/09/2026	890312	Napa Auto Parts	Fleet	$ 135.28	747135
06/09/2026	890312	Napa Auto Parts	Fleet	$ 359.82	747225
06/09/2026	890312	Napa Auto Parts	Fleet	$ 506.78	747225
06/09/2026	890312	Napa Auto Parts	Fleet	$ 192.08	747225
06/09/2026	890312	Napa Auto Parts	Fleet	$ (108.69)	748172
06/09/2026	890312	Napa Auto Parts	Fleet	$ 4.88	750385
06/09/2026	890312	Napa Auto Parts	Fleet	$ 43.68	750399
06/09/2026	890312	Napa Auto Parts	Fleet	$ 65.88	750430
06/09/2026	890312	Napa Auto Parts	Fleet	$ 128.70	750431
06/09/2026	890312	Napa Auto Parts	Fleet	$ 20.57	750431
06/09/2026	890312	Napa Auto Parts	Fleet	$ 80.85	750431
06/09/2026	890312	Napa Auto Parts	Fleet	$ 381.72	750699
06/09/2026	890312	Napa Auto Parts	Fleet	$ 217.29	750699
06/09/2026	890312	Napa Auto Parts	Street/Traffic	$ 3.86	Lights for paint crew
06/09/2026	ACH	NorMont Equipment Company	Street/Traffic	$ 2,716.53	Emulsion/Road patch oil
06/09/2026	890317	NorthWestern Energy	Airport	$ 38,920.48	0100482-9. Vault Main. May 2026
06/09/2026	890317	NorthWestern Energy	Facilities	$ 545.15	0720829-1
06/09/2026	890317	NorthWestern Energy	Facilities	$ 1,827.19	0975808-7
06/09/2026	890317	NorthWestern Energy	Facilities	$ 910.31	1160802-3
06/09/2026	890317	NorthWestern Energy	Facilities	$ 2,083.32	1160804-9
06/09/2026	890317	NorthWestern Energy	Facilities	$ 2,677.27	1269391-7
06/09/2026	890317	NorthWestern Energy	Facilities	$ 11,531.04	3927205-9
06/09/2026	890317	NorthWestern Energy	Library	$ 9,099.35	3039007-4 Library electricity June 2026
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 1,230.05	0100506-5
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 45.92	0712387-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 130.71	0712536-2
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 61.81	0712539-6

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 225.88	0712683-2
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 50.66	0720818-4
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 298.54	0720821-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 23.87	0722237-5
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 22.61	0722247-4
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 566.27	0722251-6
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 237.15	0722254-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 105.69	0722255-7
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 938.15	0722257-3
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 474.87	0722260-7
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 221.54	0722261-5
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 216.59	0722262-3
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 237.15	0722263-1
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 194.90	0722265-6
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 142.46	0722266-4
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 238.39	0722268-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 120.75	0722269-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 237.15	0722285-4
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 735.25	0722287-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 12.71	0722292-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 50.11	0722293-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 28.36	0722905-7
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 226.53	0722933-9
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 570.50	0723027-9
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 157.64	0723035-2
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 22.78	0723036-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 252.29	0723037-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 237.15	0723041-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 49.94	0723042-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 572.75	0723044-4
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 608.57	0723045-1
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 600.25	0723048-5
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 558.80	0723050-1

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 231.72	0723051-9
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 237.15	0723052-7
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 572.95	0723054-3
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 22.05	0723055-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 68.38	0723056-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 24.18	0723057-6
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 52.87	0723058-4
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 32.00	0723090-7
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 22.05	0723162-4
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 1,195.59	0723170-7
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 140.19	0789437-1
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 6.00	0831702-6
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 22.78	0920801-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 490.30	0925496-2
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 792.59	1141284-8
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 481.36	1160780-1
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 22.35	1230066-1
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 26.51	1635289-0
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 28.55	1836666-6
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 34.29	3020837-5
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 32.00	4081700-9
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 626.44	4089118-6
06/09/2026	890317	NorthWestern Energy	Park Dist 1	$ 29.84	4307764-3
06/09/2026	890317	NorthWestern Energy	Parking	$ 2,196.09	0720834-1
06/09/2026	890317	NorthWestern Energy	Parking	$ 1,519.82	1569636-2
06/09/2026	890317	NorthWestern Energy	Parking	$ 1,303.66	1594282-4
06/09/2026	890317	NorthWestern Energy	Parks Maint	$ 117.98	4299970-6
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 679.56	0712537-0
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 465.16	0720840-8
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 679.29	0871546-8
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 225.20	1984150-1
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 171.06	1984155-0
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 2,899.69	3448739-7

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 344.66	4045328-4
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 2,022.09	Station 1 services May 2026
06/09/2026	890317	NorthWestern Energy	Public Safety	$ 619.83	Station 6 services May 2026
06/09/2026	890317	NorthWestern Energy	Radio	$ 399.13	0721580-9
06/09/2026	890317	NorthWestern Energy	Radio	$ 97.65	1006915-1
06/09/2026	890317	NorthWestern Energy	Solid Waste	$ 1,003.41	3252194-0
06/09/2026	890317	NorthWestern Energy	Street/Traffic	$ 22.05	0723645-8
06/09/2026	890317	NorthWestern Energy	Street/Traffic	$ 237.51	1740357-7
06/09/2026	890317	NorthWestern Energy	Street/Traffic	$ 237.62	1748896-6
06/09/2026	890317	NorthWestern Energy	Street/Traffic	$ 31.26	2047000-1
06/09/2026	890317	NorthWestern Energy	Street/Traffic	$ 23.49	2047011-8
06/09/2026	890317	NorthWestern Energy	Tax Incrmnt S	$ 4,266.29	4312624-2
06/09/2026	890317	NorthWestern Energy	Transit	$ 45.00	0712764-0
06/09/2026	890317	NorthWestern Energy	Transit	$ 283.23	1784756-7
06/09/2026	890317	NorthWestern Energy	Wastewater	$ 1,308.00	0100606-3
06/09/2026	890317	NorthWestern Energy	Wastewater	$ 1,434.87	2132749-9
06/09/2026	890317	NorthWestern Energy	Water	$ 1,107.14	0100478-7
06/09/2026	890317	NorthWestern Energy	Water	$ 1,720.02	0100485-2
06/09/2026	890317	NorthWestern Energy	Water	$ 6,638.77	0100540-4
06/09/2026	890317	NorthWestern Energy	Water	$ 99,407.44	0100606-3
06/09/2026	890317	NorthWestern Energy	Water	$ 3,923.97	0100606-3
06/09/2026	890317	NorthWestern Energy	Water	$ 151.11	0722252-4
06/09/2026	890317	NorthWestern Energy	Water	$ 5,155.87	0722264-9
06/09/2026	890317	NorthWestern Energy	Water	$ 3,476.55	0723040-2
06/09/2026	890317	NorthWestern Energy	Water	$ 4,401.96	0723043-6
06/09/2026	890317	NorthWestern Energy	Water	$ 27.55	0723059-2
06/09/2026	890317	NorthWestern Energy	Water	$ 1,187.78	1116452-2
06/09/2026	890317	NorthWestern Energy	Water	$ 19,554.00	hookup for BBWA Headgate under FEMA HMGP Grant
06/09/2026	890318	Nutrien Ag Solutions	Street/Traffic	$ 3,831.95	Grass seed for King Ave W
06/09/2026	890320	OAG Aviation Worldwide	Airport	$ 8,443.00	Annual 5/30/2026-5/29/2027. Flightview Web Components
06/09/2026	890327	Pelicans	Wastewater	$ 10,559.80	Rebuild Kit for Boerger TWAS Pump #2
06/09/2026	890328	Performance Engin & Consult	Storm Sewer	$ 4,912.50	WO 26-37 Wicks Storm Drain Outfall Improvements
06/09/2026	890332	Polydyne	Wastewater	$ 5,096.00	chemical for Struvite Control, Biosolids

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	890332	Polydyne	Wastewater	$ 3,772.00	polymer for new screw press operation (t
06/09/2026	890333	Pride of Montana	Library	$ 5,940.00	72906 Custodial May 2026
06/09/2026	890334	Public Utilities	Airport	$ 16,773.02	04/17/202 - 05/19/26. Terminal Water
06/09/2026	890341	Redtail Communications	Public Safety	$ 6,372.00	12 Unication G4 7/800MHz Single Band P25 Voice Pagers
06/09/2026	890341	Redtail Communications	Public Safety	$ 2,171.19	12 Unication G4 7/800MHz Single Band P25 Voice Pagers
06/09/2026	890341	Redtail Communications	Public Safety	$ 751.17	12 Unication G4 7/800MHz Single Band P25 Voice Pagers
06/09/2026	890348	Riverstone Health	General	$ 33,750.00	DEQ Air Quality Monitoring Contract July 2025-March 2026
06/09/2026	890348	Riverstone Health	Public Safety	$ 14,983.83	two additional full time equivalent Registered Nurses NFP
06/09/2026	890360	SIGNAL 88 FRANCHISE GROUP	Library	$ 20,768.50	US_173804 Security Guard Service May 2026
06/09/2026	890362	Solid Waste Systems	Fleet	$ 17.14	P30903SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 1,636.61	P30903SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 149.87	P31243SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 60.91	P31243SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 299.74	P31255SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 22.81	P31255SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 261.86	P31255SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 1,476.67	P31461SPO
06/09/2026	890362	Solid Waste Systems	Fleet	$ 23.72	P31461SPO
06/09/2026	ACH	Spencer Fluid Power	Fleet	$ 4,815.63	32986815
06/09/2026	890365	Steiner Thuesen	Park Dist 1	$ 2,918.02	change order WO 2331 Millice Pk Irrig System Replacement
06/09/2026	890370	Sundown Security	Airport	$ 4,624.00	Aviation Worker Screening as Federally Required by TSA
06/09/2026	890370	Sundown Security	General	$ 396.31	Courier Services: May, 2026
06/09/2026	890370	Sundown Security	P.W. Admin	$ 411.68	Courier Services: May, 2026
06/09/2026	890375	Sysco Montana	Park Dist 1	$ 4,619.22	food for rose concessions - 643160385
06/09/2026	890375	Sysco Montana	Park Dist 1	$ 22.89	ice pop for rose concessions - 643140220
06/09/2026	890381	Thorn Run Partners	Airport	$ 2,500.00	Amendment to Federal Lobbyist Services
06/09/2026	890381	Thorn Run Partners	General	$ 2,500.00	Amendment to Federal Lobbyist Services
06/09/2026	890381	Thorn Run Partners	General	$ -	Amendment to Federal Lobbyist Services
06/09/2026	890381	Thorn Run Partners	P.W. Admin	$ 2,500.00	Amendment to Federal Lobbyist Services
06/09/2026	890382	TMG Services Inc	Water	$ 5,707.68	chemical Bldg CL2 System parts
06/09/2026	ACH	Town & Country Supply	Airport	$ 30,288.59	Invoice #453744. QTA Car Rental Fuel
06/09/2026	ACH	Town & Country Supply	Fleet	$ 13,445.77	453745
06/09/2026	ACH	Town & Country Supply	Fleet	$ 5,856.23	453745

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/09/2026	ACH	Town & Country Supply	Fleet	$ 7,115.95	454721
06/09/2026	ACH	Town & Country Supply	Fleet	$ 7,458.45	454721
06/09/2026	ACH	Town & Country Supply	Park Dist 1	$ 973.06	fuel - 453725
06/09/2026	ACH	Town & Country Supply	Solid Waste	$ 21,795.84	453425
06/09/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,752.20	CARTRIDGE AND CAB FILTER
06/09/2026	ACH	Tractor & Equipment	Solid Waste	$ 499.31	CLAMP, CONSUMABLES AND ENVIRONMETAL FEE
06/09/2026	ACH	Tractor & Equipment	Solid Waste	$ 796.08	FILTER ELEMENT
06/09/2026	ACH	Tractor & Equipment	Solid Waste	$ 576.88	STEP
06/09/2026	ACH	Tractor & Equipment	Solid Waste	$ 311.68	TANK CAP
06/09/2026	ACH	Tractor & Equipment	Solid Waste	$ 3,997.50	TROUBLESHOOT FAULT CODE
06/09/2026	890384	TraffiCalm Systems	Street/Traffic	$ 8,795.97	Traffic Signal Parts, Intell Controller, Audible Push Button
06/09/2026	890402	WEGNER ROOFING & SOLAR	Building	$ 3,902.30	
06/09/2026	890406	Western Electrical Services	Wastewater	$ 22,425.00	WO 26-39 Plant Electrical Improvements
06/09/2026	890411	Yellowstone County GIS	IT Resources	$ 42,436.00	Yellowstone County GIS MOU Annual Invoice
06/09/2026	890413	Yellowstone Valley Animal Shelter	Public Safety	$ 30,038.75	YVAS May 2026 payment

Consent 1. T. 2.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Payment of Claims for week of June 15th, 2026
PRESENTED BY: Erin Watterud
Department: Finance
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION
Staff recommends Council approve the Payment of Claims

EXECUTIVE SUMMARY
Claims in the amount of $5,972,010.95 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.

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

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.

STAKEHOLDERS

ALTERNATIVES
No other alternatives were analyzed.

Attachments

CouncilMemo wk of 06152026

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890417	3 Bull Contracting	Storm Sewer	$ 12,396.00	WO 26-23 Hogan's Slough Streambank Stabilization
06/15/2026	890419	7F Services	Water	$ 5,706.13	Retainage Release Full
06/15/2026	ACH	A & I Distributors	Fleet	$ 45.24	213873
06/15/2026	ACH	A & I Distributors	Fleet	$ 45.24	213873
06/15/2026	ACH	A & I Distributors	Fleet	$ 45.24	213873
06/15/2026	ACH	A & I Distributors	Fleet	$ 45.23	213873
06/15/2026	ACH	A & I Distributors	Fleet	$ 385.00	213873-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 1,432.20	213873-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 491.15	213873-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 99.70	213873-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 296.10	217759
06/15/2026	ACH	A & I Distributors	Fleet	$ 982.30	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 608.85	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 1,052.00	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 465.85	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 20.43	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 385.00	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 467.50	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 1,432.20	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 1,495.45	220020-00
06/15/2026	ACH	A & I Distributors	Fleet	$ 196.64	220154
06/15/2026	ACH	A & I Distributors	Solid Waste	$ 1,485.00	330gal DEF for shop
06/15/2026	ACH	A & I Distributors	Solid Waste	$ 2,198.90	55gal red antifreeze & 330gal DEF
06/15/2026	ACH	A & I Distributors	Solid Waste	$ 1,485.00	def fluid for sw
06/15/2026	890422	Advanced Engin and Enviro	Water	$ 18,208.12	Retainage Release 2 Final
06/15/2026	890422	Advanced Engin and Enviro	Water	$ 2,603.75	WO 2245 Willett and Christensen Pump Station Improvs
06/15/2026	890422	Advanced Engin and Enviro	Water	$ 1,560.03	WO 2396 WTP Intake #2 Catwalk Renovations
06/15/2026	890422	Advanced Engin and Enviro	Water	$ 132.00	WO 2396 WTP Intake #2 Catwalk Renovations
06/15/2026	890432	Armscor Cartridge	Public Safety	$ 3,120.00	20087, 9 mm 124gr fmj
06/15/2026	890433	AT & T Corp	Airport	$ 808.47	Airport -
06/15/2026	890433	AT & T Corp	Building	$ 586.92	Building Cell Phones
06/15/2026	890433	AT & T Corp	Building	$ 356.40	Building Surfaces
06/15/2026	890433	AT & T Corp	Fleet	$ 83.62	FLEET

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890433	AT & T Corp	General	$ 293.53	Legal Dept -Domestic Violence -
06/15/2026	890433	AT & T Corp	IT Resources	$ 123.33	IT Department -On call Phone -
06/15/2026	890433	AT & T Corp	PD Program	$ 36.77	POLICE -DOM. VIOLENCE -Katie Nash
06/15/2026	890433	AT & T Corp	Public Safety	$ 220.70	Animal Control Cell Phones
06/15/2026	890433	AT & T Corp	Public Safety	$ 183.84	Animal Control -MDT
06/15/2026	890433	AT & T Corp	Public Safety	$ 61.28	CCSIU Toughbook
06/15/2026	890433	AT & T Corp	Public Safety	$ 500.99	Comm. Center 9-1-1 Cell and Surfaces
06/15/2026	890433	AT & T Corp	Public Safety	$ 59.48	Comm. Center 9-1-1 Cell and Surfaces
06/15/2026	890433	AT & T Corp	Public Safety	$ 30.64	Detective Chartier -Toughbook
06/15/2026	890433	AT & T Corp	Public Safety	$ 113.04	Fire Chief and Battalion Chief iPads
06/15/2026	890433	AT & T Corp	Public Safety	$ 56.52	Fire Chief and Battalion Chief iPads
06/15/2026	890433	AT & T Corp	Public Safety	$ 320.80	FIRE CRADLEPOINT AND DRONES
06/15/2026	890433	AT & T Corp	Public Safety	$ 74.48	FIRE CRADLEPOINT AND DRONES
06/15/2026	890433	AT & T Corp	Public Safety	$ 1,211.20	Fire Department Cell Phones
06/15/2026	890433	AT & T Corp	Public Safety	$ 216.76	FIRE EMS
06/15/2026	890433	AT & T Corp	Public Safety	$ 125.43	Fire EMS Cell Phone
06/15/2026	890433	AT & T Corp	Public Safety	$ 114.04	FIRE INSPECTIONS
06/15/2026	890433	AT & T Corp	Public Safety	$ 30.64	Fire iPads and Surfaces
06/15/2026	890433	AT & T Corp	Public Safety	$ 169.56	Fire iPads and Surfaces
06/15/2026	890433	AT & T Corp	Public Safety	$ 56.52	Fire iPads and Surfaces
06/15/2026	890433	AT & T Corp	Public Safety	$ 100.12	Fire iPads and Surfaces
06/15/2026	890433	AT & T Corp	Public Safety	$ 376.80	Fire Station iPads and Fire Marshalls
06/15/2026	890433	AT & T Corp	Public Safety	$ 131.88	Fire Station iPads and Fire Marshalls
06/15/2026	890433	AT & T Corp	Public Safety	$ 132.56	MDT Fire
06/15/2026	890433	AT & T Corp	Public Safety	$ 95.03	POLICE CRADLEPOINT
06/15/2026	890433	AT & T Corp	Public Safety	$ 45.21	POLICE CSO
06/15/2026	890433	AT & T Corp	Public Safety	$ 2,819.69	Police Department Cell Phone
06/15/2026	890433	AT & T Corp	Public Safety	$ 30.64	POLICE -ICAC
06/15/2026	890433	AT & T Corp	Public Safety	$ 4,584.74	Police MDT Toughbooks and Loaner MDT's
06/15/2026	890433	AT & T Corp	Public Safety	$ 153.20	Police MDT Toughbooks and Loaner MDT's
06/15/2026	890433	AT & T Corp	Public Safety	$ 3,844.83	Police -Patrol Phones
06/15/2026	890433	AT & T Corp	Public Safety	$ 30.64	SRO Richter Hot Spot CPC Tablets
06/15/2026	890433	AT & T Corp	Public Safety	$ 81.28	SRO Richter Hot Spot CPC Tablets

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890433	AT & T Corp	Public Safety	$ 30.64	Yellowstone County Cellular Charges
06/15/2026	890433	AT & T Corp	Street/Traffic	$ -	School Flashers
06/15/2026	890433	AT & T Corp	Transit	$ 43.87	MET
06/15/2026	890433	AT & T Corp	Transit	$ 43.84	MET
06/15/2026	890433	AT & T Corp	Transit	$ 41.84	MET
06/15/2026	890433	AT & T Corp	Transit	$ 20.92	MET
06/15/2026	890433	AT & T Corp	Transit	$ 41.84	MET
06/15/2026	890433	AT & T Corp	Transit	$ 26.32	MET
06/15/2026	890433	AT & T Corp	Transit	$ 44.85	MET
06/15/2026	890433	AT & T Corp	Transit	$ 8.37	MET
06/15/2026	890433	AT & T Corp	Transit	$ 124.24	MET
06/15/2026	890433	AT & T Corp	Transit	$ 33.47	MET
06/15/2026	890433	AT & T Corp	Transit	$ 20.92	MET
06/15/2026	890433	AT & T Corp	Transit	$ 43.84	MET
06/15/2026	890433	AT & T Corp	Transit	$ 43.84	MET
06/15/2026	890433	AT & T Corp	Transit	$ 17.55	MET
06/15/2026	890433	AT & T Corp	Transit	$ 281.74	MET Transit Tablets
06/15/2026	890433	AT & T Corp	Wastewater	$ 125.43	PW Environmental
06/15/2026	890436	Barking Dog Interpretive Design	Library	$ 6,563.73	22135 Story Trail #3 Rose Park
06/15/2026	890437	Bcs Scrip	Fleet	$ 2,450.00	Gift Cards for Fleet Svcs for tool allowance program
06/15/2026	890437	Bcs Scrip	General	$ 2,350.00	3rd Quarter Milestone Gift Cards. July - September 2026
06/15/2026	890439	Beartooth Environmental	Solid Waste	$ 19,575.32	HH waste disposal
06/15/2026	890441	Billings Bench Water Assn	Water	$ 80,000.00	WO 26-42 Laurel Ditch Repair
06/15/2026	890445	Bradford Roof Management	Airport	$ 18,680.00	Invoice #S2024. Terminal Roof Repair West End
06/15/2026	890450	CDW Government	Building	$ 242.00	Building Division
06/15/2026	890450	CDW Government	IT Resources	$ (2,694.74)	IT charges
06/15/2026	890450	CDW Government	Public Safety	$ 18,029.00	Public Safety-Police and Animal Control
06/15/2026	890450	CDW Government	Public Safety	$ 726.00	Public Safety-Police and Animal Control
06/15/2026	890450	CDW Government	Wastewater	$ 363.00	PW- Environmental
06/15/2026	890450	CDW Government	Wastewater	$ 2,904.00	PW- Streets
06/15/2026	890450	CDW Government	Wastewater	$ 121.00	WRF -Bruce
06/15/2026	890450	CDW Government	Water	$ 2,783.00	PW-Belknap D&C
06/15/2026	890458	Chicago Title of Montana	Water	$ 79,845.00	WO 26-43 Staples Land Purchase

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890459	Chicago Title of Montana	Water	$ 79,845.00	WO 26-43 Staples Land Purchase...Escrow
06/15/2026	890465	Curb Box Specialists	Water	$ 980.00	WO 19-12 Setup/Delivery water trailer f
06/15/2026	890465	Curb Box Specialists	Water	$ 980.00	WO 19-12 Setup/Delivery water trailer f
06/15/2026	890465	Curb Box Specialists	Water	$ 1,225.00	WO1912 Setup/Deliver water trailer for 1
06/15/2026	890467	Dell Computer	Solid Waste	$ 2,600.00	Dell Pro Plus with Cellular 14", dock, 2 -24" monitors
06/15/2026	890469	Desert Mountain Corporation	Street/Traffic	$ 32,338.66	Ice slicer
06/15/2026	ACH	Dick Anderson Construction	Water	$ 307,053.48	WO 19-12 West End Reservoir Const Services Contract
06/15/2026	ACH	Dick Anderson Construction	Water	$ 1,399,657.70	WO 19-42 West End WTP Project - Construction
06/15/2026	ACH	Dick Anderson Construction	Water	$ 972,195.33	WO 19-42 West End WTP Project - Construction
06/15/2026	ACH	Dick Anderson Construction	Water	$ 643,605.96	WO 26-16 West End Reservoir Const Services Contract
06/15/2026	890470	DOWL	St Maint Dist	$ -	WO 23-11 Downtown 2-Way Street Conversion
06/15/2026	890470	DOWL	Storm Sewer	$ 18,066.25	02/10/2025...Approved by CC...$445,387.00...Engineer
06/15/2026	890470	DOWL	Storm Sewer	$ 11,734.25	02/10/2025...Approved by CC...$445,387.00...Engineer
06/15/2026	890470	DOWL	Storm Sewer	$ 28,459.25	02/10/2025...Approved by CC...$445,387.00...Engineer
06/15/2026	890470	DOWL	Tax Incrmnt N27	$ 2,378.37	WO 23-11 Downtown 2-Way Street Conversion
06/15/2026	890470	DOWL	Water	$ 9,886.25	WO 22-44 Zone 1 Water Storage Improvements
06/15/2026	890471	DXP Enterprises	Wastewater	$ 3,525.78	materials for Gas Detection System in WR
06/15/2026	ACH	Endress & Hauser	Water	$ 7,742.58	level sensors for WTP screen Bldg and LS
06/15/2026	890475	Energy Laboratories	Water	$ 383.00	DBP Study
06/15/2026	890475	Energy Laboratories	Water	$ 2,298.00	WTP DPB Study
06/15/2026	890476	Engineering	Gas Tax	$ 36,567.57	09/22/2025..Approved by CC...$652,031...Engineer
06/15/2026	890476	Engineering	Gas Tax	$ 15,067.57	09/22/2025..Approved by CC...$652,031...Engineer
06/15/2026	890476	Engineering	Gas Tax	$ 1,070.00	Rimrock Rd: Clearview - %4th St W
06/15/2026	890476	Engineering	Gas Tax	$ 17,100.70	WO 25-36 Rimrock Road 54th - 62nd
06/15/2026	890476	Engineering	Gas Tax	$ 6,500.00	WO 26-04 City ADA Contract 1, Engine
06/15/2026	890476	Engineering	Storm Sewer	$ 3,400.00	Rimrock Rd: Clearview - %4th St W
06/15/2026	890476	Engineering	Storm Sewer	$ -	WO 25-36 Rimrock Road 54th - 62nd
06/15/2026	890480	Fisher Sand & Gravel	Park Dist 1	$ 100.00	SAND FOR PARKS - 67823
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 78.40	Asphalt for storm manhole
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 2,690.80	pave approach @ 36thth & Broadwater
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 145.60	Pave approach on Seiwert & Lake Elmo
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 1,983.80	Pave approach on Seiwert & Lake Elmo
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 64.00	Potholes on Shiloh

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 6,496.70	Street repair on Charles
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 742.00	street repair Turnberry
06/15/2026	890480	Fisher Sand & Gravel	Street/Traffic	$ 310.80	water break repairs
06/15/2026	ACH	Galles Filter	Fleet	$ 59.55	P1-44000-02
06/15/2026	ACH	Galles Filter	Fleet	$ 41.36	P1-44179-02
06/15/2026	ACH	Galles Filter	Fleet	$ 8.71	P1-44179-02
06/15/2026	ACH	Galles Filter	Fleet	$ 7.64	P1-44367-01
06/15/2026	ACH	Galles Filter	Fleet	$ 72.90	P1-44367-01
06/15/2026	ACH	Galles Filter	Fleet	$ 8.10	P1-44367-01
06/15/2026	ACH	Galles Filter	Fleet	$ 18.00	P1-44367-01
06/15/2026	ACH	Galles Filter	Fleet	$ 32.00	P1-44367-01
06/15/2026	ACH	Galles Filter	Fleet	$ 31.77	P1-44367-01
06/15/2026	ACH	Galles Filter	Fleet	$ 75.32	P1-44367-01
06/15/2026	ACH	Galles Filter	Fleet	$ 124.08	P1-44367-02
06/15/2026	ACH	Galles Filter	Fleet	$ 32.73	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 419.04	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 56.45	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 14.73	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 90.67	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 36.45	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 32.96	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 7.66	P1-44446-01
06/15/2026	ACH	Galles Filter	Fleet	$ 330.96	P1-44502-01
06/15/2026	ACH	Galles Filter	Fleet	$ 72.45	P1-44502-01
06/15/2026	ACH	Galles Filter	Fleet	$ 41.36	P1-44502-01
06/15/2026	ACH	Galles Filter	Fleet	$ 8.63	P1-44502-01
06/15/2026	ACH	Galles Filter	Fleet	$ 3.74	P1-44502-01
06/15/2026	ACH	Galles Filter	Fleet	$ 43.64	P1-44502-01
06/15/2026	ACH	Galles Filter	Fleet	$ 41.36	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 72.45	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 14.73	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 20.00	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 4.05	P1-44598-01

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	ACH	Galles Filter	Fleet	$ 11.22	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 14.92	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 112.96	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 24.62	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 31.77	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 24.82	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 72.90	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 7.64	P1-44598-01
06/15/2026	ACH	Galles Filter	Fleet	$ 199.14	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 14.92	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 13.16	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 14.73	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 41.36	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 72.45	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 37.66	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 24.01	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 18.80	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 24.82	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 3.83	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 3.74	P1-44724-01
06/15/2026	ACH	Galles Filter	Fleet	$ 26.88	P1-44724-01
06/15/2026	ACH	Galles Filter	Solid Waste	$ 22.40	ELEMENT
06/15/2026	ACH	Galles Filter	Solid Waste	$ 191.73	ELEMENT
06/15/2026	ACH	Galles Filter	Solid Waste	$ 825.46	ELEMENT
06/15/2026	ACH	Galles Filter	Solid Waste	$ 910.32	INNER, OUTER AND CABIN ELEMENTS
06/15/2026	ACH	Galles Filter	Solid Waste	$ 366.56	OUTER AND CAB ELEMENTS
06/15/2026	ACH	Galles Filter	Solid Waste	$ 217.32	OUTER, INNER AND CABIN ELEMENTS
06/15/2026	ACH	Galles Filter	Transit	$ 208.86	P1-43964-02 filter
06/15/2026	ACH	Galles Filter	Transit	$ 208.86	P1-44448-01 filter
06/15/2026	ACH	Galles Filter	Transit	$ 159.96	P1-44741-01 filter
06/15/2026	ACH	Galles Filter	Transit	$ 139.24	P1-44741-01 filter
06/15/2026	890485	GMP Consultants	Park Dist 1	$ 5,000.00	internal candidate assess for director position - 26-153
06/15/2026	ACH	Great West Engineering	Solid Waste	$ 7,587.00	2026 Landfill Misc Engineering Services

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	ACH	Great West Engineering	Solid Waste	$ 13,671.75	WO 26-19 Landfill Cell 6 Expansion; Pmt 3
06/15/2026	890491	Hawkins	Water	$ 31,936.50	Aqua Hawk ...Chemical for Process
06/15/2026	890491	Hawkins	Water	$ 31,696.80	Aqua Hawk ..Chemical for process
06/15/2026	890491	Hawkins	Water	$ 31,851.90	Aqua hawk. Chemical for plant Process
06/15/2026	890491	Hawkins	Water	$ 30,244.50	Aqua Hawk...Plant Process Chemical,
06/15/2026	890491	Hawkins	Water	$ 19,000.00	Chlorine used in Process
06/15/2026	ACH	HDR	Trl Donate	$ -	WO2437 Stagecoach Trail
06/15/2026	ACH	HDR	Wastewater	$ 37,962.90	WO2608 WRF Digester Gas Piping Replacement Engin
06/15/2026	ACH	HDR	Wastewater	$ 2,700.00	Yellowstone River Water Quality Study 2025
06/15/2026	ACH	HDR	Wastewater	$ 7,626.98	Yellowstone River Water Quality Study 2025
06/15/2026	ACH	HDR	Water	$ 246,329.86	WO 19-12 West End Reservoir; Pmt 85
06/15/2026	ACH	HDR	Water	$ 21,504.43	WO 23-12 Zone 4 Pump Station & Waterline Improvs
06/15/2026	ACH	HDR	Water	$ 3,306.70	WO 24-20 WTP Underground Leaks Assessment
06/15/2026	ACH	HDR	Water	$ 1,076.50	WO26-20 WTP Filter Bldg Air Scour Piping Replacement
06/15/2026	ACH	HDR	Bike Trls	$ 58,187.93	WO 24-37 Stagecoach Trail
06/15/2026	890492	High Point Networks	Airport	$ 13,588.00	WiFi License Renewal Aruba Equipment Jun 26-Jun 29
06/15/2026	890492	High Point Networks	Airport	$ 2,034.00	Monthly WIFI Management Fees/Visit Billings Kiosk
06/15/2026	890492	High Point Networks	Airport	$ 980.00	Monthly WIFI Management Fees/Visit Billings Kiosk
06/15/2026	890492	High Point Networks	Library	$ 740.00	2813084 Firewall monthly service
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 2,679.82	642647
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 27.32	642647
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 2,679.82	642648
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 27.32	642648
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 14.12	642668
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 28.72	642668
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 272.38	642669
06/15/2026	890494	Hughes Fire Equipment	Fleet	$ 23.22	642669
06/15/2026	890498	InfoSend	P.W. Admin	$ 15,874.62	Statement Service 05/01-05/28/2026
06/15/2026	890498	InfoSend	P.W. Admin	$ 4,727.70	Statement Service 05/01-05/28/2026
06/15/2026	890500	Ingram Library	Library	$ 3.00	96670639
06/15/2026	890500	Ingram Library	Library	$ 65.62	96670639
06/15/2026	890500	Ingram Library	Library	$ 42.92	96670639
06/15/2026	890500	Ingram Library	Library	$ 57.18	96670639

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890500	Ingram Library	Library	$ 14.74	96670639
06/15/2026	890500	Ingram Library	Library	$ 155.29	96670639
06/15/2026	890500	Ingram Library	Library	$ 49.19	96670639
06/15/2026	890500	Ingram Library	Library	$ 100.33	96670640
06/15/2026	890500	Ingram Library	Library	$ 37.61	96670640
06/15/2026	890500	Ingram Library	Library	$ 16.19	96670640
06/15/2026	890500	Ingram Library	Library	$ 56.37	96670640
06/15/2026	890500	Ingram Library	Library	$ 1.76	96715387
06/15/2026	890500	Ingram Library	Library	$ 108.23	96715387
06/15/2026	890500	Ingram Library	Library	$ 17.11	96715387
06/15/2026	890500	Ingram Library	Library	$ 0.57	96715388
06/15/2026	890500	Ingram Library	Library	$ 25.80	96715388
06/15/2026	890500	Ingram Library	Library	$ 21.22	96715388
06/15/2026	890500	Ingram Library	Library	$ 0.67	96715389
06/15/2026	890500	Ingram Library	Library	$ 17.11	96715389
06/15/2026	890500	Ingram Library	Library	$ 11.20	96715389
06/15/2026	890500	Ingram Library	Library	$ 14.72	96715389
06/15/2026	890500	Ingram Library	Library	$ 0.03	96715390
06/15/2026	890500	Ingram Library	Library	$ 17.70	96715390
06/15/2026	890500	Ingram Library	Library	$ 2.97	96715391
06/15/2026	890500	Ingram Library	Library	$ 279.74	96715391
06/15/2026	890500	Ingram Library	Library	$ 132.97	96715391
06/15/2026	890500	Ingram Library	Library	$ 357.92	96715391
06/15/2026	890500	Ingram Library	Library	$ 314.84	96715391
06/15/2026	890500	Ingram Library	Library	$ 852.72	96715391
06/15/2026	890500	Ingram Library	Library	$ 179.33	96715391
06/15/2026	890500	Ingram Library	Library	$ 0.43	96773398
06/15/2026	890500	Ingram Library	Library	$ 36.90	96773398
06/15/2026	890500	Ingram Library	Library	$ 1.08	96773399
06/15/2026	890500	Ingram Library	Library	$ 84.95	96773399
06/15/2026	890500	Ingram Library	Library	$ 17.70	96773399
06/15/2026	890500	Ingram Library	Library	$ 0.60	96773400
06/15/2026	890500	Ingram Library	Library	$ 34.22	96773400

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890500	Ingram Library	Library	$ 17.70	96773400
06/15/2026	890500	Ingram Library	Library	$ 0.65	96773401
06/15/2026	890500	Ingram Library	Library	$ 29.10	96773401
06/15/2026	890500	Ingram Library	Library	$ 24.76	96773401
06/15/2026	890500	Ingram Library	Library	$ 0.24	96773402
06/15/2026	890500	Ingram Library	Library	$ 17.99	96773402
06/15/2026	890500	Ingram Library	Library	$ 3.00	96800788
06/15/2026	890500	Ingram Library	Library	$ 35.40	96800788
06/15/2026	890500	Ingram Library	Library	$ 17.70	96800788
06/15/2026	890500	Ingram Library	Library	$ 0.19	96828151
06/15/2026	890500	Ingram Library	Library	$ 21.99	96828151
06/15/2026	890500	Ingram Library	Library	$ 2.81	96828152
06/15/2026	890500	Ingram Library	Library	$ 76.48	96828152
06/15/2026	890500	Ingram Library	Library	$ 16.39	96828152
06/15/2026	890500	Ingram Library	Library	$ 23.48	96828153
06/15/2026	890500	Ingram Library	Library	$ 44.73	96828153
06/15/2026	890500	Ingram Library	Library	$ 17.99	96828153
06/15/2026	890500	Ingram Library	Library	$ 17.69	96828153
06/15/2026	890500	Ingram Library	Library	$ 0.20	96913254
06/15/2026	890500	Ingram Library	Library	$ 11.77	96913254
06/15/2026	890500	Ingram Library	Library	$ 0.16	96913255
06/15/2026	890500	Ingram Library	Library	$ 11.40	96913255
06/15/2026	890500	Ingram Library	Library	$ 0.15	96913256
06/15/2026	890500	Ingram Library	Library	$ 8.44	96913256
06/15/2026	890500	Ingram Library	Library	$ 0.10	96913257
06/15/2026	890500	Ingram Library	Library	$ 15.90	96913257
06/15/2026	890500	Ingram Library	Library	$ 0.65	96913258
06/15/2026	890500	Ingram Library	Library	$ 51.32	96913258
06/15/2026	890500	Ingram Library	Library	$ 8.42	96913258
06/15/2026	890500	Ingram Library	Library	$ 0.37	96913259
06/15/2026	890500	Ingram Library	Library	$ 17.70	96913259
06/15/2026	890500	Ingram Library	Library	$ 10.61	96913259
06/15/2026	890500	Ingram Library	Library	$ 1.37	96913260

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890500	Ingram Library	Library	$ 88.50	96913260
06/15/2026	890500	Ingram Library	Library	$ 0.05	96913261
06/15/2026	890500	Ingram Library	Library	$ 12.97	96913261
06/15/2026	890500	Ingram Library	Library	$ 10.19	96913261
06/15/2026	890500	Ingram Library	Library	$ 0.02	96913262
06/15/2026	890500	Ingram Library	Library	$ 17.10	96913262
06/15/2026	890500	Ingram Library	Library	$ 0.04	96913263
06/15/2026	890500	Ingram Library	Library	$ 19.46	96913263
06/15/2026	890500	Ingram Library	Library	$ 2.89	96913264
06/15/2026	890500	Ingram Library	Library	$ 148.13	96913264
06/15/2026	890500	Ingram Library	Library	$ 313.53	96913264
06/15/2026	890500	Ingram Library	Library	$ 78.13	96913264
06/15/2026	890500	Ingram Library	Library	$ 769.10	96913264
06/15/2026	890500	Ingram Library	Library	$ 87.66	96913264
06/15/2026	890500	Ingram Library	Library	$ 3.00	96913265
06/15/2026	890500	Ingram Library	Library	$ 19.20	96913265
06/15/2026	890500	Ingram Library	Library	$ 0.25	96940606
06/15/2026	890500	Ingram Library	Library	$ 35.40	96940606
06/15/2026	890500	Ingram Library	Library	$ 1.35	96940607
06/15/2026	890500	Ingram Library	Library	$ 183.85	96940607
06/15/2026	890500	Ingram Library	Library	$ 1.40	96940608
06/15/2026	890500	Ingram Library	Library	$ 39.28	96940608
06/15/2026	890500	Ingram Library	Library	$ 109.65	96940608
06/15/2026	890500	Ingram Library	Library	$ 20.65	96940608
06/15/2026	890500	Ingram Library	Library	$ 3.00	97021713
06/15/2026	890500	Ingram Library	Library	$ 17.70	97021713
06/15/2026	890500	Ingram Library	Library	$ 0.64	97053311
06/15/2026	890500	Ingram Library	Library	$ 57.59	97053311
06/15/2026	890500	Ingram Library	Library	$ 0.41	97053312
06/15/2026	890500	Ingram Library	Library	$ 17.67	97053312
06/15/2026	890500	Ingram Library	Library	$ 36.37	97053312
06/15/2026	890500	Ingram Library	Library	$ 1.39	97053313
06/15/2026	890500	Ingram Library	Library	$ 20.18	97053313

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890500	Ingram Library	Library	$ 46.57	97053313
06/15/2026	890500	Ingram Library	Library	$ 47.09	97053313
06/15/2026	890500	Ingram Library	Library	$ 0.56	97053314
06/15/2026	890500	Ingram Library	Library	$ 9.74	97053314
06/15/2026	890500	Ingram Library	Library	$ 8.44	97053314
06/15/2026	890500	Ingram Library	Library	$ 22.97	97053314
06/15/2026	890500	Ingram Library	Library	$ 0.04	97053315
06/15/2026	890500	Ingram Library	Library	$ 17.70	97053315
06/15/2026	890500	Ingram Library	Library	$ 0.11	97053316
06/15/2026	890500	Ingram Library	Library	$ 24.17	97053316
06/15/2026	890500	Ingram Library	Library	$ 31.50	97053316
06/15/2026	890500	Ingram Library	Library	$ 2.85	97053317
06/15/2026	890500	Ingram Library	Library	$ 809.94	97053317
06/15/2026	890500	Ingram Library	Library	$ 441.88	97053317
06/15/2026	890501	Inland Truck Parts	Fleet	$ 3,123.06	2000365
06/15/2026	890501	Inland Truck Parts	Fleet	$ 5,992.01	2001170
06/15/2026	890502	Integrated Information Solutions	IT Resources	$ 7,910.00	IBM AS400 Maintenance renewal thru 3/31/2027
06/15/2026	890503	Invoice Cloud	Solid Waste	$ 4,581.84	Services for 05/01-05/31/2026
06/15/2026	890503	Invoice Cloud	Storm Sewer	$ 7,390.38	Services for 05/01-05/31/2026
06/15/2026	890503	Invoice Cloud	Wastewater	$ 12,247.69	Services for 05/01-05/31/2026
06/15/2026	890503	Invoice Cloud	Water	$ 20,490.19	Services for 05/01-05/31/2026
06/15/2026	890495	I-State Truck	Fleet	$ 344.28	C251411588.01
06/15/2026	890495	I-State Truck	Fleet	$ 89.04	C251411735.01
06/15/2026	890495	I-State Truck	Fleet	$ 161.88	C251411772.01
06/15/2026	890495	I-State Truck	Fleet	$ 5.99	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 35.96	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 91.59	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 50.00	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 105.82	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 29.16	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 52.62	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 38.52	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 48.60	C251411826.01

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890495	I-State Truck	Fleet	$ 213.62	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 233.74	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 472.53	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 206.64	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 58.32	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 22.60	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 21.50	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 1.99	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 33.84	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 3.98	C251411826.01
06/15/2026	890495	I-State Truck	Fleet	$ 225.51	C251411832.01
06/15/2026	890495	I-State Truck	Fleet	$ 17.60	C251411838.01
06/15/2026	890495	I-State Truck	Fleet	$ 861.38	C251411862.01
06/15/2026	890495	I-State Truck	Fleet	$ 13.38	C251411865.01
06/15/2026	890504	Jackson Group Peterbilt	Solid Waste	$ 273,805.00	One new roll off truck to replace vehicle 0199
06/15/2026	890504	Jackson Group Peterbilt	Solid Waste	$ 4,640.00	Warranty
06/15/2026	890513	Kittelson & Associates	Gas Tax	$ 4,058.16	WO 25-19 Transportation Corridor Plan
06/15/2026	890513	Kittelson & Associates	St Maint Dist	$ 12,044.44	WO 25-39 Grand Ave Signal Coordination
06/15/2026	890514	KLJ Engineering	St Maint Dist	$ 20,590.00	WO 26-03 Contract 2: City Chip Seal Consultant Agree
06/15/2026	890514	KLJ Engineering	St Maint Dist	$ 11,352.50	WO 26-26 Zimmerman & Ave E Signal Design
06/15/2026	890515	Knife River	Street/Traffic	$ 9,904.17	Mill & pave Charles Street
06/15/2026	890515	Knife River	Street/Traffic	$ 4,115.16	water break Indian trail
06/15/2026	890518	Lexsar	Airport	$ 1,340.66	Elevator Annual Inspection, Baggage Claim Repair
06/15/2026	890518	Lexsar	Airport	$ 7,000.00	Elevator Annual Inspection, Baggage Claim Repair
06/15/2026	890522	Mailing Technical Services	Central Services	$ 6,427.40	Postage: May 2026
06/15/2026	890522	Mailing Technical Services	General	$ 1,099.98	Postage: May 2026
06/15/2026	890529	Midwest Tape	Library	$ 204.90	508662567
06/15/2026	890529	Midwest Tape	Library	$ 188.17	508662567
06/15/2026	890529	Midwest Tape	Library	$ 58.47	508662567
06/15/2026	890529	Midwest Tape	Library	$ 15.74	508662567
06/15/2026	890529	Midwest Tape	Library	$ 9.74	508698202
06/15/2026	890529	Midwest Tape	Library	$ 22.49	508698202
06/15/2026	890529	Midwest Tape	Library	$ 32.98	508698202

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890529	Midwest Tape	Library	$ 68.21	508698202
06/15/2026	890529	Midwest Tape	Library	$ 52.48	508698204
06/15/2026	890529	Midwest Tape	Library	$ 22.49	508698205
06/15/2026	890529	Midwest Tape	Library	$ 16.49	508732293
06/15/2026	890529	Midwest Tape	Library	$ 16.19	508732294
06/15/2026	890529	Midwest Tape	Library	$ 38.23	508732294
06/15/2026	890529	Midwest Tape	Library	$ 31.48	508732294
06/15/2026	890529	Midwest Tape	Library	$ 14.99	508732296
06/15/2026	890529	Midwest Tape	Library	$ 41.98	508732297
06/15/2026	890529	Midwest Tape	Library	$ 41.98	508732297
06/15/2026	890529	Midwest Tape	Library	$ 77.96	508764618
06/15/2026	890529	Midwest Tape	Library	$ 7.49	508764618
06/15/2026	890529	Midwest Tape	Library	$ 23.24	508764660
06/15/2026	890529	Midwest Tape	Library	$ 104.20	508798236
06/15/2026	890529	Midwest Tape	Library	$ 24.74	508798238
06/15/2026	890529	Midwest Tape	Library	$ 7.49	508825938
06/15/2026	890529	Midwest Tape	Library	$ 33.73	508825939
06/15/2026	890529	Midwest Tape	Library	$ 87.70	508831120
06/15/2026	890529	Midwest Tape	Library	$ 338.09	508848196
06/15/2026	890529	Midwest Tape	Library	$ 25.49	508848196
06/15/2026	890529	Midwest Tape	Library	$ 26.99	508848198
06/15/2026	890529	Midwest Tape	Library	$ 334.33	508897301
06/15/2026	890529	Midwest Tape	Library	$ 26.99	508897301
06/15/2026	890529	Midwest Tape	Library	$ 49.99	508897302
06/15/2026	890529	Midwest Tape	Library	$ 26.23	508929440
06/15/2026	890529	Midwest Tape	Library	$ 53.98	508929442
06/15/2026	890529	Midwest Tape	Library	$ 89.96	508929442
06/15/2026	890529	Midwest Tape	Library	$ 10.49	508961112
06/15/2026	890529	Midwest Tape	Library	$ 26.23	508961114
06/15/2026	890529	Midwest Tape	Library	$ 22.49	508961115
06/15/2026	890529	Midwest Tape	Library	$ 14.99	508961116
06/15/2026	890529	Midwest Tape	Library	$ 23.24	508961116
06/15/2026	890529	Midwest Tape	Library	$ 41.23	508961117

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890529	Midwest Tape	Library	$ 166.40	508961117
06/15/2026	890530	Millennium Electric	Wastewater	$ 152,029.91	WO 25-23 Fiber Optic Belknap Service Cntr to Stillwater
06/15/2026	890530	Millennium Electric	Water	$ 152,029.90	WO 25-23 Fiber Optic Belknap Service Cntr to Stillwater
06/15/2026	890531	Montana CSED	Payroll Clearing	$ 5,750.72	Payroll Summary
06/15/2026	890533	MFPE	Payroll Clearing	$ 3,157.44	Payroll Summary
06/15/2026	ACH	Montana Lines	Gas Tax	$ 5,086.33	WO 23-11 Downtown Two-Way Street Conversion
06/15/2026	ACH	Montana Lines	St Maint Dist	$ 7,939.62	WO 23-11 Downtown Two-Way Street Conversion
06/15/2026	ACH	Montana Lines	Tax Incrmnt N27	$ 11,785.37	WO 23-11 Downtown Two-Way Street Conversion
06/15/2026	890536	Montana Peterbilt	Fleet	$ 2,854.49	136647BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 11.81	136647BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 540.02	136735BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 204.58	136735BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 327.41	136735BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 401.97	136746BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 36.01	136797BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 598.40	136852BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 685.68	136852BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 171.20	137239BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 827.04	137239BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 130.30	137239BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 91.23	137239BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 462.00	137239BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 248.13	137408BL
06/15/2026	890536	Montana Peterbilt	Fleet	$ 337.87	137408BL
06/15/2026	890536	Montana Peterbilt	Transit	$ 198.53	136528BL sensor (1830, WO: 2026-1630)
06/15/2026	890536	Montana Peterbilt	Transit	$ 198.53	136528BLX1 DFN sensor
06/15/2026	890536	Montana Peterbilt	Transit	$ 62.50	136832BL core
06/15/2026	890536	Montana Peterbilt	Transit	$ 852.21	136832BL EGR
06/15/2026	890536	Montana Peterbilt	Transit	$ (62.50)	CM136832BL core return- CREDIT
06/15/2026	890537	MSFA	Payroll Clearing	$ 6,009.77	Payroll Summary
06/15/2026	890539	Morrison Maierle	Airport	$ 18.60	Amendment #24 Overlook Road Rehabilitation - Fed
06/15/2026	890539	Morrison Maierle	Airport	$ 929.96	Amendment #24 Overlook Road Rehabilitation - Fed
06/15/2026	890539	Morrison Maierle	Airport	$ 0.99	Amendment #24 Overlook Road Rehabilitation - Loc

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890539	Morrison Maierle	Airport	$ 48.94	Amendment #24 Overlook Road Rehabilitation - Loc
06/15/2026	890539	Morrison Maierle	Airport	$ 106,990.13	Amendment #34. Engineering Svcs- West Shuttle Pkg Lot
06/15/2026	890539	Morrison Maierle	Airport	$ 4,260.66	Amendment 23 Pavement Condition Index Survey Fed
06/15/2026	890539	Morrison Maierle	Airport	$ 224.25	Amendment 23 Pavement Condition Index Survey Loc
06/15/2026	890539	Morrison Maierle	Transit	$ 2,414.66	Amendment #20 MET Bus Wash Equipment Upgrade
06/15/2026	890541	MPPA	Payroll Clearing	$ 4,128.67	Payroll Summary
06/15/2026	890543	MT Dept of Rev-CGR2	Gas Tax	$ 51.37	WO 23-11 Downtown Two-Way Street Conversion
06/15/2026	890543	MT Dept of Rev-CGR2	Gas Tax	$ 6.98	WO 24-32 North 12th St Gravel Street
06/15/2026	890543	MT Dept of Rev-CGR2	Solid Waste	$ 153.95	Retainage Release Full
06/15/2026	890543	MT Dept of Rev-CGR2	St Maint Dist	$ 80.20	WO 23-11 Downtown Two-Way Street Conversion
06/15/2026	890543	MT Dept of Rev-CGR2	Tax Incrmnt E	$ 15.52	WO 24-32 North 12th St Gravel Street
06/15/2026	890543	MT Dept of Rev-CGR2	Tax Incrmnt N27	$ 119.04	WO 23-11 Downtown Two-Way Street Conversion
06/15/2026	890543	MT Dept of Rev-CGR2	Wastewater	$ 1,535.66	WO 25-23 Fiber Optic Belknap Svc Cntr to Stillwater Bldg
06/15/2026	890543	MT Dept of Rev-CGR2	Water	$ 57.64	Ret Rel Full
06/15/2026	890543	MT Dept of Rev-CGR2	Water	$ 3,101.55	WO 19-12 West End Reservoir Project; Pmt 15
06/15/2026	890543	MT Dept of Rev-CGR2	Water	$ 14,137.96	WO 19-42 West End WTP Construction; Pmt 29
06/15/2026	890543	MT Dept of Rev-CGR2	Water	$ 9,820.15	WO 19-42 West End WTP Construction; Pmt 30
06/15/2026	890543	MT Dept of Rev-CGR2	Water	$ 1,535.65	WO 25-23 Fiber Optic Belknap Svc Cntr to Stillwater Bldg
06/15/2026	890543	MT Dept of Rev-CGR2	Water	$ 6,501.07	WO 26-16 West End Reservoir Const Services Contract
06/15/2026	890546	Network Information Systems	Transit	$ 2,550.00	4353 reinstall network backup antenna
06/15/2026	890550	NorthWestern Energy	Airport	$ 16.01	0712534-7. Gate 16 Light. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 169.30	0712535-4. Employee Parking. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 35.88	0712791-3. Gate 16. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 38.77	0712795-4. Gate 17. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 36.61	0712797-0. Gate 9. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 27.39	0712805-1. IP-10. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 23.92	0712813-5. Burn Pit. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 35.75	0719759-3. Gate 12. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 91.95	0719760-1. Gate 14. May 2026.
06/15/2026	890550	NorthWestern Energy	Airport	$ 37.90	0719761-9. Gate 15. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 35.88	0719762-7. Gate 13. May 2026.
06/15/2026	890550	NorthWestern Energy	Airport	$ 34.45	0720296-3. Gate 29. May 2026
06/15/2026	890550	NorthWestern Energy	Airport	$ 54.63	2114868-9. Runway Weather System. May 2026

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890550	NorthWestern Energy	Park Dist 1	$ 15,579.00	millice irrigation electrical service - 90318928
06/15/2026	890550	NorthWestern Energy	Transit	$ 2,727.67	June electricity- METroplex
06/15/2026	890550	NorthWestern Energy	Water	$ 1,101.50	4519 Hesper Dr WO 19-12 TEMP...May 2026
06/15/2026	890550	NorthWestern Energy	Water	$ 680.23	805 Const. Ave May 2026
06/15/2026	890556	Olympus Technical Services	Solid Waste	$ 15,241.11	Retainage Release Full
06/15/2026	890557	Orion Planning + Design	Planning	$ 5,426.93	Professional Services from May 1, 2026 - May 31, 2026
06/15/2026	890559	Pelicans	Wastewater	$ 2,012.59	CCW rotor body for SWAS Boreger Pump
06/15/2026	890559	Pelicans	Wastewater	$ 2,839.13	Drive gear assembly for TSP rebuild
06/15/2026	890559	Pelicans	Wastewater	$ 21,975.54	Pump for SWAS Lines
06/15/2026	890560	Performance Engin & Consult	Storm Sewer	$ 12,856.25	WO 24-38 Wicks Lane Storm, Phase II
06/15/2026	890560	Performance Engin & Consult	Storm Sewer	$ 22,997.50	WO 26-25 44th Street West Storm Utility Trunk Main
06/15/2026	890560	Performance Engin & Consult	Storm Sewer	$ 2,977.50	WO 26-37 Wicks Storm Drain Outfall Improvements
06/15/2026	890561	Pioneer Technical Services	Solid Waste	$ 9,817.23	WO 26-31 Landfill Stormwater Drainage Improvements
06/15/2026	890561	Pioneer Technical Services	Solid Waste	$ 3,679.00	WO 26-33 Northeast Landfill Stormwater Mitigation
06/15/2026	890564	Powder Coating Plus Northwest	Transit	$ 2,900.00	14759 powdercoat shelter
06/15/2026	890567	Public Utilities	Airport	$ 62.85	3059379-Corp Air/Alpine
06/15/2026	890567	Public Utilities	Airport	$ 181.25	3059382-US Postal Service Gate 15
06/15/2026	890567	Public Utilities	Airport	$ 118.12	3059383-EBH Office
06/15/2026	890567	Public Utilities	Airport	$ 224.50	3070894-Edwards Jet Center 1691 Aviation Place
06/15/2026	890567	Public Utilities	Airport	$ 152.68	3070895-MT State Lands DEQ/DNRC
06/15/2026	890567	Public Utilities	Airport	$ 126.60	3082456-Zone Dispatch-IP6 & IP7
06/15/2026	890567	Public Utilities	Airport	$ 165.54	3082459-Rocky Mountain College-EJC
06/15/2026	890567	Public Utilities	Airport	$ 153.50	3082460-EBH Hangar
06/15/2026	890567	Public Utilities	Airport	$ 95.01	3082461-TSA
06/15/2026	890567	Public Utilities	Airport	$ 90.65	3094193-Alpine Air-Maintenance
06/15/2026	890567	Public Utilities	Airport	$ 121.71	3094194-West End T-Hangars
06/15/2026	890567	Public Utilities	Airport	$ 399.44	3094195-Airfield Maintenance Compactor
06/15/2026	890567	Public Utilities	Airport	$ 135.30	3094196-Edwards Jet Center 1871 Aviation Place
06/15/2026	890567	Public Utilities	Airport	$ 31.63	3094197-Aerotronics
06/15/2026	890567	Public Utilities	Airport	$ 236.02	3094198-Billings Fire Center-BLM
06/15/2026	890567	Public Utilities	Airport	$ 281.66	3105643-QTA
06/15/2026	890567	Public Utilities	Airport	$ 128.93	3105644-Executive Hangars
06/15/2026	890567	Public Utilities	Airport	$ 9.21	3105644-Executive Hangars USDA APHIS

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890567	Public Utilities	Airport	$ 362.56	3105645-UPS Gate 21
06/15/2026	890567	Public Utilities	Airport	$ 126.60	3116871-Beacon/Patton Aviation
06/15/2026	890567	Public Utilities	Facilities	$ 178.23	3080251
06/15/2026	890567	Public Utilities	Facilities	$ 92.68	3100365
06/15/2026	890567	Public Utilities	Facilities	$ 307.56	3113425
06/15/2026	890567	Public Utilities	Facilities	$ 1,007.34	3113479
06/15/2026	890567	Public Utilities	Library	$ 172.76	3105094
06/15/2026	890567	Public Utilities	Park Dist 1	$ 29.87	3064232
06/15/2026	890567	Public Utilities	Park Dist 1	$ 203.78	3068022
06/15/2026	890567	Public Utilities	Park Dist 1	$ 6.61	3086379
06/15/2026	890567	Public Utilities	Park Dist 1	$ 6.61	3086384
06/15/2026	890567	Public Utilities	Park Dist 1	$ 21.06	3086387
06/15/2026	890567	Public Utilities	Park Dist 1	$ 190.30	3086388
06/15/2026	890567	Public Utilities	Park Dist 1	$ 123.43	3089293
06/15/2026	890567	Public Utilities	Park Dist 1	$ 257.96	3091164
06/15/2026	890567	Public Utilities	Park Dist 1	$ 843.38	3091294
06/15/2026	890567	Public Utilities	Park Dist 1	$ 18.15	3098105
06/15/2026	890567	Public Utilities	Park Dist 1	$ 6.61	3098113
06/15/2026	890567	Public Utilities	Park Dist 1	$ 6.61	3109445
06/15/2026	890567	Public Utilities	Park Dist 1	$ 1,493.85	3110120
06/15/2026	890567	Public Utilities	Park Dist 1	$ 79.55	3111950
06/15/2026	890567	Public Utilities	Park Dist 1	$ 666.56	3113369
06/15/2026	890567	Public Utilities	Parking	$ 11.25	3076980
06/15/2026	890567	Public Utilities	Parking	$ 253.63	3088608
06/15/2026	890567	Public Utilities	Parks Maint	$ 6,923.70	3059048
06/15/2026	890567	Public Utilities	Parks Maint	$ 214.50	3061212
06/15/2026	890567	Public Utilities	Parks Maint	$ 166.69	3063374
06/15/2026	890567	Public Utilities	Parks Maint	$ 907.95	3063384
06/15/2026	890567	Public Utilities	Parks Maint	$ 11.25	3063385
06/15/2026	890567	Public Utilities	Parks Maint	$ 348.45	3064055
06/15/2026	890567	Public Utilities	Parks Maint	$ 224.10	3067458
06/15/2026	890567	Public Utilities	Parks Maint	$ 13.35	3069969
06/15/2026	890567	Public Utilities	Parks Maint	$ 3,008.30	3072961

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890567	Public Utilities	Parks Maint	$ 406.05	3072990
06/15/2026	890567	Public Utilities	Parks Maint	$ 10.05	3073704
06/15/2026	890567	Public Utilities	Parks Maint	$ 96.38	3074740
06/15/2026	890567	Public Utilities	Parks Maint	$ 286.20	3074748
06/15/2026	890567	Public Utilities	Parks Maint	$ 1,613.70	3074750
06/15/2026	890567	Public Utilities	Parks Maint	$ 24.15	3074751
06/15/2026	890567	Public Utilities	Parks Maint	$ 74.80	3074752
06/15/2026	890567	Public Utilities	Parks Maint	$ 8.81	3074753
06/15/2026	890567	Public Utilities	Parks Maint	$ 1,660.95	3075407
06/15/2026	890567	Public Utilities	Parks Maint	$ 567.00	3075860
06/15/2026	890567	Public Utilities	Parks Maint	$ 8.81	3075860
06/15/2026	890567	Public Utilities	Parks Maint	$ 11.25	3078687
06/15/2026	890567	Public Utilities	Parks Maint	$ 711.30	3081602
06/15/2026	890567	Public Utilities	Parks Maint	$ 335.55	3084220
06/15/2026	890567	Public Utilities	Parks Maint	$ 2,424.45	3086389
06/15/2026	890567	Public Utilities	Parks Maint	$ 4,213.25	3086390
06/15/2026	890567	Public Utilities	Parks Maint	$ 6,421.05	3086391
06/15/2026	890567	Public Utilities	Parks Maint	$ 2,586.60	3086392
06/15/2026	890567	Public Utilities	Parks Maint	$ 39.45	3086393
06/15/2026	890567	Public Utilities	Parks Maint	$ 81.75	3086929
06/15/2026	890567	Public Utilities	Parks Maint	$ 10.05	3087030
06/15/2026	890567	Public Utilities	Parks Maint	$ 2,739.80	3090572
06/15/2026	890567	Public Utilities	Parks Maint	$ 596.40	3095935
06/15/2026	890567	Public Utilities	Parks Maint	$ 6.61	3098114
06/15/2026	890567	Public Utilities	Parks Maint	$ 1,183.65	3098115
06/15/2026	890567	Public Utilities	Parks Maint	$ 6.61	3098115
06/15/2026	890567	Public Utilities	Parks Maint	$ 9,405.30	3098116
06/15/2026	890567	Public Utilities	Parks Maint	$ 13.35	3098117
06/15/2026	890567	Public Utilities	Parks Maint	$ 23.08	3098118
06/15/2026	890567	Public Utilities	Parks Maint	$ 165.15	3098999
06/15/2026	890567	Public Utilities	Parks Maint	$ 734.31	3101972
06/15/2026	890567	Public Utilities	Parks Maint	$ 2,196.95	3107297
06/15/2026	890567	Public Utilities	Parks Maint	$ 8.81	3107297

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890567	Public Utilities	Parks Maint	$ 2,311.65	3107305
06/15/2026	890567	Public Utilities	Parks Maint	$ 1,780.80	3107704
06/15/2026	890567	Public Utilities	Parks Maint	$ 28.46	3107704
06/15/2026	890567	Public Utilities	Parks Maint	$ 3,686.40	3108190
06/15/2026	890567	Public Utilities	Parks Maint	$ 5,238.75	3109457
06/15/2026	890567	Public Utilities	Parks Maint	$ 10.05	3109458
06/15/2026	890567	Public Utilities	Parks Maint	$ 24.15	3109460
06/15/2026	890567	Public Utilities	Parks Maint	$ 38.25	3113693
06/15/2026	890567	Public Utilities	Parks Maint	$ 4,771.35	3113702
06/15/2026	890567	Public Utilities	Parks Maint	$ 799.68	3114277
06/15/2026	890567	Public Utilities	Public Safety	$ 58.59	3104126
06/15/2026	890567	Public Utilities	Solid Waste	$ 4.07	3077970
06/15/2026	890567	Public Utilities	Solid Waste	$ 17.20	3092576
06/15/2026	890567	Public Utilities	Solid Waste	$ 12.05	3112719
06/15/2026	890567	Public Utilities	Street/Traffic	$ 3,742.96	3058560
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1,506.65	3064068
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1,527.80	3064069
06/15/2026	890567	Public Utilities	Street/Traffic	$ 992.00	3064449
06/15/2026	890567	Public Utilities	Street/Traffic	$ 35.25	3073579
06/15/2026	890567	Public Utilities	Street/Traffic	$ 674.75	3073598
06/15/2026	890567	Public Utilities	Street/Traffic	$ 595.30	3075421
06/15/2026	890567	Public Utilities	Street/Traffic	$ 24.05	3075422
06/15/2026	890567	Public Utilities	Street/Traffic	$ 2,077.70	3075775
06/15/2026	890567	Public Utilities	Street/Traffic	$ 138.95	3079016
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1,184.76	3079239
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1,666.90	3083177
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1,337.45	3085204
06/15/2026	890567	Public Utilities	Street/Traffic	$ 569.00	3087053
06/15/2026	890567	Public Utilities	Street/Traffic	$ 165.05	3087054
06/15/2026	890567	Public Utilities	Street/Traffic	$ 2,253.95	3090825
06/15/2026	890567	Public Utilities	Street/Traffic	$ 2,761.55	3090876
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1,441.30	3094347
06/15/2026	890567	Public Utilities	Street/Traffic	$ 928.55	3098792

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890567	Public Utilities	Street/Traffic	$ 167.15	3102621
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1,069.55	3110133
06/15/2026	890567	Public Utilities	Street/Traffic	$ 256.70	3110134
06/15/2026	890567	Public Utilities	Street/Traffic	$ 133.95	3110138
06/15/2026	890567	Public Utilities	Street/Traffic	$ 1.50	3122333
06/15/2026	890567	Public Utilities	Street/Traffic	$ 112.80	3123478
06/15/2026	890567	Public Utilities	Transit	$ 631.41	3057820
06/15/2026	890567	Public Utilities	Transit	$ 91.18	3064066
06/15/2026	890567	Public Utilities	Transit	$ 49.00	3064066
06/15/2026	890567	Public Utilities	Wastewater	$ 5,635.67	3060439
06/15/2026	890567	Public Utilities	Wastewater	$ 15.36	3075442
06/15/2026	ACH	RDO Equipment	Solid Waste	$ 1,488.24	CLAMP, PLATE, HOSE, FITTINGS, SRV ACCESSORIES
06/15/2026	ACH	RDO Equipment	Solid Waste	$ 2,740.30	DIAGNOSE HYDRAULIC LEAK
06/15/2026	ACH	RDO Equipment	Solid Waste	$ 4,029.12	FILTERS, ELEMENTS
06/15/2026	890570	Reliable Mechanical & Controls	Facilities	$ 5,529.44	Invoice #R26122.3 - Job No. R26122
06/15/2026	890570	Reliable Mechanical & Controls	Facilities	$ 6,900.00	Invoice #R26123 - Job No. R26123
06/15/2026	ACH	Rexel USA	Wastewater	$ 12.53	consumable tools
06/15/2026	ACH	Rexel USA	Wastewater	$ 149.50	lamps for WRF light Poles
06/15/2026	ACH	Rexel USA	Wastewater	$ 22.77	materials for Rehberg LS building heater
06/15/2026	ACH	Rexel USA	Wastewater	$ 898.24	materials for WRF site lighting repairs
06/15/2026	ACH	Rexel USA	Wastewater	$ (529.24)	returned lamps for WRF exterior Lighting
06/15/2026	ACH	Rexel USA	Wastewater	$ 640.82	WO 26-39 WRF Campus Electrical..Breaker
06/15/2026	ACH	Rexel USA	Wastewater	$ 727.16	WO 26-39 WRF Campus Electrical..Material
06/15/2026	ACH	Rexel USA	Wastewater	$ 1,951.45	WO 26-39 WRF Campus Electrical..WRF MCC
06/15/2026	ACH	Rexel USA	Water	$ 6,972.50	pipe threader for WTP electrical shop
06/15/2026	ACH	Rexel USA	Water	$ 164.76	wire labels for WEWTP Lift Station - O&M
06/15/2026	890575	Robert Peccia and Associates	St Maint Dist	$ 9,289.25	WO2622 Grand Ave & 56th Street W Intersection Improvs
06/15/2026	890575	Robert Peccia and Associates	St Maint Dist	$ 13,399.42	WO2622 Grand Ave & 56th Street W Intersection Improvs
06/15/2026	890580	Sanderson Stewart	Planning	$ 3,229.86	W Blngs Transportation Nghbrhd Plan Ret Release Req
06/15/2026	890581	SavATree	Street/Traffic	$ 3,291.75	landscape services weed spray
06/15/2026	890581	SavATree	Street/Traffic	$ 4,299.75	Landscape services weed spray
06/15/2026	890589	Source 1 Environmental	Water	$ 3,000.00	WINTER 8"X 48" POINT REPAIR KIT
06/15/2026	890590	St Vincent Occupational Health	City Ins Fund	$ 800.00	On site nurse.

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	890590	St Vincent Occupational Health	City Ins Fund	$ 450.00	On-site Nurse
06/15/2026	890590	St Vincent Occupational Health	General	$ 4,227.00	Drug/Alcohol Testing
06/15/2026	890590	St Vincent Occupational Health	General	$ 4,235.25	Drug/Alcohol Testing
06/15/2026	890590	St Vincent Occupational Health	Public Safety	$ 389.25	Department specific testing: Police
06/15/2026	890590	St Vincent Occupational Health	Public Safety	$ 637.00	Department specific testing: Police Officers
06/15/2026	890590	St Vincent Occupational Health	Solid Waste	$ 799.75	Department specific testing: Solid Waste Collections
06/15/2026	890590	St Vincent Occupational Health	Solid Waste	$ 799.75	Department specific testing: Solid Waste Collections
06/15/2026	890590	St Vincent Occupational Health	Solid Waste	$ 114.25	Department specific testing: Solid Waste Landfill
06/15/2026	890590	St Vincent Occupational Health	Street/Traffic	$ 228.50	Department specific testing: Street/Traffic
06/15/2026	890590	St Vincent Occupational Health	Street/Traffic	$ 571.25	Department specific testing: Street/Traffic
06/15/2026	890590	St Vincent Occupational Health	Transit	$ 114.25	Department specific testing: MET Admin
06/15/2026	890590	St Vincent Occupational Health	Transit	$ 457.00	Department specific testing: MET Ops/Driver
06/15/2026	890590	St Vincent Occupational Health	Transit	$ 114.25	Department specific testing: MET Ops/Drivers
06/15/2026	890590	St Vincent Occupational Health	Wastewater	$ 139.25	Department specific testing: D & C
06/15/2026	890590	St Vincent Occupational Health	Wastewater	$ 310.62	Department specific testing: D & C
06/15/2026	890590	St Vincent Occupational Health	Water	$ 139.25	Department specific testing: D & C
06/15/2026	890590	St Vincent Occupational Health	Water	$ 310.63	Department specific testing: D & C
06/15/2026	890592	Midland Mechanical	Facilities	$ 14,358.30	Installed new blackflow preventor and reducing valve.
06/15/2026	ACH	Teamsters Union Local 190	Payroll Clearing	$ 9,491.50	Payroll Summary
06/15/2026	890595	The Madison Agency	Airport	$ 7,174.00	Marketing & Creative for Advertising & Marketing Prog
06/15/2026	890595	The Madison Agency	Planning	$ 400.00	Professional services May 2026
06/15/2026	ACH	Town & Country Supply	Fleet	$ 11,425.53	453764
06/15/2026	ACH	Town & Country Supply	Fleet	$ 17,719.08	453764
06/15/2026	ACH	Town & Country Supply	Fleet	$ 12,089.97	453764
06/15/2026	ACH	Town & Country Supply	Fleet	$ 7,535.40	453764
06/15/2026	ACH	Town & Country Supply	Transit	$ 8,520.06	453628 unleaded fuel
06/15/2026	ACH	Town & Country Supply	Transit	$ 22,781.60	453750 diesel fuel
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,046.20	CAP, PROBE, FILTERS CONSUMABLES AND ENVIRO FEES
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,041.68	CAP, PROBE, FILTERS CONSUMABLES AND ENVIRO FEES
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,726.51	ELECTRIC MTR, BOLTS, CONSUMABLES/ENVIRO FEES
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 992.70	FILTER ELEMENT
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 75.00	PERFORM 500 HOUR MAINTENANCE SERVICE
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 3,321.52	RELAY, ACTUATOR, CONSUMABLE AND ENVIRO FEE

Check Date	Check #	Name	Fund Name	Amount	Item Desc
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,365.00	SERVICE
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 975.00	TROUBLESHOOT FAULT CODE
06/15/2026	ACH	Tractor & Equipment	Solid Waste	$ 9,555.00	TROUBLESHOOT HYDRAULIC MOTOR LEAK
06/15/2026	890599	TW Enterprises	Airport	$ 555.00	Terminal Generator Repair
06/15/2026	890599	TW Enterprises	Solid Waste	$ 2,179.56	annual PM & diagnose - landfill
06/15/2026	890600	Ultra Graphics	General	$ 2,607.05	2026 Jury Questionnaire Mailing
06/15/2026	890600	Ultra Graphics	General	$ 2,607.05	2026 Jury Questionnaire Mailing
06/15/2026	890606	Utilities Underground Location Ctr	Airport	$ 172.66	Underground Locates
06/15/2026	890606	Utilities Underground Location Ctr	Storm Sewer	$ 1,436.46	Excavation Notices.. May 2026 = 3228
06/15/2026	890606	Utilities Underground Location Ctr	Street/Traffic	$ 1,436.46	Excavation Notices.. May 2026 = 3228
06/15/2026	890606	Utilities Underground Location Ctr	Street/Traffic	$ 1,436.46	Excavation Notices.. May 2026 = 3228
06/15/2026	890606	Utilities Underground Location Ctr	Wastewater	$ 718.23	Excavation Notices.. May 2026 = 3228
06/15/2026	890606	Utilities Underground Location Ctr	Water	$ 718.23	Excavation Notices.. May 2026 = 3228
06/15/2026	890607	Vermont Systems	Park Dist 1	$ 28,977.38	rectrac software - 21033
06/15/2026	890607	Vermont Systems	Tax Incrmnt S	$ 2,690.00	vsi software for ARC - 20895
06/15/2026	ACH	VertexOne Software	P.W. Admin	$ 4,214.91	service for May 2026
06/15/2026	890612	Wilbur Ellis	Park Dist 1	$ 3,710.00	parks weed spraying - 17890040
06/15/2026	890612	Wilbur Ellis	Park Dist 1	$ 677.50	parks weed spraying 17857408

Consent 1. T. 3.

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Payment of Claims for week of June 22nd, 2026
PRESENTED BY: Erin Watterud
Department: Finance
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION
Staff recommends Council approve the Payment of Claims

EXECUTIVE SUMMARY
Claims in the amount of $1,976,575.62 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.

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

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.

STAKEHOLDERS

ALTERNATIVES
No other alternatives were analyzed.

Attachments

CouncilMemo wk of 06222026

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890620	Ace Electric	Water	$ 1,245.00	Retainage Release Full
06/22/2026	890620	Ace Electric	Water	$ 3,389.00	Retainage Release Full
06/22/2026	890624	ALPHA ROCK AVIATION CONSULTING	Airport	$ 31,283.88	Airport Governance Analysis & Transition Plan
06/22/2026	890627	American Assoc Of Airport Executive	Airport	$ 7,140.00	IETLS Level 1 Renewal 7/1/26 - 6/30/27
06/22/2026	890630	Archie Cochrane	Fleet	$ 290.75	5631442
06/22/2026	890630	Archie Cochrane	Fleet	$ 51.59	5631443
06/22/2026	890630	Archie Cochrane	Fleet	$ 30.80	5631494
06/22/2026	890630	Archie Cochrane	Fleet	$ 50.68	5631494
06/22/2026	890630	Archie Cochrane	Fleet	$ (51.59)	5631524
06/22/2026	890630	Archie Cochrane	Fleet	$ 171.36	5631771
06/22/2026	890630	Archie Cochrane	Fleet	$ 10.95	5631771
06/22/2026	890630	Archie Cochrane	Fleet	$ 44.02	5631856
06/22/2026	890630	Archie Cochrane	Fleet	$ 95.42	5631949
06/22/2026	890630	Archie Cochrane	Fleet	$ 67.20	5631996
06/22/2026	890630	Archie Cochrane	Fleet	$ 30.80	5632030
06/22/2026	890630	Archie Cochrane	Fleet	$ 2.72	5632030
06/22/2026	890630	Archie Cochrane	Fleet	$ 81.20	5632030
06/22/2026	890630	Archie Cochrane	Fleet	$ 4.06	5632030
06/22/2026	890630	Archie Cochrane	Fleet	$ 10.13	5632031
06/22/2026	890630	Archie Cochrane	Fleet	$ 40.16	5632031
06/22/2026	890630	Archie Cochrane	Fleet	$ 308.00	5632031
06/22/2026	890630	Archie Cochrane	Fleet	$ 241.26	5632031
06/22/2026	890630	Archie Cochrane	Fleet	$ 245.28	5632200
06/22/2026	890630	Archie Cochrane	Fleet	$ 14.24	5632200
06/22/2026	890630	Archie Cochrane	Fleet	$ 143.77	5632268
06/22/2026	890630	Archie Cochrane	Fleet	$ 46.84	5632269
06/22/2026	890630	Archie Cochrane	Fleet	$ 61.60	5632319
06/22/2026	890630	Archie Cochrane	Fleet	$ 102.00	5632319
06/22/2026	890630	Archie Cochrane	Fleet	$ 186.47	5632319
06/22/2026	890630	Archie Cochrane	Fleet	$ 97.34	5632993
06/22/2026	890630	Archie Cochrane	Fleet	$ 351.72	5632993
06/22/2026	890630	Archie Cochrane	Fleet	$ 142.24	5633170
06/22/2026	890630	Archie Cochrane	Fleet	$ 275.94	5633170

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890630	Archie Cochrane	Fleet	$ 173.80	5633170
06/22/2026	890630	Archie Cochrane	Transit	$ 18.48	5632609 bolts
06/22/2026	890630	Archie Cochrane	Transit	$ 39.76	5632609 fuel cap
06/22/2026	890630	Archie Cochrane	Transit	$ 36.96	5632663 bolts trans pan
06/22/2026	890632	AT & T Corp	Airport	$ 12.28	Airport iPad
06/22/2026	890632	AT & T Corp	Airport	$ 749.99	Airport iPad
06/22/2026	890632	AT & T Corp	Building	$ 41.81	Building Manager -Jessica Fust
06/22/2026	890632	AT & T Corp	CDBG	$ 98.20	Comm Dev
06/22/2026	890632	AT & T Corp	Court Grants	$ 83.62	Muni Court DC
06/22/2026	890632	AT & T Corp	Engineering	$ 184.03	Engineering Cell Phones and MiFi
06/22/2026	890632	AT & T Corp	Engineering	$ 187.59	Engineering Tablets
06/22/2026	890632	AT & T Corp	Facilities	$ 92.49	Facilities Doug and Larry
06/22/2026	890632	AT & T Corp	Facilities	$ 84.61	Facilities Managers- Sean and Tricia
06/22/2026	890632	AT & T Corp	General	$ 53.66	Code Enforcement
06/22/2026	890632	AT & T Corp	General	$ 41.81	FINANCE -Liz Kampa
06/22/2026	890632	AT & T Corp	Library	$ 67.68	Library -Hotspots
06/22/2026	890632	AT & T Corp	Library	$ 93.02	Library Out Reach
06/22/2026	890632	AT & T Corp	Park Dist 1	$ 394.55	Parks Dept.
06/22/2026	890632	AT & T Corp	Park Dist 1	$ 60.07	Parks Seasonal
06/22/2026	890632	AT & T Corp	Park Dist 1	$ 494.38	Parks Tablets
06/22/2026	890632	AT & T Corp	Park Dist 1	$ 210.04	PRPL - Recreation Division
06/22/2026	890632	AT & T Corp	Park Dist 1	$ 132.32	REC Seasonal
06/22/2026	890632	AT & T Corp	Parking	$ 250.86	Parking Phones and scanner
06/22/2026	890632	AT & T Corp	Parking	$ 225.84	Parking Phones and scanner
06/22/2026	890632	AT & T Corp	Phone System	$ 113.33	IT iPads - Cell phone Cortex testing device
06/22/2026	890632	AT & T Corp	Phone System	$ 43.84	TeleComm Manager Doug
06/22/2026	890632	AT & T Corp	Phone System	$ (276.00)	TeleComm Manager Doug
06/22/2026	890632	AT & T Corp	Planning	$ 43.84	-PLANNING ANNA VICKERS
06/22/2026	890632	AT & T Corp	Public Safety	$ 12.42	Weed Abatement
06/22/2026	890632	AT & T Corp	Solid Waste	$ 517.12	SOLID WASTE Cell and iPads
06/22/2026	890632	AT & T Corp	Solid Waste	$ 143.41	SOLID WASTE Cell and iPads
06/22/2026	890632	AT & T Corp	Solid Waste	$ 33.84	SOLID WASTE CRADLE POINT
06/22/2026	890632	AT & T Corp	Street/Traffic	$ 551.32	Street Traffic iPads and Derick Surface

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890632	AT & T Corp	Street/Traffic	$ 40.64	Street Traffic iPads and Derick Surface
06/22/2026	890632	AT & T Corp	Transit	$ 394.55	MET Transit Tablets
06/22/2026	890632	AT & T Corp	Wastewater	$ 316.55	PWBELKNAP-DIST COLL CELL PHONES 50/50
06/22/2026	890632	AT & T Corp	Wastewater	$ 439.16	PWBLKNP Electricians -Phones
06/22/2026	890632	AT & T Corp	Wastewater	$ 10.45	PWBLKNP STORES -75/25
06/22/2026	890632	AT & T Corp	Wastewater	$ 887.06	PWBLNP-WWTRMNT1 WTP and iPads
06/22/2026	890632	AT & T Corp	Wastewater	$ 119.20	PWBLNP-WWTRMNT1 WTP and iPads
06/22/2026	890632	AT & T Corp	Wastewater	$ 261.43	PW-Distribution Collection Tablets 50/50
06/22/2026	890632	AT & T Corp	Wastewater	$ 135.98	PW-Environmental
06/22/2026	890632	AT & T Corp	Water	$ 316.55	PWBELKNAP-DIST COLL CELL PHONES 50/50
06/22/2026	890632	AT & T Corp	Water	$ 968.65	PWBELKNAP-WT Water Treatment
06/22/2026	890632	AT & T Corp	Water	$ 81.28	PWBELKNAP-WT Water Treatment
06/22/2026	890632	AT & T Corp	Water	$ 400.23	PWBLKNP COMM-METER CityWorks/Neptune
06/22/2026	890632	AT & T Corp	Water	$ 378.32	PWBLKNP MTRSHOP CELL PHONE AND IPADS
06/22/2026	890632	AT & T Corp	Water	$ 211.43	PWBLKNP MTRSHOP CELL PHONE AND IPADS
06/22/2026	890632	AT & T Corp	Water	$ 31.36	PWBLKNP STORES -75/25
06/22/2026	890632	AT & T Corp	Water	$ 261.42	PW-Distribution Collection Tablets 50/50
06/22/2026	890636	BAR 10	Park Dist 1	$ 17,908.00	skyline shade strutures - 78
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 8,522.55	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 7,077.68	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 158.00	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 996.71	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 454.03	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 5,548.22	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 5,411.88	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 816.38	ARC Concessions Equipment
06/22/2026	890637	Bargreen Ellingson	Tax Incrmnt S	$ 315.83	ARC shelving
06/22/2026	890642	Billings Construction Supply	Park Dist 1	$ 152.02	kiwanis bike trail toilet rental - 23034
06/22/2026	890642	Billings Construction Supply	Park Dist 1	$ 226.00	memorial day toilet rental 22903
06/22/2026	890642	Billings Construction Supply	Park Dist 1	$ 121.02	toilet rental for amend garden-23051
06/22/2026	890642	Billings Construction Supply	Solid Waste	$ 219.19	toilet rental for landfill
06/22/2026	890642	Billings Construction Supply	Solid Waste	$ 116.59	toilet rental for landfill
06/22/2026	890642	Billings Construction Supply	Wastewater	$ 111.81	S232...Toilet Rental.Rod & Gun Club..May

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890642	Billings Construction Supply	Wastewater	$ 47.89	Saw Parts
06/22/2026	890642	Billings Construction Supply	Water	$ 1,402.00	1005 Central Ave. Traffic Control..Wate
06/22/2026	890642	Billings Construction Supply	Water	$ 801.00	1005 Central Ave..Traffic Control
06/22/2026	890642	Billings Construction Supply	Water	$ 1,573.00	Gabel Rd & S 30th ST Traffic Control
06/22/2026	890642	Billings Construction Supply	Water	$ 47.89	Saw Parts
06/22/2026	ACH	Burns & McDonnell Engineering	Water	$ 144,010.12	WO 19-42 West End Water Treatment Plant Project; Pmt 69
06/22/2026	890656	Creative Monograms	Public Safety	$ 708.00	101241, patrol polos
06/22/2026	890656	Creative Monograms	Transit	$ 964.00	101150 uniform order (drivers, dispatch, supervisors)
06/22/2026	890656	Creative Monograms	Transit	$ 1,004.00	101276 uniform order (drivers, dispatch, backstock)
06/22/2026	890658	Dakota Supply Group	Street/Traffic	$ 1,517.49	clamps for storm sewer pipe on 24th & Gr
06/22/2026	890658	Dakota Supply Group	Water	$ 1,224.00	1"X 6" CTS CIRCLE REDI-CLAMP 1.13" OD P/N: 773466
06/22/2026	890658	Dakota Supply Group	Water	$ 624.00	1-1/2"X 6" CTS CIRCLE REDI-CLAMP 1.63" OD P/N: 773472
06/22/2026	890658	Dakota Supply Group	Water	$ 675.00	2" COMPRESSION CURB STOP P/N: 76104Q2
06/22/2026	890658	Dakota Supply Group	Water	$ 4.00	2" CTS STIFFENER 1-1/2" PEP P/N: 6136
06/22/2026	890658	Dakota Supply Group	Water	$ 636.00	2"X 6" CTS CIRCLE REDI-CLAMP 2.13" OD P/N: 773474
06/22/2026	890658	Dakota Supply Group	Water	$ 10,840.00	3/4" METER LOOPS AKA YOKE - (7433MM33471)
06/22/2026	890658	Dakota Supply Group	Water	$ 612.00	3/4"X 6" CTS CIRCLE REDI-CLAMP .88" OD P/N: 773460
06/22/2026	890658	Dakota Supply Group	Water	$ 400.00	6" X 15" C1 FC REPAIR CLAMP - F1-724 X 15 SH P/N: 405760
06/22/2026	890662	David Legare Law	Facilities	$ 3,072.27	Invoice: 2181 - Legal Fees City of Billings
06/22/2026	890664	Dell Computer	Public Safety	$ 4,970.00	Qty. 2 Dell Pro Max 16 with Cell/docking stations -CRU Fire
06/22/2026	890667	DOWL	St Maint Dist	$ 2,615.39	Retainage Release Full
06/22/2026	890667	DOWL	Tax Incrmnt N27	$ 56,448.81	Retainage Release Full
06/22/2026	890671	Empire Garage Owner's Assoc	Parking	$ 8,475.87	IN001809_CITY OF BILLINGS JUNE ASSESSMENT
06/22/2026	ACH	Endress & Hauser	Wastewater	$ 8,595.28	Lift Station Radar Level Sensors
06/22/2026	890672	Energy Laboratories	Wastewater	$ 1,338.00	Stormwater Samples
06/22/2026	890672	Energy Laboratories	Wastewater	$ 1,760.00	WRF WETT Testing
06/22/2026	890673	Engineering	Gas Tax	$ 2,460.00	Rimrock Rd: Clearview - %4th St W...Phase 2; Pmt 11
06/22/2026	890673	Engineering	Gas Tax	$ 26,195.50	WO 25-36 Rimrock Road 54th - 62nd
06/22/2026	890673	Engineering	St Maint Dist	$ 17,089.50	WO 26-03 Paver...
06/22/2026	890673	Engineering	Storm Sewer	$ 9,405.00	Rimrock Rd: Clearview - %4th St W...Phase 2; Pmt 11
06/22/2026	890673	Engineering	Storm Sewer	$ -	WO 25-36 Rimrock Road 54th - 62nd
06/22/2026	890675	Farstad Oil	Transit	$ 438.94	IN-239829-26 antifreeze
06/22/2026	890675	Farstad Oil	Transit	$ 0.04	IN-250246-26 DEF

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890675	Farstad Oil	Transit	$ 1,390.95	IN-250246-26 DEF
06/22/2026	890675	Farstad Oil	Transit	$ 4.99	IN-253902-26 environmental fee
06/22/2026	890675	Farstad Oil	Transit	$ 433.95	IN-253902-26 oils
06/22/2026	890675	Farstad Oil	Transit	$ 2,037.75	IN-253902-26 oils
06/22/2026	890675	Farstad Oil	Transit	$ 1,089.00	IN-253902-26 oils, antifreeze, trans
06/22/2026	890675	Farstad Oil	Transit	$ 2,350.00	IN-253902-26 oils, antifreeze, trans
06/22/2026	890675	Farstad Oil	Wastewater	$ 568.18	oil for Primary Sludge Pumps
06/22/2026	890675	Farstad Oil	Wastewater	$ 1,062.97	Oil for SWAS/Boerger Pumps
06/22/2026	890676	Ferguson Enterprises	Library	$ 31.45	4651141 Toilet service valves
06/22/2026	890676	Ferguson Enterprises	Library	$ 62.89	4651141-1
06/22/2026	890676	Ferguson Enterprises	Library	$ 15.75	4651141-1
06/22/2026	890676	Ferguson Enterprises	Water	$ 3,786.00	8" MJ GATE VALVE P/N: MA236123XOL
06/22/2026	890688	Hanson Chemical	Park Dist 1	$ 3,140.95	supplies for ARC - 430983
06/22/2026	890689	Hardrives Construction	St Maint Dist	$ 260,906.56	WO 26-03 Contract 2 City Chip Seal; Pmt 2
06/22/2026	890690	Harris Systems USA	Building	$ 20,450.08	MUNXT0000169, 171, 168, 167
06/22/2026	ACH	HDR	IT Resources	$ 1,887.89	GIS On Call Services
06/22/2026	ACH	HDR	IT Resources	$ 624.76	January 2026-February 2026 GIS On Call services
06/22/2026	ACH	HDR	Wastewater	$ 36,284.99	Retainage Release Full
06/22/2026	ACH	HDR	Wastewater	$ 50,115.07	WO 26-08 WRF Digester Gas Piping Replacement Engin
06/22/2026	ACH	HDR	Water	$ 175,191.78	WO 19-12 West End Reservoir; Pmt 86
06/22/2026	ACH	HDR	Water	$ 6,137.00	WO 23-12 Zone 4 Pump Station & Waterline Improvs
06/22/2026	ACH	HDR	Water	$ 1,950.32	WO 24-20 WTP Underground Leaks Assessment
06/22/2026	890696	IMEG Corp	Planning	$ 8,750.00	Professional Services through May 10, 2026
06/22/2026	890698	Insight Public Sector	Fleet	$ 47.23	Charging Cables
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 842.03	Adobe Creative Cloud -Sara Heywood REC
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 197.06	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 1,219.47	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 1,081.73	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 2,062.83	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 22.61	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 139.92	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 124.12	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD
06/22/2026	890698	Insight Public Sector	Park Dist 1	$ 304.53	CREATIVE CLOUD PRO, ACROBAT PRO/STANDARD

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890707	K2 Civil	Gas Tax	$ 2,326.69	Retainage Release Final
06/22/2026	890707	K2 Civil	Tax Incrmnt E	$ 5,178.75	Retainage Release Final
06/22/2026	890712	Kimley-Horn and Associates	Planning	$ 21,652.48	Professional Services May 1- May 31, 2026
06/22/2026	890718	Knife River	Gas Tax	$ 57,053.46	WO 25-02 Missing Sidewalk Project
06/22/2026	890718	Knife River	Sidewalk Const	$ 4,841.70	WO 25-02 Missing Sidewalk Project
06/22/2026	890719	Lee Newspaper Enterprises	P.W. Admin	$ 4,325.00	Public Works Open House Advertising FY2
06/22/2026	890720	Lesman Iron Works	Street/Traffic	$ 1,389.00	repair lightpole for 6th & 18th
06/22/2026	890720	Lesman Iron Works	Street/Traffic	$ 1,278.00	Repaired light pole 6th ave N & 10th
06/22/2026	890732	Mead & Hunt	Airport	$ 7,100.00	Amend #4 to the Master Agreement. Air Service Consult
06/22/2026	890736	Montana Conservation Corps	Park Dist 1	$ 16,500.00	Americorps host fees 6.16.26
06/22/2026	890736	Montana Conservation Corps	Park Dist 1	$ 13,400.00	Americorps host fees 6.16.26
06/22/2026	890736	Montana Conservation Corps	Park Dist 1	$ 2,100.00	Americorps host fees 6.16.26
06/22/2026	890739	Morrison Maierle	Transit	$ 7,848.43	Amendment #21A Transfer Center Cameras - Federal
06/22/2026	890739	Morrison Maierle	Transit	$ 1,962.11	Amendment #21A Transfer Center Cameras - Local
06/22/2026	890739	Morrison Maierle	Transit	$ 15,480.00	Amendment #35 - MET Fire Alarm System - Federal
06/22/2026	890739	Morrison Maierle	Transit	$ 3,870.00	Amendment #35 - MET Fire Alarm System - Local
06/22/2026	890739	Morrison Maierle	Transit	$ 1,314.69	Amendment 21 Transfer Center Camera Systems Proj- Fed
06/22/2026	890739	Morrison Maierle	Transit	$ 328.67	Amendment 21 Transfer Center Camera Systems Proj- Loc
06/22/2026	890740	MT Dept of Revenue-CGR2	Gas Tax	$ 23.50	Retainage Release Final
06/22/2026	890740	MT Dept of Revenue-CGR2	Gas Tax	$ 576.30	WO 25-02 Missing Sidewalk Project; Pmt 6
06/22/2026	890740	MT Dept of Revenue-CGR2	Sidewalk Const	$ 48.90	WO 25-02 Missing Sidewalk Project; Pmt 6
06/22/2026	890740	MT Dept of Revenue-CGR2	St Maint Dist	$ 21.00	WO 25-16 2025 Annual Street Reconstruction; Pmf 5F
06/22/2026	890740	MT Dept of Revenue-CGR2	St Maint Dist	$ 2,635.42	WO 26-03 Contract 2 City Chip Seal; Pmt 2
06/22/2026	890740	MT Dept of Revenue-CGR2	Tax Incrmnt E	$ 52.31	Retainage Release Final
06/22/2026	890740	MT Dept of Revenue-CGR2	Transit	$ 805.94	Retainage Release
06/22/2026	890741	Napa Auto Parts	Fleet	$ 37.25	749238
06/22/2026	890741	Napa Auto Parts	Fleet	$ 28.02	749412
06/22/2026	890741	Napa Auto Parts	Fleet	$ 21.66	749520
06/22/2026	890741	Napa Auto Parts	Fleet	$ 97.89	749673
06/22/2026	890741	Napa Auto Parts	Fleet	$ 53.94	749673
06/22/2026	890741	Napa Auto Parts	Fleet	$ 254.84	749673
06/22/2026	890741	Napa Auto Parts	Fleet	$ 299.52	749673
06/22/2026	890741	Napa Auto Parts	Fleet	$ 90.74	749673

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890741	Napa Auto Parts	Fleet	$ 155.52	749715
06/22/2026	890741	Napa Auto Parts	Fleet	$ 38.75	749720
06/22/2026	890741	Napa Auto Parts	Fleet	$ 22.03	749794
06/22/2026	890741	Napa Auto Parts	Fleet	$ 8.91	749818
06/22/2026	890741	Napa Auto Parts	Fleet	$ 87.83	749846
06/22/2026	890741	Napa Auto Parts	Fleet	$ 19.99	749847
06/22/2026	890741	Napa Auto Parts	Fleet	$ 4.01	749950
06/22/2026	890741	Napa Auto Parts	Fleet	$ 8.80	750013
06/22/2026	890741	Napa Auto Parts	Fleet	$ 25.79	750013
06/22/2026	890741	Napa Auto Parts	Fleet	$ 494.22	750064
06/22/2026	890741	Napa Auto Parts	Fleet	$ 15.40	750077
06/22/2026	890741	Napa Auto Parts	Fleet	$ 31.08	750077
06/22/2026	890741	Napa Auto Parts	Fleet	$ 27.59	750077
06/22/2026	890741	Napa Auto Parts	Fleet	$ 34.70	750077
06/22/2026	890741	Napa Auto Parts	Fleet	$ 7.82	750126
06/22/2026	890741	Napa Auto Parts	Fleet	$ 185.00	752549
06/22/2026	890741	Napa Auto Parts	Fleet	$ 43.68	752645
06/22/2026	890741	Napa Auto Parts	Fleet	$ 381.72	753028
06/22/2026	890741	Napa Auto Parts	Fleet	$ 326.55	753028
06/22/2026	890741	Napa Auto Parts	Fleet	$ 16.28	753028
06/22/2026	890741	Napa Auto Parts	Fleet	$ 316.50	753075
06/22/2026	890741	Napa Auto Parts	Street/Traffic	$ 69.57	controller for unit #1309
06/22/2026	890741	Napa Auto Parts	Street/Traffic	$ 38.44	grease gun for unit 1172
06/22/2026	ACH	Northwest Industrial Supply	Solid Waste	$ 1,150.00	--; WINCHLINE
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 48.80	1 GALLON PLASTIC BUCKET P/N: 8007218
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 143.00	5 GALLON BUCKET WITH LID - (8007225) P/N: 8007225
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 44.28	BROOM HANDLE UNTHREADED - 994-3800HL (994-3800 HL)
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 42.00	copper cutter
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 20.00	copper tube cutter
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 191.30	DRAIN SPADE 471-070
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 38.26	DRAIN SPADE 471-070
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 952.24	Dredge Cable
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 192.60	IMPACT GLASS BEADS - GRIT SIZE "AD" - 70-140 MESH

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 449.40	IMPACT GLASS BEADS - GRIT SIZE "AD" - 70-140 MESH
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 86.90	KOOL SPRAY FOR DRILLING & - CUTTING # 5035 CERTIFIED
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 163.68	PAILS 12 QT SIZE METAL P/N: 8007062
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 33.40	SAWZALL BLADE 14T 6L - TORCH 48-00-5782 (38852785)
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 44.00	SAWZALL BLADE 14T 9L - TORCH 48-00-5787 (3885280)
06/22/2026	ACH	Northwest Industrial Supply	Water	$ 55.20	SAWZALL BLADE 9" DIAMOND - GRIT TORCH 48-00-1450
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 44.38	digging nozzle parts
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 108.52	flange gaskets for gas compressor #2 rep
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 230.63	hose connections to chemical room totes
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 1,335.36	PBS-034 Saddles for Pipebursting
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 15.12	PVC Connection/repair leaking line in pr
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 42.75	PVC fitting for SRP re-piping in Digeste
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 2,013.29	PVC/plumbing fittings for SRP in Digeste
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 39.27	spigots for replacement in sludge bay an
06/22/2026	ACH	Northwest Pipe Fittings	Wastewater	$ 36.68	stainless nipples for gas compressor #2
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 53.88	1 1/2 PVC SCHL 80 - COUPLING (829015)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 265.95	1 1/2" FULL PORT BALL VALVE - THREADED
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 167.52	1" COUPLING CTS X FLARE 74755Q1 P/N: 2108793
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 65.76	1" PVC SCH 80 SXS - COUPLING (829010) P/N: 0861488
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 112.32	1" PVC SCH 80 SXS 45 - (817010) P/N: 111-290-01270
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 53.64	1" SCH 80 SXS 90 ELBOW - (806010) P/N: 111-290-01220
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 1,742.96	1-1/2" MACH10 METER EU2A1F1
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 54.72	1-1/2" TD METER FLANGE GASKETS P/N: 2038393
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 341.18	1-1/2" TD METER FLANGES P/N: 2038240
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 128.19	1-1/2" X 2" BRASS REDUCER COUPLING P/N: 0406004
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 390.28	12" X12" MJ SLEEVE P/N: 333-085-00050
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 1,170.84	12" X12" MJ SLEEVE P/N: 333-085-00050
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 109.74	2" PVC SCH 80 S X S 45 DEGREE P/N: 0861068
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 127.80	2" PVC SCH 80 SXM ADAPTOR (836020) 0861882
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 38.60	2" PVC SCH 80 SXS - COUPLING (829020) P/N: 0861542
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 62.16	2" TD FLANGE GASKETS - PS-1003 DROP IN
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 618.84	2" TD METER FLANGES OVAL CI P/N: 2038244
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 2,112.54	2" X 17" MACH 10 METER (202NS04791)

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 33.24	3/4" 90 PVC ELBOW SCH 80 P/N: 0860508
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 11,466.00	3/4" E-CODER WALL CU/FT METER W/RECPT ED2C11REF2
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 8,190.00	3/4" E-CODER WALL CU/FT METER W/RECPT ED2C11REF2
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 37.50	3/4" PVC SCH 80 SXS 45 - (817007) P/N: 111-290-01260
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 37.50	3/4" PVC SCH 80 SXS 45 - (817007) P/N: 111-290-01260
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 38.52	3/4" PVC SCH 80 TEES - (801007)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 4,074.00	3/4" REGISTER PIT E-CODER C/F (RH2F21)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 2,716.00	3/4" REGISTER PIT E-CODER C/F (RH2F21)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 540.00	3/4" X 1/8" THICK RUBBER COUPLING WASHERS
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 2,716.00	5/8" PIT REGISTER HEAD E-CODER - 202NS90607 (RH2F11)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 54.72	6" FLANGE GASKET - RED FULL FACE #150 (0723252)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 1,672.38	6" K81-A KENNEDY HYDRANT EXTENSION - NO THREADS
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 405.48	6" PVC X PVC SHIELDED COUPLING (1056-66RC)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 1,001.52	6"X 6" TO 12" SADDLE TEE P/N: 333-075-00610
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 173.26	8" CLAY X PVC SHIELDED COUPLING (1002-88RC)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 18.66	8" FLANGE GASKETS - RED FULL FACE #150 (0723260)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 519.78	8" PVC X PVC SHIELDED COUPLING (1056-88RC)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 48.88	big curb box base
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 57.99	BRASS NIPPLE 1" X 5-1/2" P/N: 111-275-00830
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 44.20	BRASS NIPPLE 1-1/2" X 3-1/2" P/N: 111-275-01070
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 100.28	BRASS NIPPLE 1-1/2" X 4"
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 328.60	CURB BOX LID W/PLUG 1-1/4"#89375 P/N: 2175605
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 44.39	digging nozzle parts
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 23.20	Drain line on H1-3 High Service
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 264.48	MJ GLAND PACK 12" P/N: 333-020-00210
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 440.80	MJ GLAND PACK 12" P/N: 333-020-00210
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 17,556.00	R-900 ENHANCED WALL RR - MIU 13341-200 (RF'S)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 2,926.00	R-900 ENHANCED WALL RR - MIU 13341-200 (RF'S)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 11,704.00	R-900 ENHANCED WALL RR - MIU 13341-200 (RF'S)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 14,630.00	R-900 ENHANCED WALL RR - MIU 13341-200 (RF'S)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 8,778.00	R-900 ENHANCED WALL RR - MIU 13341-200 (RF'S)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 3,405.56	R900 MIU W/6' WIRE 13442- - 200 ENHANCED PIT (2034600)
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 1,792.40	R900 MIU W/6' WIRE 13442- - 200 ENHANCED PIT (2034600)

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 271.68	Stock parts for sprinklers
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 48.36	UNIONS 1/2" T X T - PVC SCH-80 P/N: 0863248
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 3,337.20	Water Parts
06/22/2026	ACH	Northwest Pipe Fittings	Water	$ 320.80	Willet Air Reliefs
06/22/2026	890747	NorthWestern Energy	Airport	$ 1,975.16	0100483-7. Runway Lights. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 1,734.49	0100484-5. ARFF Facility. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 68.71	1138926-9. Aero Interiors. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 32.43	1647695-4. De Icer. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 758.03	1669567-8. TSA. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 1,578.89	1993430-6. Car Wash. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 360.98	2001846-1. Mud Wash. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 399.90	2001848-7. Detail Bay 1 Hertz. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 280.91	2001855-2. Detail Bay 2 National/Alamo. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 119.97	2001862-8. Detail Bay 3 Enterprise. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 292.17	2001865-1. Detail Bay 4 Avis/Budget. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 56.99	2001867-7. Detail Bay 5 Thrifty/Dollar. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 70.66	3085107-5. Employee Parking. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 254.47	3446396-8. USDA. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 1,444.12	3477231-9. Parking Zone. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 59.42	3733186-5. Airport Storage. June 2026
06/22/2026	890747	NorthWestern Energy	Airport	$ 128.14	4318482-9. ASF. June 2026
06/22/2026	890747	NorthWestern Energy	Building	$ 29.99	1569631-3
06/22/2026	890747	NorthWestern Energy	Facilities	$ 3,960.66	0975808-7
06/22/2026	890747	NorthWestern Energy	Facilities	$ 23.77	3866815-8
06/22/2026	890747	NorthWestern Energy	Facilities	$ 96.63	3922089-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,354.80	SILMD 10 Acct# 0712546-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 2,571.43	SILMD 100 Acct# 0712559-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 2,025.96	SILMD 107 Acct# 0712560-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 5,081.00	SILMD 109 Acct# 0712561-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 301.85	SILMD 113 Acct# 0712562-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,093.39	SILMD 114 Acct# 0712563-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 257.26	SILMD 115 Acct# 0712564-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 675.32	SILMD 116 Acct# 0712565-1

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 3,696.29	SILMD 117 Acct# 0712566-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 242.96	SILMD 118 Acct# 0712567-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 151.00	SILMD 119 Acct# 0712568-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 2,894.25	SILMD 121 Acct# 0712570-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 217.66	SILMD 122 Acct# 0712571-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 385.91	SILMD 123 Acct# 0712572-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,125.54	SILMD 124 Acct# 0712573-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 450.20	SILMD 125 Acct# 0712574-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 225.11	SILMD 126 Acct# 0712575-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 816.25	SILMD 127 Acct# 0712576-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 571.37	SILMD 128 Acct# 0712577-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 385.91	SILMD 129 Acct# 0712578-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 6,379.96	SILMD 13 Acct# 0721276-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 31.33	SILMD 13 Acct# 4255370-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 16.11	SILMD 13 Acct# 4299691-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 139.78	SILMD 130 Acct# 0712579-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 996.90	SILMD 131 Acct# 0712580-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 259.59	SILMD 133 Acct# 0712581-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 599.03	SILMD 134 Acct# 0712582-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 598.59	SILMD 135 Acct# 0712583-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 546.68	SILMD 136 Acct# 0712584-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 466.01	SILMD 137 Acct# 0712585-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 868.27	SILMD 138 Acct# 0712586-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 289.41	SILMD 139 Acct# 0712587-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 3,253.07	SILMD 14 Acct# 0721277-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 22.13	SILMD 14 Acct# 4167204-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 675.32	SILMD 143 Acct# 0712588-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 32.12	SILMD 144 Acct# 0712589-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 544.16	SILMD 145 Acct# 0712590-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 418.06	SILMD 146 Acct# 0712591-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 518.55	SILMD 147 Acct# 0712592-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,896.63	SILMD 149 Acct# 0712593-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 870.64	SILMD 150 Acct# 0712594-1

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 739.64	SILMD 151 Acct# 0712595-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 4,993.97	SILMD 152 Acct# 0712596-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 625.79	SILMD 153 Acct# 0712597-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,414.84	SILMD 154 Acct# 0712598-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 578.84	SILMD 155 Acct# 0712599-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,061.11	SILMD 157 Acct# 0712600-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 932.58	SILMD 158 Acct# 0712601-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,170.65	SILMD 159 Acct# 0712602-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 836.11	SILMD 160 Acct# 0712603-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,224.36	SILMD 161 Acct# 0712604-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 58.23	SILMD 162 Acct# 0712605-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,103.30	SILMD 163 Acct# 0712606-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 435.33	SILMD 164 Acct# 0712607-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,029.04	SILMD 165 Acct# 0712608-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 272.09	SILMD 167 Acct# 0712609-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,362.35	SILMD 17 Acct# 0712553-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 652.99	SILMD 171 Acct# 0712610-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 599.05	SILMD 172 Acct# 0712611-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,360.40	SILMD 173 Acct# 0712612-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,142.73	SILMD 174 Acct# 0712613-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 380.90	SILMD 175 Acct# 0712614-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 41.60	SILMD 176 Acct# 0712615-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 299.28	SILMD 178 Acct# 0712616-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 598.59	SILMD 179 Acct# 0712617-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 408.12	SILMD 180 Acct# 0712618-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,961.65	SILMD 181 Acct# 0712619-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 680.22	SILMD 182 Acct# 0712620-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,360.42	SILMD 183 Acct# 0712621-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 435.33	SILMD 184 Acct# 0712622-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 163.26	SILMD 185 Acct# 0712623-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,008.71	SILMD 186 Acct# 0712624-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 272.09	SILMD 187 Acct# 0712625-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 326.51	SILMD 188 Acct# 0712626-1

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 272.09	SILMD 189 Acct# 0712627-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,414.84	SILMD 190 Acct# 0712628-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 485.73	SILMD 191 Acct# 0712629-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 353.71	SILMD 192 Acct# 0712630-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 870.64	SILMD 193 Acct# 0712631-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 450.32	SILMD 194 Acct# 0712632-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 360.25	SILMD 195 Acct# 0712633-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 114.27	SILMD 196 Acct# 0712634-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 114.27	SILMD 197 Acct# 0712635-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 136.05	SILMD 198 Acct# 0712636-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 78.77	SILMD 200 Acct# 0712637-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 571.37	SILMD 201 Acct# 0712638-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,080.61	SILMD 202 Acct# 0712639-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 30.48	SILMD 203 Acct# 0712640-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 601.79	SILMD 204 Acct# 0712641-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 33.29	SILMD 205 Acct# 0712642-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 380.90	SILMD 206 Acct# 0712643-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 435.33	SILMD 207 Acct# 0712644-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 625.79	SILMD 209 Acct# 0712646-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 137.13	SILMD 210 Acct# 0712647-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 76.20	SILMD 211 Acct# 0712648-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 76.20	SILMD 212 Acct# 0712649-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 45.72	SILMD 213 Acct# 0712650-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 449.64	SILMD 214 Acct# 0712651-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 163.26	SILMD 216 Acct# 0712652-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 586.07	SILMD 217 Acct# 0712653-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 398.06	SILMD 220 Acct# 0712654-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 8.31	SILMD 221 Acct# 0712655-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 121.26	SILMD 222 Acct# 0712656-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 182.82	SILMD 223 Acct# 0712657-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,778.07	SILMD 224 Acct# 0712658-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 574.20	SILMD 225 Acct# 0712659-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 340.08	SILMD 226 Acct# 0712660-0

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 920.89	SILMD 227 Acct# 0712661-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 932.58	SILMD 228 Acct# 0712662-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 482.37	SILMD 229 Acct# 0712663-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,125.54	SILMD 230 Acct# 0712664-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 675.32	SILMD 231 Acct# 0712665-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 2,926.42	SILMD 232 Acct# 0712666-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,343.54	SILMD 233 Acct# 0712667-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 732.58	SILMD 234 Acct# 0712668-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 851.96	SILMD 235 Acct# 0712669-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 270.19	SILMD 236 Acct# 0712670-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 462.55	SILMD 237 Acct# 0712671-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 16.63	SILMD 238 Acct# 0712672-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 108.85	SILMD 239 Acct# 0712673-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 648.45	SILMD 240 Acct# 0712674-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 694.90	SILMD 241 Acct# 0712675-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 96.45	SILMD 242 Acct# 0712676-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 128.65	SILMD 244 Acct# 0712677-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 89.62	SILMD 245 Acct# 0712678-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 385.91	SILMD 246 Acct# 0712679-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,194.58	SILMD 247 Acct# 0712680-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 3,183.67	SILMD 249 Acct# 0718734-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 324.22	SILMD 250 Acct# 0719001-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 4,528.18	SILMD 251 Acct# 0718801-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 643.16	SILMD 252 Acct# 0719162-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 2,158.43	SILMD 253 Acct# 0719644-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 242.50	SILMD 254 Acct# 0719763-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 200.99	SILMD 255 Acct# 0720813-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,449.03	SILMD 257 Acct# 0720360-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 3,092.85	SILMD 258 Acct# 0720606-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 2,053.80	SILMD 259 Acct# 0720810-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 74.39	SILMD 259 Acct# 4329703-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 578.84	SILMD 261 Acct# 0720705-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 3,614.84	SILMD 262 Acct# 0720937-2

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,503.97	SILMD 263 Acct# 0720716-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 264.55	SILMD 264 Acct# 0721427-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 419.52	SILMD 265 Acct# 0721556-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 68.68	SILMD 266 Acct# 0721684-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 103.94	SILMD 270 Acct# 0906944-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 90.96	SILMD 270 Acct# 0907777-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 65.33	SILMD 270 Acct# 4262276-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 89.99	SILMD 270 Acct# 4262277-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 65.43	SILMD 270 Acct# 4262278-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 103.78	SILMD 270 Acct# 4262282-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,133.65	SILMD 271 Acct# 0995095-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 3,278.98	SILMD 272 Acct# 0905005-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 238.42	SILMD 273 Acct# 0926386-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 772.91	SILMD 276 Acct# 0961926-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 985.16	SILMD 277 Acct# 1058710-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 342.26	SILMD 278 Acct# 1087619-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 69.54	SILMD 279 Acct# 1124127-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 934.87	SILMD 280 Acct# 1045653-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 688.19	SILMD 283 Acct# 1172743-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 384.79	SILMD 285 Acct# 1206985-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 282.97	SILMD 286 Acct# 1296582-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 2,146.04	SILMD 288 Acct# 1303978-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 241.14	SILMD 289 Acct# 1685375-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 100.69	SILMD 289 Acct# 4185749-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 127.26	SILMD 290 Acct# 1433921-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 707.49	SILMD 292 Acct# 1481532-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 272.09	SILMD 293 Acct# 1481534-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 544.16	SILMD 294 Acct# 1481535-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 128.65	SILMD 295 Acct# 1481536-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,442.05	SILMD 296 Acct# 1481537-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 244.86	SILMD 297 Acct# 1481539-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 217.66	SILMD 298 Acct# 1481540-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 474.35	SILMD 300 Acct# 1662840-6

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 5,976.26	SILMD 301 Acct# 1687005-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 328.59	SILMD 302 Acct# 1607534-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 981.73	SILMD 305 Acct# 1695873-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 251.19	SILMD 306 Acct# 1740353-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 3,552.98	SILMD 307 Acct# 2049005-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 314.12	SILMD 308 Acct# 2072459-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 418.90	SILMD 309 Acct# 2001311-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 90.70	SILMD 310 Acct# 2060519-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 325.34	SILMD 311 Acct# 3014475-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 285.60	SILMD 312 Acct# 3146127-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 141.17	SILMD 312 Acct# 4372100-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 445.42	SILMD 315 Acct# 3305804-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,324.22	SILMD 316 Acct# 3291842-7
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 99.60	SILMD 317 Acct# 3253826-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 937.03	SILMD 318 Acct# 3372018-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 87.47	SILMD 320 Acct# 0712569-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 502.34	SILMD 321 Acct# 3338917-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 97.18	SILMD 322 Acct# 3402033-9
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 784.47	SILMD 323 Acct# 3597170-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 375.93	SILMD 324 Acct# 1246537-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 300.52	SILMD 325 Acct# 3587598-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 112.53	SILMD 326 Acct# 3840455-4
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 217.36	SILMD 327 Acct# 3810801-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 735.91	SILMD 328 Acct# 3894879-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 91.81	SILMD 329 Acct# 3939032-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 263.98	SILMD 330 Acct# 3951594-5
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 40.23	SILMD 331 Acct# 0712645-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 13.61	SILMD 331 Acct# 4174590-2
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 56.80	SILMD 331 Acct# 4174591-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 33.18	SILMD 331 Acct# 4174593-6
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 29.15	SILMD 331 Acct# 4176340-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 162.44	SILMD 332 Acct# 4093467-1
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 478.17	SILMD 8 Acct# 0712544-6

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 431.67	SILMD 9 Acct# 0712545-3
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 717.34	SILMD 95 Acct# 0712556-0
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 11,727.86	SILMD 97 Acct# 0712557-8
06/22/2026	890748	NorthWestern Energy	Light Maint	$ 1,411.81	SILMD 99 Acct# 0712558-6
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 92.36	0712387-0
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 244.52	0712536-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 1,110.20	0712538-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 97.54	0720818-4
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 2,024.02	0720821-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 278.10	0720841-6
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.21	0722253-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 223.20	0722256-5
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 24.94	0722258-1
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 30.48	0722259-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 10.39	0722272-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 182.10	0722273-0
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 11.54	0722274-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 107.63	0722275-5
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 34.67	0722277-1
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 35.38	0722278-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 16.01	0722279-7
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.21	0722280-5
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.21	0722281-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.21	0722283-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.21	0722284-7
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 1,969.79	0722287-0
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 16.01	0722808-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 25.06	0722852-1
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 24.94	0722862-0
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 58.95	0722901-6
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.92	0722976-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 306.10	0722995-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 92.77	0723005-5

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.21	0723025-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 237.15	0723039-4
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 1,398.27	0723045-1
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.05	0723046-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 39.03	0723049-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 37.39	0723064-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 37.39	0723065-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 13.48	0723391-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 89.93	0723884-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 37.39	0723887-6
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 334.59	0793134-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 88.03	0813489-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 7.53	0839280-5
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 962.92	0925496-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 81.21	0978917-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 169.33	0999807-1
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.19	1156527-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 490.09	1191404-1
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 237.15	1409394-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.05	1588262-4
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 284.30	1692666-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 57.24	1836666-6
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 15.91	1849408-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.78	1902257-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 19.03	1904944-4
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 114.30	1941243-6
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.05	3178260-0
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 26.94	3241436-9
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 22.05	3477233-5
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 43.37	3771457-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 121.63	3999603-8
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 25.22	4086220-3
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 53.38	4148708-3

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 182.46	4177819-2
06/22/2026	890747	NorthWestern Energy	Park Dist 1	$ 149.01	4204010-5
06/22/2026	890747	NorthWestern Energy	Parking	$ 128.44	3835890-9
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 6.94	0722272-2
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.21	0723384-4
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 24.45	0723385-1
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 24.45	0723386-9
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 24.45	0723387-7
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 24.45	0723388-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 9.00	0723391-9
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 238.02	0723392-7
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.61	0723393-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.21	0723394-3
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.21	0723395-0
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.21	0723396-8
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.21	0723397-6
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.21	0723398-4
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.21	0723835-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 24.94	0723836-3
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.35	0723840-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 925.25	0723879-3
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.31	0723883-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 238.37	0723885-0
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 23.06	0881455-0
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 238.03	0971824-8
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 9.18	1029192-0
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 40.48	1045813-1
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 10.00	1265177-4
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 237.91	1312707-1
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 238.03	1396192-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 9.75	1425364-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 289.08	1513796-1
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 292.71	1513800-1

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 24.35	1513802-7
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.05	1513804-3
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 22.92	1514388-6
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 23.06	1564209-3
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 9.87	1948667-9
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 238.03	2041362-1
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 5.16	2055817-7
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 19.37	3707234-5
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 32.95	3707235-2
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 23.92	3707236-0
06/22/2026	890747	NorthWestern Energy	Parks Maint	$ 25.48	4103439-8
06/22/2026	890747	NorthWestern Energy	Public Safety	$ 25.07	0712532-1
06/22/2026	890747	NorthWestern Energy	Public Safety	$ 463.44	0720817-6
06/22/2026	890747	NorthWestern Energy	Public Safety	$ 1,352.94	0871546-8
06/22/2026	890747	NorthWestern Energy	Public Safety	$ 940.50	1183483-5
06/22/2026	890747	NorthWestern Energy	Solid Waste	$ 2,017.35	3252194-0
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 22.19	0855404-0
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 14.58	1045820-6
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 117.47	1738989-1
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 237.98	1740357-7
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 238.25	1748896-6
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 238.86	1797828-9
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 24.06	2047007-6
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 24.65	2047010-0
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 24.06	2047013-4
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 23.77	2047017-5
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 24.22	2047018-3
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 23.77	2047019-1
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 13.18	3088038-9
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 12.07	3590004-2
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 55.08	3648861-7
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 25.94	3660075-7
06/22/2026	890747	NorthWestern Energy	Street/Traffic	$ 39.79	4358250-1

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890748	NorthWestern Energy	Street/Traffic	$ 15,402.88	Signal Bills 06.16.2026
06/22/2026	890747	NorthWestern Energy	Transit	$ 348.82	0719225-5
06/22/2026	890747	NorthWestern Energy	Transit	$ 7,257.84	4270013-8
06/22/2026	890747	NorthWestern Energy	Wastewater	$ 85,385.78	0100591-7
06/22/2026	890747	NorthWestern Energy	Wastewater	$ 143.26	0723383-6
06/22/2026	890747	NorthWestern Energy	Wastewater	$ 320.57	0723878-5
06/22/2026	890747	NorthWestern Energy	Wastewater	$ 34.45	1704025-4
06/22/2026	890747	NorthWestern Energy	Wastewater	$ 95.53	1704030-4
06/22/2026	890747	NorthWestern Energy	Wastewater	$ 216.92	389 62nd St Lift Entrance May 2026
06/22/2026	890747	NorthWestern Energy	Wastewater	$ 423.23	822 Shiloh Crossing Lift May 2026
06/22/2026	890747	NorthWestern Energy	Water	$ 2,451.93	0100485-2
06/22/2026	890747	NorthWestern Energy	Water	$ 26.68	0722249-0
06/22/2026	890747	NorthWestern Energy	Water	$ 19,246.19	0722264-9
06/22/2026	890747	NorthWestern Energy	Water	$ 4,434.66	0722270-6
06/22/2026	890747	NorthWestern Energy	Water	$ 10,900.97	0723040-2
06/22/2026	890747	NorthWestern Energy	Water	$ 51.62	0723059-2
06/22/2026	890747	NorthWestern Energy	Water	$ 1,855.74	1116452-2
06/22/2026	890747	NorthWestern Energy	Water	$ 174.92	1142253-2
06/22/2026	890747	NorthWestern Energy	Water	$ 23.06	1160807-2
06/22/2026	890747	NorthWestern Energy	Water	$ 5.47	1346673-5
06/22/2026	890747	NorthWestern Energy	Water	$ 22.48	1867265-9
06/22/2026	890747	NorthWestern Energy	Water	$ 48.37	4317396-2
06/22/2026	890747	NorthWestern Energy	Water	$ 1,440.48	5809 Canyonwoods Dr May 2026
06/22/2026	890751	Parks Garage Doors	Solid Waste	$ 37,730.00	Replace of 4 Garage Doors at BRL Transfer Station
06/22/2026	890751	Parks Garage Doors	Transit	$ 285.00	8209 repair- 3 & 8 south
06/22/2026	890752	PayByPhone US	Parking	$ 2,802.35	INVPBP-US3788_TRANSACTION FEES FOR MAY 2026
06/22/2026	890766	Sherwin Williams	Street/Traffic	$ 35,301.75	Waterborne Traffic Paint, yellow and white paint
06/22/2026	890769	Solid Waste Systems	Fleet	$ 655.54	P31758MON
06/22/2026	890769	Solid Waste Systems	Fleet	$ 624.44	P31758MON
06/22/2026	890769	Solid Waste Systems	Fleet	$ 90.55	P32202SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 646.80	P32202SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 372.68	P32211SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 216.81	P32211SPO

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890769	Solid Waste Systems	Fleet	$ 82.53	P32211SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 124.79	P32225SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 891.39	P32225SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 186.46	P32235SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 36.77	P32235SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 296.56	P32849SPO
06/22/2026	890769	Solid Waste Systems	Fleet	$ 130.72	P33198SPO
06/22/2026	890771	SRF Consulting Group	Transit	$ 9,698.41	Financial Sustainability & Governance Study
06/22/2026	890777	Swank Enterprises	Transit	$ 79,788.41	Retainage Release
06/22/2026	890783	Terrabilt	Park Dist 1	$ 4,500.00	kiosk display for mountview cemetery - 890
06/22/2026	890785	Tetra Tech	Solid Waste	$ 8,813.92	surface emission/groundwater monitoring and reporting
06/22/2026	890786	The Goodyear Tire & Rubber	Transit	$ 3,059.29	9871007915 tire lease- May 2026
06/22/2026	ACH	Town & Country Supply	Fleet	$ 6,735.10	453438
06/22/2026	ACH	Town & Country Supply	Fleet	$ 17,977.28	453438
06/22/2026	ACH	Town & Country Supply	Fleet	$ 6,503.55	453438
06/22/2026	ACH	Town & Country Supply	Fleet	$ 9,158.67	453438
06/22/2026	ACH	Town & Country Supply	Solid Waste	$ 23,539.52	453776
06/22/2026	ACH	Town & Country Supply	Transit	$ 22,059.36	453780 diesel
06/22/2026	ACH	Town & Country Supply	Transit	$ 7,376.18	456312 unleaded
06/22/2026	890793	Uniforms2gear	PD Program	$ 1,451.70	2026020351, duty jackets
06/22/2026	890793	Uniforms2gear	PD Program	$ 1,728.79	2026040735, Sabre duty jackets
06/22/2026	890793	Uniforms2gear	PD Program	$ 3,457.58	2026040745, sabre duty jackets
06/22/2026	890793	Uniforms2gear	Public Safety	$ 1,259.38	2026030235, carrier
06/22/2026	890793	Uniforms2gear	Public Safety	$ 7,637.40	2026040215, point blank ballistic panels, carriers
06/22/2026	890793	Uniforms2gear	Public Safety	$ 315.28	2026040987, lower back protection-Schultz
06/22/2026	890793	Uniforms2gear	Public Safety	$ 813.24	2026050946, point blank vision gen II carriers
06/22/2026	890797	Verizon Wireless	Fleet	$ 42.67	Motor Pool
06/22/2026	890797	Verizon Wireless	Fleet	$ 42.67	Motor Pool
06/22/2026	890797	Verizon Wireless	General	$ -	Code Enforcement Laptop
06/22/2026	890797	Verizon Wireless	General	$ -	Code Enforcement Laptop
06/22/2026	890797	Verizon Wireless	Library	$ 564.79	Library
06/22/2026	890797	Verizon Wireless	Library	$ 398.09	Library
06/22/2026	890797	Verizon Wireless	Parking	$ 293.90	Parking

Check Date	Check	Name	Fund Name	Amount	Item Desc
06/22/2026	890797	Verizon Wireless	Parking	$ 193.20	Parking
06/22/2026	890797	Verizon Wireless	Public Safety	$ 40.01	Bait Car
06/22/2026	890797	Verizon Wireless	Public Safety	$ 40.01	Bait Car
06/22/2026	890797	Verizon Wireless	Public Safety	$ 40.01	Fire Drone Hotspot
06/22/2026	890797	Verizon Wireless	Public Safety	$ 40.01	Fire Drone Hotspot
06/22/2026	890797	Verizon Wireless	Public Safety	$ 45.36	Fire MDT -1500-22210-403450
06/22/2026	890797	Verizon Wireless	Solid Waste	$ 24.25	PW-SW-ON CALL Solid Waste On Call
06/22/2026	890797	Verizon Wireless	Solid Waste	$ 24.25	PW-SW-ON CALL Solid Waste On Call
06/22/2026	890797	Verizon Wireless	Street/Traffic	$ 243.51	PW-STRT TRFC Streets
06/22/2026	890797	Verizon Wireless	Street/Traffic	$ 243.51	PW-STRT TRFC Streets
06/22/2026	890797	Verizon Wireless	Transit	$ 280.07	MET Transit
06/22/2026	890797	Verizon Wireless	Transit	$ 280.07	MET Transit
06/22/2026	890797	Verizon Wireless	Water	$ 40.05	PWBLNP Comm-Meter CityWorks/Neptune
06/22/2026	890797	Verizon Wireless	Water	$ 40.01	PWBLNP Comm-Meter CityWorks/Neptune
06/22/2026	890800	Wharton Asphalt	Park Dist 1	$ 7,996.00	Rose park alley parking lot resurfacing and crack sealing
06/22/2026	890800	Wharton Asphalt	Park Dist 1	$ 1,557.00	pool parking stall striping - invoice 2026-67
06/22/2026	890802	Wilbur Ellis	Park Dist 1	$ 3,710.00	weed spraying 17890040
06/22/2026	890802	Wilbur Ellis	Park Dist 1	$ 1,855.00	weed spraying 17916129
06/22/2026	890804	Williams Plumbing & Heating	Solid Waste	$ 487.61	repair section of copper water piping
06/22/2026	890804	Williams Plumbing & Heating	Solid Waste	$ 10,378.46	specialize pluming repairs; boom lift re

City Council Regular Business Meeting
Meeting Date: 07/13/2026
TITLE: Billings 2045 Plan Amendments and Updates
PRESENTED BY: Anna Vickers, Planning Division Manager
Department: Planning & Community Services
Presentation: Yes
Legal Review: No
Project Number: N/A

RECOMMENDATION

There is no action requested. Staff will provide City Council with an update on the Interim Planning Commission's recommendation and discussion, which was not available at the time this report was prepared.

EXECUTIVE SUMMARY

The Billings 2045 Plan and Future Land Use Map were adopted by the City Council on May 11, 2026, in accordance with the Montana Land Use Planning Act. The proposed revisions of Billings 2045 refine organization, readability, and provide additional supporting information. Chapter 2 has been expanded to incorporate summaries of the Economic Analysis, including demographic characteristics, population projections, historical population trends, local economic conditions, income trends, workforce characteristics, and key employment sectors, while the full Economic Analysis remains in the appendix. Chapter 3, *Serving the Community*, has been added to provide an overview of community facilities, utilities, schools, parks, recreation, and public services. Chapter 4, *Connecting Community*, has been added to evaluate the transportation network and community connectivity. As a result of these additions, the remaining chapters have been renumbered to create a more logical organization of the document. The implementation strategy in Chapter 7 has also been updated to better align recommended actions with the revised plan structure and implementation priorities. These revisions do not alter the overall vision or policy direction of Billings 2045 but provide additional context, improve the organization of the plan, and enhance its usability for elected officials, stakeholders, and the public.

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

In 2023, the Montana State Legislature passed Senate Bill 382, the Montana Land Use Planning Act (MLUPA), codified in Title 76, Chapter 25 of the Montana Code Annotated. The intent of the Act is to provide a comprehensive land use planning system that promotes the health, safety, and welfare of the people of Montana. The Act outlines that a municipality with a population at or exceeding 5,000 located within a county with a population at or exceeding 70,000 in the most recent decennial census shall comply with the provisions. The Montana Land Use Planning Act mandates that municipalities develop and implement a Land Use Plan and Future Land Use Map (Billings 2045) to guide future development. Billings 2045 will serve as a growth policy/comprehensive plan that addresses land use, economic development, housing, public services, and natural resources.

The Interim Planning Commission per MLUPA is the body that facilitates the local development process for Billings2045 and makes recommendations to the City Council on adoption of the Billings2045 components: Land Use Plan, Future Land Use Map, proposed amendments to the City Zoning regulations and proposed amendments to the City Subdivision regulations. The IPC has met 13 times since May 2025 in its role as community sounding board and subject matter experts as the Billings 2045 process.

In addition to the IPC meetings and discussions, the City in coordination with the consultant team lead by Orion Planning and Design for this effort, hosted two "Community Planning Weeks", one in November 2025 and one in April 2026 to provide direct outreach and engagement with community members and stakeholders. Further outreach efforts have included public notices, radio and television ads and stories, billboards, distribution of Billings 2045 information to nearly 200 businesses across Billings, direct speaking engagements with service organizations, an interactive web presence at Billings2045.com, including a community survey that garnered more than 1,100 responses. City Planning Division staff also scheduled special work sessions, presented at multiple City Council Business meetings, including a joint IPC and City Council meeting, and held small group Council discussions, to provide forums for discussion, education, and to seek direction from the IPC and City Council during the process. Following adoption of the Billings2045 Operational Plan, the City continued public engagement efforts by hosting an open house on June 30, 2026, to gather public feedback on the proposed Operational Plan amendments and updates.

The Billings 2045 Plan and Future Land Use Map were adopted by the City Council on May 11, 2026, in accordance with the requirements of the Montana Land Use Planning Act (MLUPA). The amendments and updates currently

before the City Council build upon the adopted Plan by adding additional chapters and planning elements that provide further guidance for implementing the community vision, goals, and policies established in Billings 2045.

Summary of Additions and Changes:

Chapter 1, 'The Planning Process' there have been no changes in content or order to this chapter.

Chapter 2, 'Building Community', has been expanded to include information regarding community composition and the local economy. This information was provided as part of the Economic Analysis from SB Friedman which existed in the appendix of the Plan. The Economic Analysis entire document will continue to exist in the appendix of the Plan, but adds summaries of the trends of the demographic characteristics, population projections, historical populations shifts, analysis of the local economy, income trends, workforce characteristics and key employment sectors.

Chapter 3 was formerly, 'Present to Future' which has now become Chapter 6 due to the addition of new information in Chapter 3, 'Serving the Community'. 'Serving the Community', provides a comprehensive overview of the facilities and services that support residents and businesses, including utilities and service delivery, schools, and parks and recreation. The chapter evaluates existing conditions and identifies considerations to help ensure community services and infrastructure keep pace with future growth.

Chapter 4 was formerly, 'Plan to Reality' which has now become Chapter 7 due to the addition of new information in Chapter 4, 'Connecting Community'. 'Connecting to Community', evaluates Billings' existing transportation system and planning framework, including roadways, pedestrian and bicycle facilities, trails, transit, and freight. It also looks ahead to emerging technologies and community priorities while providing recommendations to improve connectivity, mobility, accessibility, and safety and support future growth envisioned in the Billings 2045 Plan.

Chapter 5, 'Community Character' is a new chapter which briefly discusses the various neighborhoods/neighborhood task forces within the City of Billings. As neighborhood specific plans are completed the Billings 2045 Plan and Future Land Use Map will be the overarching documents. Currently, the West End and Heights have specific neighborhood plans which will be in front of City Council for adoption. The Planning Division will work to develop or update existing neighborhood plans throughout the city.

Chapter 6, 'From Present to Future' has no context changes and only changed in order within the Billings 2045 Plan as new information was added.

Chapter 7, 'From Plan to Reality' has changed in order due to the additional information added to Billings 2045. The implementation matrix has been updated to include a few new strategies and removal of strategies that have been completed such as updating the Zoning Code or updating the Subdivision Regulations to comply with the Montana Land Use Planning Act. These items were fulfilled at the May 11, 2026 City Council meeting.

Together, these chapter amendments provide additional implementation guidance and planning direction while remaining consistent with the vision and policy framework established through the adopted Billings 2045 Plan.

FISCAL EFFECTS

There are no direct fiscal impacts associated with this item at this time. The Billings 2045 planning effort has been funded through local funds and a $30,000 grant over the past three fiscal years.

STAKEHOLDERS

Billings residents, property owners, businesses, builders, developers, community organizations, and other stakeholders all have an interest in the development and implementation of Billings 2045. The Future Land Use Plan (Billings 2045) and Future Land Use Map, adopted pursuant to the Montana Land Use Planning Act (MLUPA), guide future growth and development within the City. Under MLUPA, subdivisions and zone changes that are consistent with the adopted Future Land Use Plan and Future Land Use Map may be approved administratively rather than through a public hearing process. As a result, public participation in the development of Billings 2045 and the Future Land Use Map is essential to ensuring that future residential, commercial, and industrial growth reflects community priorities while accommodating the City's projected needs over the next 20 years.

ALTERNATIVES

This item is intended to receive feedback and direction from Council as implementation of the Montana Land Use Planning Act and Billings 2045 continues.

Attachments













BILLINGS
2045

“It’s a great city that's changing in many ways, it just needs a couple more pushes…”

“Stop trying to be another city and focus on our strengths… create a city that’s not only a great place to live [and] work but a destination.”

“…this is a great community that deserves to have an even greater place to call home.”

Community Survey responses when asked: “What else would you like us to know about living and working in Billings?”

BILLINGS 2045

ACKNOWLEDGEMENTS

The City of Billings would like to acknowledge and thank the following individuals and organizations that made the Billings 2045 project possible:

Agency: City/County Planning

- Anna Vickers
- Wyeth Friday
- Lora Mattox
- Tate Johnson

Consultants:

- Orion Planning & Design
- Kittelson & Associates, Inc.
- SB Friedman Development Advisors

Interim Planning Commission

- Dennie Stephenson, Chair
- Kimberly Welzenbach, Vice Chair
- Dan Brooks
- Roger Gravgaard
- David Nordel
- Amber Parish
- Jim Ronquillo
- Josh Sayer
- John Staley

City Council

- Mike Nelson, Mayor
- Mark Nicholson - Ward 1
- Kendra Shaw - Ward 1
- Roy Neese - Ward 2
- Denis Pitman - Ward 2
- Amy Aguirre - Ward 3
- Bill Kennedy - Ward 3
- Scott Aspenlieder - Ward 4
- Andrew Lindley - Ward 4
- Mike Boyett - Ward 5
- Tony O'Donnell - Ward 5

Table of Contents.

1. The Planning Process

INTRODUCTION TO BILLINGS 2045

SETTING THE STAGE FOR BILLINGS' FUTURE

COMMUNITY ENGAGEMENT

2. Building Community

ENVIRONMENT
COMPOSITION
THE ECONOMY

HOUSING

3. Serving the Community

SERVICE DELIVERY AND UTILITIES
SCHOOLS

PARKS AND RECREATION

4. Connecting Community

EXISTING CONDITIONS

LOOKING FORWARD

5. Community Character

HISTORIC DEVELOPMENT PATTERNS
NEIGHBORHOOD TASK FORCES

LOOKING FORWARD

6. From Present to Future

PLACETYPES & THE FUTURE LAND USE MAP

7. From Plan to Reality

THE IMPORTANCE OF IMPLEMENTATION

IMPLEMENTATION MATRIX



BILLINGS 2045



1 THE PLANNING PROCESS

INTRODUCTION TO BILLINGS

WHY WE PLAN

Comprehensive plans have long served as essential tools to guide communities through growth, change, and long-term investment. Billings 2045 is designed to help shape the future of Billings' economy, land use, neighborhoods, transportation systems, and community amenities over the next twenty years. This plan provides a strategic foundation for the City to prepare for both near-term needs and long-range opportunities—grounding future policy decisions in reliable data, shared community values, and clearly defined priorities. Billings 2045 reflects extensive public participation and collaboration, informed by the voices of residents, local organizations, business leaders, and community stakeholders, as well as the dedicated work of City staff and Interim Planning Commission members. The outcome is a community-driven roadmap that pairs long-term vision with practical, action-oriented steps to help Billings thrive.

The Billings 2045 planning effort began in 2025 to create a unified vision and updated strategy for Montana's largest city as it continues to evolve. As Billings grows and changes, the City faces important questions about where and how development should occur, how to ensure growth can be supported over time, and how to coordinate land use decisions with the infrastructure, services, and facilities residents rely on every day. The plan explores how Billings can strengthen connections between neighborhoods, improve safety and access for all travel modes, and support a range of housing choices that meet the needs of residents across incomes, ages, and household types. It also considers how reinvestment and access to services can be strengthened citywide, while protecting the natural features and open spaces that contribute to Billings' livability. Ultimately, Billings 2045 is intended to guide thoughtful growth that supports long-term community wellbeing, reflects local priorities, and reinforces the distinct character and identity of Billings, from its established neighborhoods to its downtown core.

USERS' GUIDE

The Billings 2045 Land Use Plan is designed to be a comprehensive, compelling, and accessible resource for all community members. It establishes a long-range vision for the city's future, ensuring that as Billings grows, it does so in a manner that is both strategic, and reflective of the community values expressed through this process. The plan is organized into several chapters designed to build upon one another, starting with a broad vision and moving toward more specific implementation strategies.

The Billings 2045 Land Use Plan is organized into seven interconnected sections that build upon one another. The plan moves from understanding the context of the planning process to analyzing the community's existing conditions, and finally to presenting a vision and implementation strategy for the future. The table below outlines the content and purpose of each section.

SECTION	TITLE	PURPOSE
I	THE PLANNING PROCESS	Establishes the foundation for the plan, explaining why planning is critical for Billings' future, how the plan complies with state law, and how community engagement shaped its development.
II	BUILDING COMMUNITY	Provides a detailed analysis of the city's core components, including its natural environment, population and demographic trends, economic drivers, and housing conditions.
III	SERVING THE COMMUNITY	Examines the public services and utilities that support the community, including emergency services, public works, schools, and parks and recreation amenities.
IV	CONNECTING THE COMMUNITY	Focuses on the city's transportation network, summarizing past planning efforts and highlighting the importance of multimodal connections between neighborhoods, parks, and schools.
V	COMMUNITY CHARACTER	Explores the physical fabric of Billings, reviewing historic development patterns, identifying the unique characteristics of its distinct neighborhoods, and describing existing land use patterns.
VI	FROM PRESENT TO FUTURE	Translates the plan's analysis and vision into a tangible guide for growth. This section introduces the "placetype" framework and presents the Future Land Use Map (FLUM) that will guide development for the next 20 years.
VII	FROM PLAN TO REALITY	Outlines the strategy for turning the plan's vision into action. It details the importance of implementation, provides a framework for tracking progress, and discusses the next steps in the planning process.



PHILOSPHY OF PLANNING

Modern U.S. planning emerged in the early 20th century as cities grew rapidly and needed better systems for public health, housing, transportation, and infrastructure. Over time, local governments gained authority to guide land use through zoning and comprehensive planning, supported by model enabling acts in the 1920s and reinforced by court decisions like Euclid v. Ambler (1926). In the late 20th century, environmental policy added stronger expectations for impact analysis and long-range thinking, particularly for actions involving federal lands or funding.

Planning in the Intermountain West

In the Intermountain West, land is at the core of history and culture and often publicly managed. A defining reality of the region is the enormous presence of federal land. In many Intermountain states, the federal government owns or manages a major share of land, more than half in the region overall. This has profound implications. Local communities are not planning only for their own private parcels; they are planning at the edge of vast public landscapes.

This shapes the planning philosophy of the West in several important ways:

- **Planning is shaped by boundaries, not just growth.** In much of the U.S., land use planning often assumes that development will "fill in" over time, spreading outward from cities. In the Intermountain West, growth tends to concentrate in valleys and river corridors, near existing towns and transportation routes, and near scenic amenities and recreation access. At the same time, much of the surrounding land may be federal forest, BLM land, or other public holdings. That means planning often focuses on managing the edges: where private growth meets public lands, wildlife habitat, agricultural land, and sensitive landscapes.
- **Planning is a negotiation between competing values.** Western planning is strongly influenced by the tradition of "multiple use" public land management, meaning that land is expected to support many different purposes at once: grazing, timber, mining, wildlife habitat, recreation, water supply, scenic preservation. Multiple-use history makes planning in the West less like a single vision and more like a structured negotiation among competing interests. Conflict is normal, and planning often becomes a process for balancing legitimate but opposing values.
- **Planning is tied to water and aridity.** The interior West is an arid landscape. In many places, water availability is the single most important constraint on growth. That reality shaped settlement patterns historically and continues to shape planning today. Federal reclamation policy in the early 1900s, especially irrigation works, made large areas habitable and productive, and it also established a long-standing expectation that growth and development must be connected to infrastructure systems that store and deliver water. In the West, planning has always been about the question: "Can this place actually support the level of growth we are allowing?"
- **Planning is deeply influenced by private property rights and local control.** Another defining feature of the Intermountain West is a cultural emphasis on individual ownership and rural independence. Therefore, planning often has to be justified in practical terms, considering infrastructure efficiency, public safety, protecting working lands, preventing costly sprawl, reducing conflict between neighbors. In short, planning in the West tends to be more grounded in practicality and impacts than in purely idealized design.

Montana Planning

Montana reflects all of these Intermountain West dynamics, but in a distinctly Montana way. A significant portion of Montana's land base is federally managed, which means communities are constantly interacting with decisions made by federal agencies. Federal land management affects recreation and tourism, timber and grazing economies, wildfire risk, access and infrastructure needs and environmental quality.

That context means Montana planning often includes an unusually strong coordination component, whether formally or informally, because so many outcomes depend on what happens beyond municipal boundaries.

Montana also has a uniquely influential constitutional context. The 1972 Montana Constitution recognizes both strong protection of private property rights, and an inalienable right to a "clean and healthful environment," along with a duty to protect that environment for present and future generations.

This creates a philosophical tension that is very visible in Montana planning history: Montana planning is often about balancing two values that both carry moral and legal weight, individual rights and long-term stewardship.

Finally, modern Montana land use planning was strongly shaped by the state's experience with rapid subdivision, particularly recreational and speculative subdivision in rural areas. The Montana Subdivision and Platting Act (1973) was enacted because Montanans were concerned about unregulated subdivision patterns, especially in areas without adequate services, infrastructure, or environmental protections.

That history matters because it helps explain why, in many Montana communities, subdivision review has sometimes functioned as the most visible land use "control," even where zoning was limited or politically contested.

"Planning must become a forward-looking preventive means of providing people with the tools to preserve the natural and social integrity of their communities and surrounding areas."

The Montana Subdivision Inventory Project, 1975



MONTANA LAND USE PLANNING ACT

In 2023, Montana introduced a new structure: the Montana Land Use Planning Act (MLUPA), now codified in Title 76, Chapter 25, MCA. This law reflects a broader shift in planning philosophy: instead of treating planning as mainly aspirational guidance, MLUPA pushes planning toward being an up-front, evidence-based system that directly supports implementation through zoning and land use regulations.

MLUPA requires Montana cities with a population over 5,000 that are located within counties having a total population of more than 70,000 to adopt land use plans that comply with the Act. The requirements of the land use plan include:

- **Existing conditions and population projections.** The land use plan must include inventories of existing conditions and must analyze how the jurisdiction will accommodate projected population over 20 years and expected impacts.
- **Housing**. The plan must identify and analyze existing and projected housing needs, quantify needed housing types, inventory potential sites, analyze constraints, and describe actions to accommodate needed housing types.
- **Local services and facilities (public safety, utilities, transportation).** The plan must determine existing and anticipated service levels and capacities and include inventories/maps plus identification of capital/service improvements for public safety and emergency services, utilities and the transportation network.
- **Economic development.** The plan must assess existing and potential enterprises, labor force trends, local assets and constraints, available sites, adequacy of supporting services and housing, and financial feasibility of supporting anticipated growth.
- **Natural resources, environment, and hazards.** The plan must include inventories and maps of natural resources, describe resource characteristics and trends, inventory the natural environment, and describe natural hazards.
- **Land use + future land use map.** A land use plan must include a future land use map and written description of the general distribution, location, and extent of land uses.
- **Implementation.** The plan must include implementation measures and schedules, especially around zoning adoption/amendment to achieve substantial compliance, capital improvements programming, facility expansion (costs and revenue sources), and monitoring/evaluation procedures.
- **Continuous public participation.** Public participation is not optional: the Act requires continuous participation with the adoption of a public participation plan.



WHY PLAN NOW?

As we undertake this planning effort, the City of Billings stands at a crossroads. Serving as a state and regional economic hub with great accessibility and a high quality of life, Billings is now faced with the challenge of managing the current and future growth that has led to it's success. While growth can be a sign of a community that is thriving, it also brings to the forefront core issues that require a proactive, strategic, and thoughtful response. The Billings 2045 Land Use Plan provides a vital framework to address and manage the City's future growth potential in the face of these core issues and opportunities. This plan, and the future land use map that accompanies it, are happening at the right place and time to effect a vision for Billings' future that is fiscally responsible, environmentally sound, and equitable for all.

A primary challenge facing Billings is a growing housing crisis. Between 2018 and 2023, the median home sale price in the city rose by over 50%. This rapid appreciation has far outpaced income growth, creating a significant affordability gap. The number of attainable homes has also decreased in the same period, with a current cumulative shortage of nearly 10,000 units as estimated by the Billings Association of REALTORS®, and demand for an additional 26,200 housing units by 2045 to address the growing population. If we continue as usual, based on the existing housing deficit and rate of permit approvals anticipated annually, it will take the City until 2040 to address the unmet need and account for additional growth. This lack of attainable housing directly impacts the city's economic competitiveness, as local employers struggle to recruit and retain a workforce that can afford to live in the community they serve.

Concurrent with the housing shortage are the challenges of managing physical growth. Much of the city's recent expansion has occurred on the West End, leading to concerns about urban sprawl, the loss of productive agricultural land, and the mounting cost of extending and maintaining infrastructure. This pattern of development strains municipal budgets and can lead to inefficiencies in the delivery of public services. The need to continue to revitalize and support the downtown core is a recurring theme in community discussions and a key focus of this planning effort.

THE FISCAL BENEFITS OF PROACTIVE PLANNING

Adopting the Billings 2045 Land Use Plan and Future Land Use Map is not merely an exercise in good governance; it is a fiscally prudent strategy. The alternative, reactive, ad-hoc decision-making, often leads to costly and inefficient development patterns. Well-planned communities can realize significant financial benefits, saving on upfront infrastructure costs for new construction, reducing ongoing service delivery costs, and generating more tax revenue per acre than conventional suburban development patterns.

Billings' own past planning efforts confirm these findings. The 2016 Growth Policy included a detailed scenario planning analysis that compared the fiscal impacts of different growth patterns. The study found that more compact, infill development was significantly more cost-effective than low-density, spread-out development. By strategically guiding future growth, the Billings 2045 Land Use Plan and Future Land Use Map can ensure that new development contributes positively to the city's long-term fiscal health, minimizing the tax burden on existing and future residents and businesses.



BUILDING ON A LEGACY OF PLANNING

This Land Use Plan is not being created in a vacuum. It builds upon a long history of planning in Billings and Yellowstone County, incorporating lessons learned and priorities that remain important while adapting to new and evolving challenges and legal frameworks. In the preparation of the Billings 2045 Land Use Plan and Future Land Use Map, the following plans and policy documents were reviewed for integration and key recommendations to carry forward as part of this planning effort:

PLAN	YEAR	KEY CONTRIBUTION
City of Billings/Yellowstone County Growth Policy	2003	Early collaborative effort to manage regional growth
Yellowstone County/City of Billings Growth Policy	2008	Updated regional framework for coordinated development
City of Billings Growth Policy	2016	Introduced scenario planning to evaluate fiscal impacts of growth patterns
Long Range Transportation Plan	2023	Guides transportation infrastructure investments
Bike & Trail Master Plan	2016	Provides framework for non-motorized transportation and recreation
South Billings Master Plan	Various	Guides development in the South Billings area
West Billings Neighborhood Plan	Ongoing	Creates vision for continued development of West Billings
Billings Heights Neighborhood Plan	Ongoing	Guides development in the Heights neighborhood

Additional plans and policies were reviewed for background and area-wide context in preparing the Billings 2045 Land Use Plan. These included:

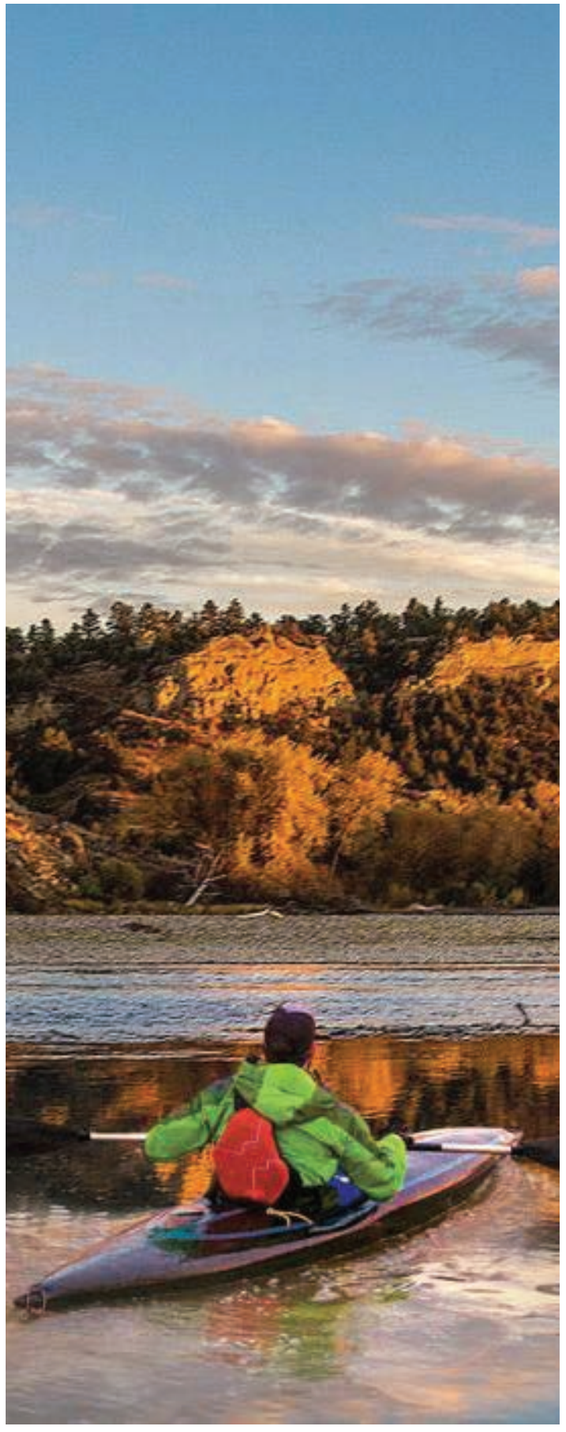
- Broadview Community Profile (2004)
- Shepherd Community Action Plan (2004)
- Lockwood Growth Policy (2016)
- Minnesota Avenue Master Plan (2001; 2003 addendum)
- Billings Exposition Gateway Concept Plan (2013)
- Downtown Billings Framework Plan (1997)
- East Billings Urban Renewal District (EBURD) Master Plan (2009)
- South Billings Master Plan (2012)
- Infill Development Policy (2011)
- Founders Park Area Urban Renewal Analysis Report (2020)
- City of Billings Planning & Community Services Department (PCSD) Annual Report 2024
- North Park Neighborhood Plan (2008)
- Central-Terry Park Neighborhood Plan (August 1999)
- Urban Renewal Plan for the South Billings Boulevard Urban Renewal Area (SBBURD) (2008)
- The Highland Neighborhood Plan (2007)
- The Billings Heights Neighborhood Plan (2006)
- North Elevation Neighborhood Plan (1994)
- Northwest Shiloh Area Plan (2005)
- The South Side Neighborhood Plan (2008)

A complete summary of these policies can be found in Appendix A of this plan.



The Billings 2045 Land Use Plan and Future Land Use Map is more than just a document; it is a foundational tool for public and private decision-making. As required by the Montana Land Use Planning Act, this plan will serve as the primary policy guide for all land use and development-related matters within the city.

- For the City Council, Planning Commission, and other decision-makers, the plan provides a consistent, publicly-vetted framework for evaluating land use proposals, prioritizing capital investments, and coordinating with regional and state partners. It ensures that individual decisions align with the community's long-term vision. When a new subdivision or zone change is proposed, its alignment with the Future Land Use Map and the plan's goals will be a central requirement in the review process.
- For City staff, the plan serves as a day-to-day reference for aligning departmental programs, reviewing development applications, and making recommendations that are consistent with the plan's goals and the Future Land Use Map.
- For residents, property owners, and business owners, the plan offers a degree of predictability. It provides a clear indication of how the areas around their homes and businesses are expected to evolve over time, allowing them to make informed decisions about their own investments. It also outlines numerous opportunities for public participation in the ongoing planning process.
- For developers and the real estate community, the plan clarifies the city's priorities and expectations. By identifying areas suitable for growth and the types of development desired in different parts of the city, the plan helps to streamline the development review process and direct investment to where it will be most beneficial for the community.



"Managing growth is not about stopping it, but shaping it responsibly."

The Montana Subdivision Inventory Project, 1975

KEEPING THE PLAN RELEVANT: A LIVING DOCUMENT

A plan for the future must be able to adapt to changing circumstances. The Billings 2045 Land Use Plan and Future Land Use Map is intended to be a living document. The world will inevitably change over the next 20 years, and the plan must be flexible enough to respond to new challenges, emerging trends, and evolving community priorities.

To ensure its continued relevance, the plan will be subject to regular monitoring and periodic updates. The implementation chapter will establish a process for tracking progress toward the plan's goals and measuring key performance indicators. This will allow the city to assess what is working and what is not, and to make course corrections as needed.

Planning best practices as well as state law recommends a comprehensive review and update of the plan **every five years**, with an initial review two years after adoption. This regular cycle of review will provide a formal opportunity for the community to revisit the plan's vision and policies, ensuring that it remains a true and accurate reflection of Billings' aspirations for the future. By embracing this process of continuous improvement, we can ensure that the Billings 2045 Land Use Plan remains a powerful and effective tool for shaping a prosperous and livable city for generations to come.

SETTING THE STAGE FOR BILLINGS' FUTURE

A BRIEF HISTORY OF BILLINGS

From its inception as a railroad town to its current status as Montana's largest city and a regional economic hub, Billings has a history defined by steady growth and strategic adaptation, fueled by its central location in the state. The city's story is not just one of population growth, but of key economic and social turning points that have shaped its identity and continue to influence growth and development patterns today. Understanding the City's history is crucial to contextualizing the challenges and opportunities that lie ahead as we plan for 2045.

NATIVE SETTLEMENTS

The Yellowstone Valley has been inhabited for millennia, with evidence of human presence dating back to at least 2600 BC. Long before the arrival of the railroad and the founding of Billings, the Yellowstone Valley was home to Indigenous peoples whose deep connections to the land shaped the region for thousands of years. Tribes including the Crow (Apsáalooke), whose ancestral territory encompasses much of south-central Montana, as well as the Northern Cheyenne and others, used the valley as a vital corridor for seasonal migration, hunting, trade, and cultural practices. The Yellowstone River provided water, fertile land, and abundant wildlife, making it a central feature of Indigenous life. Sites such as the Pictograph Cave State Park offer enduring evidence of this long-standing presence, preserving rock art that reflects spiritual beliefs and daily experiences. These Native communities maintained complex social, economic, and ecological systems long before Euro-American settlement, and their enduring cultural ties to the region remain an essential part of Billings' broader historical narrative.

THE MAGIC CITY: A RAILROAD BEGINNING

The modern city of Billings that we know today was born from the westward expansion of the Northern Pacific Railroad. In 1882, the railroad laid out the townsite, naming it after its then-president, Frederick H. Billings. The arrival of the railroad was a significant event for the region, transforming the landscape and the economy almost overnight. The town of Billings grew so quickly—from just a handful of buildings to over 2,000 in a matter of months—that it earned the nickname the "Magic City." This explosive start established a pattern of growth that would characterize Billings for the next century and a half.

FROM AGRICULTURE AND ENERGY TO A DIVERSIFIED ECONOMY

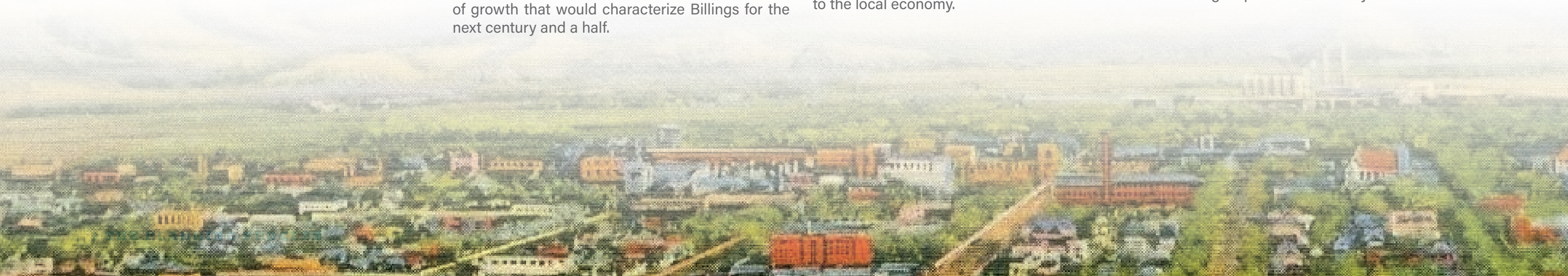
The railroad provided a critical link to national markets, allowing Billings to become a center for agricultural trade in the state. The fertile Yellowstone Valley supported a thriving agricultural economy, with sugar beets becoming an important commodity. Livestock auctions and supportive agricultural business further solidified the city's role as a commerce hub in the heart of a vast agricultural region.

A second major economic boom arrived with the discovery of oil in Montana and Wyoming in the early 20th century. Billings was perfectly situated to become the region's energy capital, and a hub for transporting these goods and services far beyond Montana state lines. Refineries including Yale Oil (1929) and the Carter Oil Company (1947) were established, and the city became a hub for energy production, a role that was amplified during the OPEC oil embargo of the 1970s and the Bakken oil boom of the 2010s. Today, three of Montana's oil refineries are located in Yellowstone County, cementing the energy sector's importance to the local economy.

THE REGIONAL HUB EMERGES

Following World War II, Billings entered a new phase of development, transforming into the primary financial, medical, and cultural center for a vast trade area that now stretches over 125,000 square miles and serves more than half a million people in the intermountain west. he construction of Interstate 90 in the 1960s further enhanced the city's connectivity and its role as a retail and wholesale trade destination in Montana and beyond. The city's healthcare sector, anchored by Billings Clinic and St. Vincent Healthcare (now Intermountain Health), has grown into a major economic driver and the top employing industry in Yellowstone County.

The latter half of the 20th century saw significant urban development, including the construction of Montana's first high-rises in the downtown core and the expansion of the city's footprint with new residential neighborhoods and commercial centers. Despite national economic downturns in early 2000s, and considerable market and housing fluctuations as a result of the COVID 19 pandemic beginning in 2019, Billings has consistently demonstrated remarkable economic resilience among its peers in the Rocky Mountain west.



TIMELINE OF KEY TURNING POINTS

The following timeline highlights key milestones in Billings' history that have significantly impacted its growth, economic prosperity, and community development.

THE ROLE OF PAST



1882

Founding of Billings by the Northern Pacific Railroad
Established the city as a transportation hub and catalyzed its initial, rapid growth.



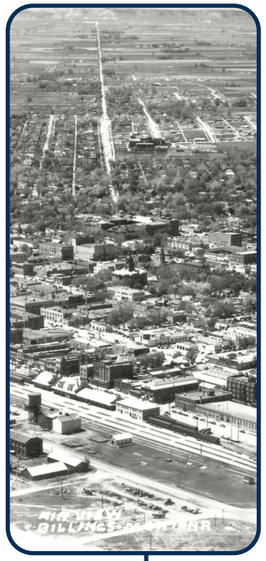
1904

Sugar Beet Processing Plant Opens
Solidified the importance of agriculture as a foundational economic sector.



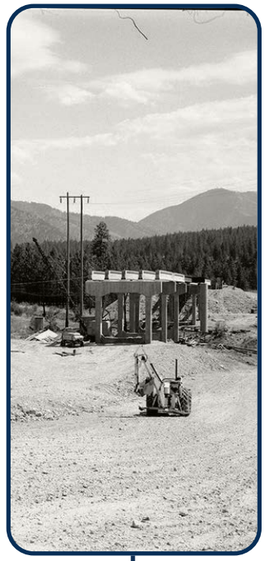
1920s

Discovery of Oil in Region
Initiated Billings' long-standing role as a major energy center.



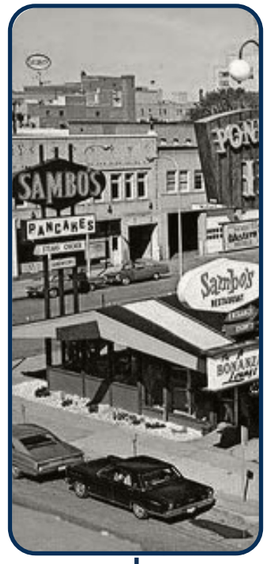
1940s

Post WWII Expansion
Marked the city's transformation into a regional hub for healthcare, finance, and culture.



1960s

Interstate 90 Construction
Improved transportation connectivity, reinforcing the city's status as a commercial center.



1970s

Energy Boom and Downtown Growth
Spurred by the OPEC oil embargo, this era saw major downtown development and the construction of the city's first high-rises.



1990s

Economic Diversification
Growth of the service sector, healthcare, and retail balanced the city's traditional reliance on agriculture and energy.



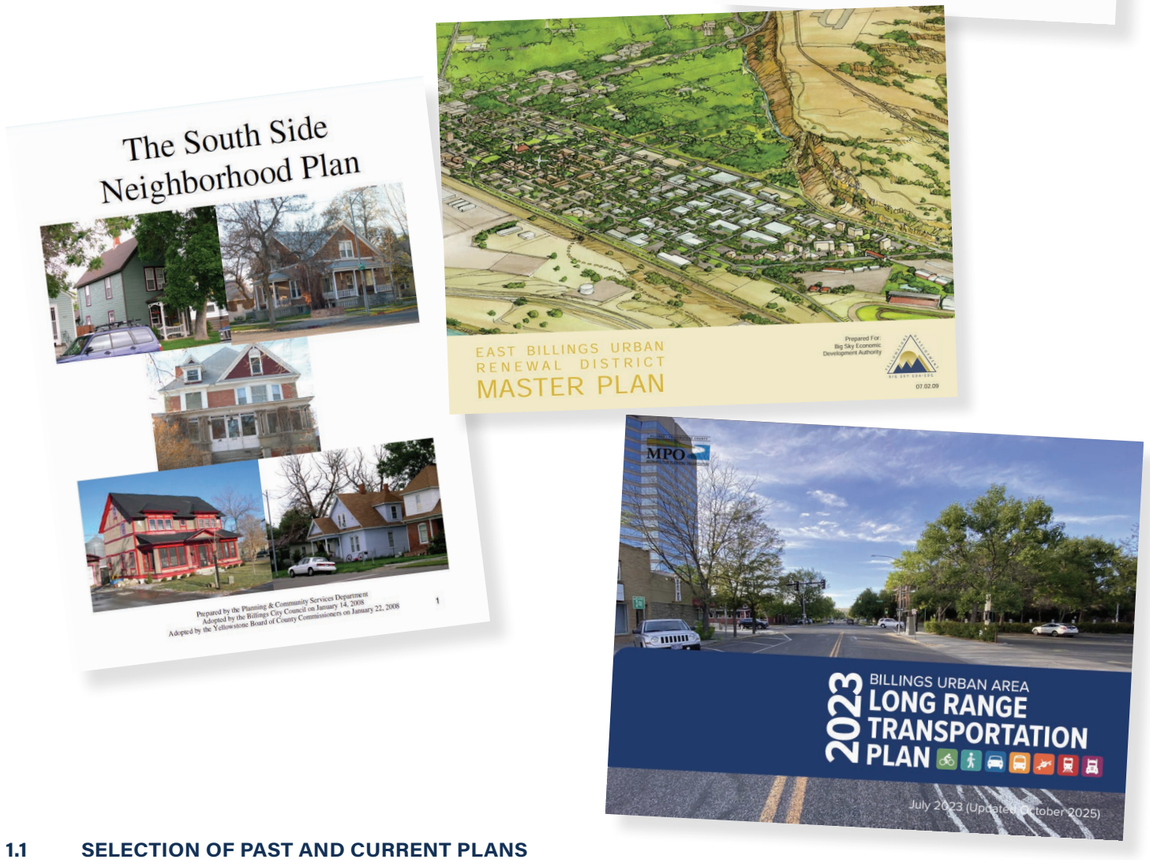
2010s

Bakken Oil Boom
A new energy boom brought further economic prosperity and population growth, alongside challenges related to housing and infrastructure, especially as the City grew to the west.

PLANS IN SHAPING BILLINGS' FUTURE

The Billings 2045 Land Use Plan is the latest step in a long and consistent history of community planning aimed at managing growth, enhancing quality of life, and ensuring economic prosperity. Over the years the City of Billings, often in partnership with Yellowstone County, has engaged in comprehensive planning to guide its development. These past efforts provide a rich foundation of community input, trends and data analysis, as well as policy direction that has been evaluated and, in some cases, carried forward in the creation of this plan and future land use map.

THE EVOLUTION OF



GROWTH POLICIES

In Montana, the Growth Policy has long been the planning tool used to establishes a long-range vision and policy for a community. Billings has a robust history of utilizing this tool, with major updates creating a clear narrative of the community's evolving priorities.

- The 2003 and 2008 Growth Policies: These foundational documents, developed jointly by the City and Yellowstone County, established a comprehensive framework for managing growth during a period of significant expansion. The 2008 update was a response to the rapid changes occurring in the early 2000s, adding over 30 new goals and 200 new implementation strategies based on extensive public input. Key issues identified in these early plans included the need to manage urban sprawl, preserve neighborhood character, address a lack of affordable housing, and protect natural resources like the Yellowstone River and the Rimrocks. A new "Community Health" element was added in 2008, demonstrating a growing awareness of the link between the built environment and public well-being.
- The 2016 "Billings Beyond" Growth Policy: Nearly a decade later, the 2016 Growth Policy marked a significant shift, as it was the first comprehensive plan developed solely by the City of Billings. This plan focused intently on the fiscal realities of growth. Its vision statement emphasized managing growth by "encouraging development within and adjacent to the existing City limits" but giving preference " to areas where City infrastructure exists or can be extended within a fiscally constrained budget." This focus on cost-effective, orderly growth was a direct response to the increasing demand on public services and infrastructure resulting from unchecked development. The 2016 Growth Policy was guided by seven core community goals derived from public input: Essential Investment, Mobility & Access, Prosperity, Home Base, Place Makers, Strong Neighborhoods, and Community Fabric.

1.1 SELECTION OF PAST AND CURRENT PLANS

In addition to the City and City-County generated growth policies, a vast array of site-specific, regional, corridor, and master plans were developed for the region, all working toward creating a cohesive and supportive environment for continued growth and economic prosperity. The multitude of plans reviewed as part of this effort were listed in Chapter 1.1, with a more detailed analysis of each document included in this plan's appendices [Appendix A]. Through this analysis, and across these different planning eras and efforts, a consistent set of themes and community values began to emerge. These recurring priorities underscore their deep importance to the residents of Billings and form the bedrock upon which the 2045 plan is built. These themes are further evolved in Chapter 1.3.

Beyond the previous growth policies, Billings has undertaken numerous other master plans and studies that address specific facets of the community. The 2023 Long Range Transportation Plan (LRTP) outlines a 20-year vision for transportation infrastructure. The 2017 Comprehensive Parks and Recreation Master Plan provides a roadmap for the city's park system, and various Urban Renewal District plans guide the revitalization of key commercial and industrial areas. These topic specific plans are being incorporated by reference into Billings 2045, using their content to inform elements of this land use document. This comprehensive approach, where land use, transportation, recreation, and economic development are planned for together, ensures that all elements of the community are working toward a shared vision.

The Billings 2045 plan is the direct inheritor of this legacy. It will build upon the extensive data, public input, and policy successes of these previous efforts while addressing the new challenges and opportunities facing the city today and in the decades to come.

CORE THEME	EMPHASIS IN PAST PLANS
Fiscal Sustainability	The 2016 Growth Policy established fiscal analysis as a cornerstone of planning, demonstrating through scenario modeling that infill development yields the highest return on investment (14.1%) compared to sprawling growth patterns. The 2011 Infill Development Policy (Resolution 11-19128) formalized this priority, citing that downtown property tax values per acre are seven to eight times higher than commercial development in West Billings, making compact development fiscally essential for long-term city sustainability.
Infrastructure Capacity	Past plans consistently identified infrastructure deficits as critical barriers to sustainable growth. The 2008 Growth Policy emphasized contiguous development focused where infrastructure exists or can be efficiently extended, while the South Billings Master Plan (2012) and EBURD Master Plan (2009) prioritized stormwater management, street upgrades, and utility extensions as prerequisites for redevelopment. The Northwest Shiloh Area Plan (2005) used a Plan Area Suitability Map to direct growth based on existing infrastructure capacity, preventing haphazard sprawl.
Transportation Connectivity	The 2008 Growth Policy introduced Community Health as a planning element, emphasizing roadways that accommodate pedestrians and cyclists alongside vehicles. The EBURD Master Plan (2009) advocated for "Complete Streets" policies ensuring all modes of travel are accommodated, while neighborhood plans like North Park (2008) and Highland (2007) focused on traffic calming, safe routes to schools, and reducing institutional traffic impacts on residential areas. The City adopted its first Complete Streets Policy in 2011, and it is still in effect today.
Housing Diversity	The 2016 Growth Policy guidelines called for zoning that supports a mix of housing types to create "Strong Neighborhoods," while the Lockwood Growth Policy (2016) specifically recommended increasing residential densities from large-lot standards to 4-10 dwelling units per acre. The South Billings Master Plan (2012) prioritized affordable housing and preventing displacement, emphasizing the community's directive to "build this neighborhood with us, not without us."
Equitable Reinvestment	Urban renewal plans for South Billings (2008), East Billings (2009), and the ongoing Downtown North 27th Street Urban Renewal District used Tax Increment Financing to address blight and stimulate reinvestment in underperforming areas. The South Billings Master Plan (2012) integrated physical improvements with social and economic strategies, focusing on health, safety, and community empowerment. The 2016 Growth Policy's scenario analysis demonstrated that prioritizing development within existing city limits provides superior fiscal returns while supporting established neighborhoods.
Natural Resource Protection	The 2008 Growth Policy established goals to protect the Yellowstone River ecosystem, ensure sustainable water supply, and minimize wildfire risk. The Lockwood Growth Policy (2016) proposed a "resource conservation overlay zone" to protect natural areas along the Yellowstone River. The EBURD Master Plan (2009) pioneered "Green Streets" approaches integrating bioswales and rain gardens into streetscapes for innovative stormwater management, positioning environmental considerations as integral to infrastructure design.
Community Identity	The Downtown Billings Framework Plan (1997) established the foundational vision for downtown as the "heart and soul of the community," creating distinct districts and a unified "Kit of Parts" for cohesive streetscape identity. Neighborhood plans like Central-Terry Park (1999) and North Elevation (1994) emphasized preserving historic character through design guidelines and proactive zoning. The Billings Heights Plan (2006) sought to create a "premier community" with a stronger sense of place through branch libraries, community centers, and Main Street revitalization.

FROM CONTEXT TO ACTION: WHY EXISTING CONDITIONS MATTER

A comprehensive plan is fundamentally about shaping the future. However, to chart a course forward we must start with a firm understanding of the present context and conditions. The history of past planning efforts provides the narrative of the Billings' community's intentions over the years, but it is the rigorous analysis of existing conditions, the demographic, economic, and physical realities of Billings today, that provides the essential context for future recommendations to guide policy and action. This data-driven foundation ensures that the Billings 2045 Land Use Plan is not an abstract vision, but a realistic, responsive, and actionable framework for the next two decades.

Data on population, housing, and the economy are more than just statistics; they tell the story of a dynamic, growing city. They reveal the pressures on infrastructure, the demands on housing, and the opportunities for strategic investment. By understanding these trends, we can move from being reactive to proactive when thinking about future growth, connecting context to concrete action.



THE STORY IN THE DATA: CONNECTING CONDITIONS TO PLANNING IMPLICATIONS

The Planning Implications table illustrates how specific data points about the current state of Billings directly translate into critical considerations for the future. These connections are the building blocks of the goals, policies, and implementation strategies that will be detailed in the subsequent sections and chapters of this plan.

By grounding our vision for the future in these present-day realities, the Billings 2045 Land Use Plan and Future Land Use Map can create a framework for decision-making that is both aspirational and achievable. The history and data presented in this chapter do not dictate the future, but they illuminate the path forward, ensuring that as Billings continues to grow, it does so in a way that is strategic, sustainable, and true to the values of the community.

TABLE 1.1 PLANNING IMPLICATIONS

EXISTING CONDITION (THE "WHAT")	PLANNING IMPLICATION (THE "SO WHAT?")
Population Growth: The city's population grew by 3.7% between 2020 and 2024, reaching an estimated 121,483 residents.	This steady growth necessitates planning for expanded infrastructure, public services, and a sufficient supply of diverse housing types to accommodate new residents while maintaining quality of life.
Housing Affordability Gap: The median household income in Billings is $74,400, while the estimated annual income required to qualify for a traditional mortgage on a median-priced home ($385,000) is approximately $100,000.	This significant gap highlights the critical need for strategies that promote housing affordability, including diversifying the housing stock, exploring innovative housing models, and addressing barriers to development.
Economic Engine: Healthcare is the largest employment sector, providing over 15,000 jobs. However, the highest-paying industries are Mining/Extraction and Utilities.	Planning must support the continued strength of the healthcare sector while also fostering diversification and growth in other high-wage industries to create a resilient and prosperous economy with opportunities for all residents.
Aging Population: Nearly 19% of the Billings population is 65 years or older, a figure that has been steadily increasing.	This demographic trend requires a focus on accessible housing, transportation options for non-drivers, healthcare services, and community amenities that support aging in place and enhance the quality of life for seniors.
Infrastructure Demands: The 2023 Long Range Transportation Plan identifies $934 million in transportation needs over the next 20 years, including major roadway, interchange, and trail projects.	Land use decisions must be closely coordinated with infrastructure capacity and planned investments. Promoting infill and development in areas with existing services, as prioritized in the 2016 Growth Policy, becomes a key strategy for managing fiscal resources effectively.



COMMUNITY ENGAGEMENT

Public engagement has been a foundational element of the Billings Land Use Plan process, ensuring the plan reflects local values, priorities, and lived experience while meeting the requirements of Montana's planning framework.

Engagement to date has included targeted stakeholder conversations, a citywide community survey, and Community Planning Week in November of 2025, which included workshops, open houses, mapping exercises, visual preference activities, and written input tools.

In addition to these consultant-led efforts, City staff also conducted engagement with a variety of community groups and participated in outreach at festivals and other public events to broaden participation and reach residents where they already gather. Collectively, this multi-layered engagement approach has provided both broad, citywide feedback and detailed, location-specific insight that directly informs plan recommendations.

Meaningful public engagement is essential to the planning process because it builds trust, improves decision-making, and strengthens implementation by ensuring policies are grounded in community needs rather than assumptions. This is especially important under the Montana Land Use Planning Act (MLUPA), which emphasizes transparency, accountability, and public participation as key components of effective local land use planning.

REACHING THE COMMUNITY

STAKEHOLDER CONVERSATIONS

Stakeholder conversations conducted on August 4 and 5, 2025 provided broad input on Billings' long-term growth, development patterns, and community priorities. Across all topic areas, stakeholders emphasized that future growth must be more intentional, coordinated, and aligned with long-term fiscal, environmental, and community capacity. Participants consistently highlighted that uncoordinated outward growth places increasing pressure on infrastructure, public services, housing affordability, and quality of life, while weakening the city's identity and fiscal sustainability.

A central theme across meetings was the interconnected nature of land use decisions. Infrastructure capacity, housing availability, transportation access, public safety, schools, parks, public health, and economic development were repeatedly described as inseparable. Stakeholders stressed that the growth policy should better align where and how development occurs with the City's ability to provide utilities, services, and facilities over time. Many participants emphasized the need for stronger coordination between the City, County, school districts, utilities, and regional partners to avoid fragmented growth patterns and inefficient investment.

The following summaries reflect the primary themes raised in each stakeholder meeting and illustrate how topic-specific concerns collectively inform Billings' long-term growth policy direction.

STAKEHOLDER SUMMARY THEMES

HOUSING & COMMUNITY DEVELOPMENT

Stakeholders highlighted an ongoing housing shortage affecting affordability, equity, and workforce stability. Participants emphasized the need for a broader range of housing options, incentives for infill and redevelopment, and stronger coordination between housing, transportation, and community services. Growth policy was viewed as a critical tool for reducing regulatory barriers and aligning public and private investment to expand housing opportunities.

COMMUNITY CHARACTER

Community character stakeholders emphasized that Billings' identity, historic resources, and cultural assets are essential to long-term livability and economic vitality. Participants expressed concern that suburban development patterns and sprawl erode neighborhood character and sense of place. Stakeholders emphasized the importance of downtown revitalization, arts and culture, historic preservation, and context-sensitive design, and stressed that growth policy should balance new development with protection of established neighborhoods and community identity.

ECONOMIC DEVELOPMENT

Economic development stakeholders focused on balancing growth with fiscal sustainability and long-term competitiveness. Participants emphasized the importance of downtown vitality, placemaking, and infill development, while expressing concern that continued outward expansion undermines infrastructure efficiency and economic returns. Workforce attraction, housing affordability, and stronger coordination between economic development and land use planning were recurring themes.

ENVIRONMENT

Environmental stakeholders stressed that growth must reflect environmental capacity and long-term sustainability. Key concerns included groundwater depletion, agricultural land loss, and the cumulative impacts of sprawl. Participants emphasized the need for growth policy to incorporate life-cycle cost considerations, protect natural resources, and better coordinate City and County planning efforts to avoid environmentally and fiscally unsustainable development patterns.

NEIGHBORHOOD TASK FORCE

Neighborhood representatives emphasized equity, neighborhood identity, and quality of life. Stakeholders raised concerns about infrastructure disparities, inconsistent code enforcement, and uneven access to services across the city. Participants stressed the importance of neighborhood-level engagement and the need for growth policy to support reinvestment in existing neighborhoods while strengthening coordination across city departments.

PUBLIC HEALTH & SERVICES

Public health stakeholders emphasized the connection between land use, housing, transportation, and health outcomes. Participants highlighted gaps in behavioral health services, supportive housing, and access to care, particularly for vulnerable populations. Growth policy was viewed as an opportunity to support neighborhood-based services, improve access, and strengthen coordination between health providers, nonprofits, and local governments

SCHOOLS

Education stakeholders emphasized that school facilities, funding, and enrollment pressures are closely tied to growth patterns. Participants highlighted overcrowding, aging facilities, and challenges with long-term planning and land acquisition. Growth policy was viewed as an important framework for improving coordination between school districts and local governments to ensure that educational infrastructure keeps pace with growth.

TRANSPORTATION & MOBILITY

Transportation stakeholders emphasized congestion, funding limitations, and gaps in transit, pedestrian, and bicycle infrastructure. Participants stressed the need to integrate land use and transportation planning, support multimodal options, and improve safety and accessibility across neighborhoods. Growth policy was seen as a key tool for promoting complete neighborhoods and reducing long-term transportation costs.

PARKS, TRAILS, & OPEN SPACE

Stakeholders emphasized the importance of designing parks, trails, and open space systems that are fiscally sustainable and function as essential infrastructure. Participants highlighted challenges related to maintenance burdens, fragmented open spaces, and jurisdictional responsibilities, while emphasizing opportunities to strengthen trail connectivity, river access, and conservation. Growth policy was seen as a tool to better align development with long-term parks and open space needs.

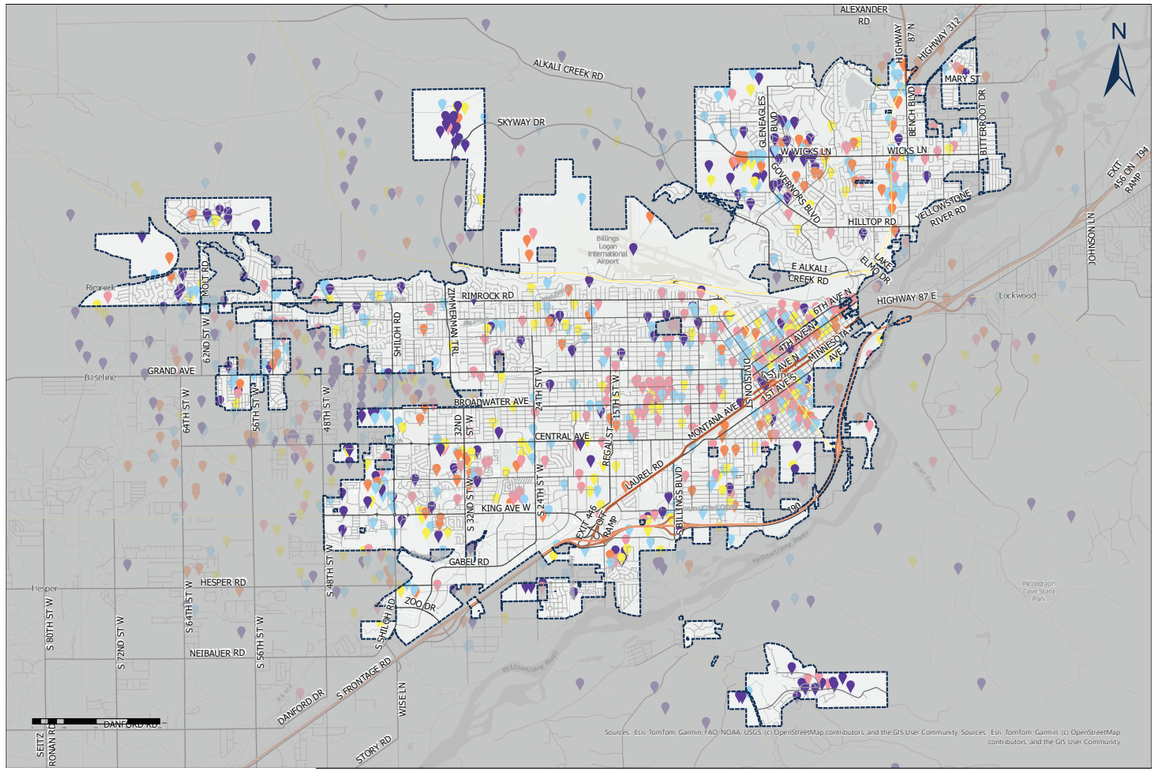
PUBLIC SAFETY

Public safety stakeholders emphasized that growth and annexation are outpacing police, fire, and emergency medical service capacity. Participants highlighted staffing challenges, rising service demands, and funding limitations. Stakeholders stressed that growth policy should better align development patterns with public safety capacity and support prevention-oriented approaches that address housing stability, behavioral health, and community trust.

UTILITIES & INFRASTRUCTURE

Stakeholders emphasized that existing water, sewer, stormwater, power, and roadway systems are under increasing strain from growth. Participants stressed that inconsistent standards, fragmented service areas, and funding limitations complicate long-term planning and directly affect housing affordability. There was strong consensus that growth policy should promote regional coordination, clearer infrastructure sequencing, and alignment between land use decisions and long-term infrastructure capacity.

1.2 SURVEY MAP



- Infill housing
- Single-family housing
- Multi-family housing
- Employment opportunities
- Neighborhood-scale commercial or retail

COMMUNITY SURVEY

The community survey was a key component of the Land Use Plan process, designed to gather broad public input on growth priorities, community values, and long-term planning considerations for Billings. The survey was open from September 4 through December 31, 2025, was advertised citywide and through the project website, and received a total of **1,169 responses.** The strong participation reflects a high level of community interest in how Billings grows and changes over time.

Across responses, residents consistently emphasized the importance of managing growth in a way that balances affordability, infrastructure capacity, and quality of life. Housing cost and housing choice emerged as central concerns, with respondents expressing a desire for a wider range of housing options that meet the needs of different households, income levels, and life stages. Many responses highlighted the need for thoughtful development patterns that support livability while avoiding unplanned or inefficient growth.

Transportation and connectivity were also recurring themes. Respondents prioritized safe and efficient movement throughout the city, including improved traffic circulation, walkability, biking infrastructure, and expanded public transit options. These themes reflect a desire for a more connected city where residents can access daily needs, employment, and recreation through multiple transportation choices.

Environmental quality, open space, and recreation were widely valued as defining assets of Billings. Access to trails, parks, and nearby natural areas was frequently cited as both a strength and a priority for future investment. At the same time, respondents expressed concern about protecting these resources as growth continues, emphasizing the need to align land use decisions with long-term environmental stewardship.

Finally, survey responses reflected strong interest in the overall quality of development, including city appearance, community character, public safety, and economic opportunity. Many respondents expressed support for reinvestment in existing areas, downtown vitality, and coordination with regional partners to ensure growth benefits the broader community. Together, these themes provide clear guidance for shaping land use policies that are inclusive, balanced, and responsive to community values.

Full survey results are provided in the appendix. Additional survey findings are referenced throughout the plan where they relate directly to specific plan topics.

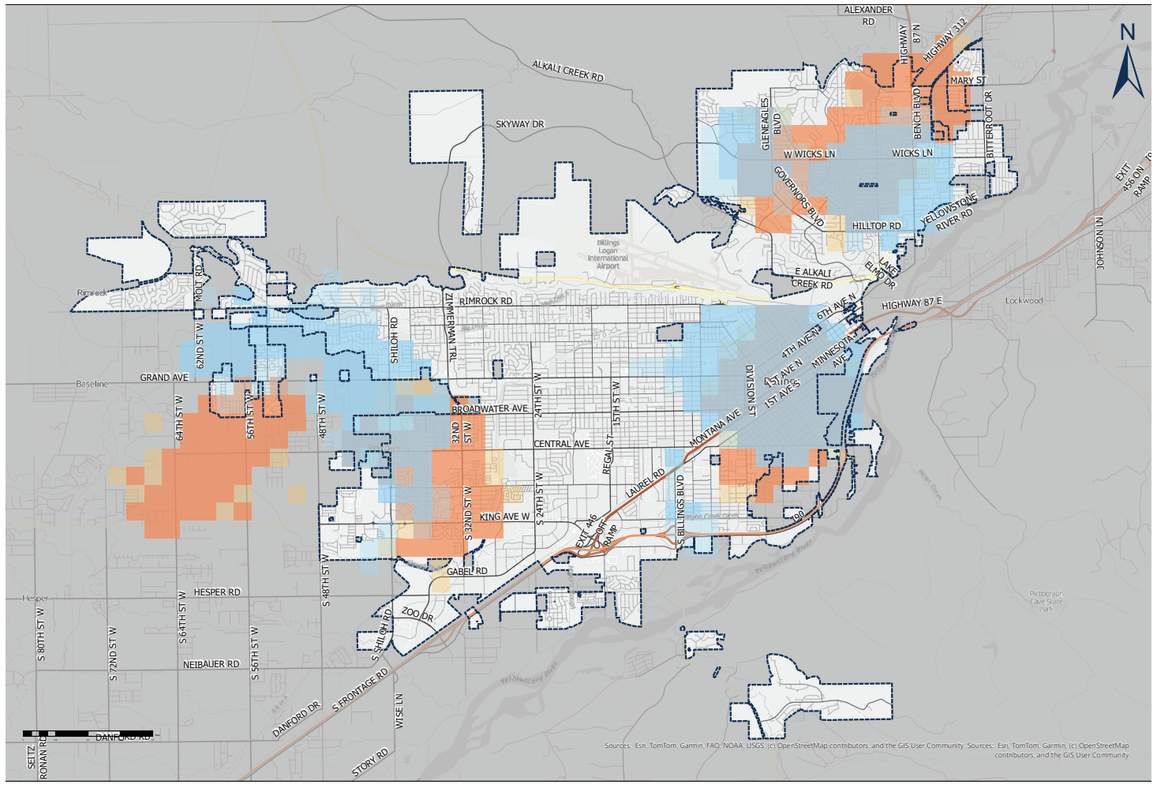
Survey Map

Accompanying the survey was a web-based mapping exercise for participants to contribute to. The exercise asked the community to consider where growth would best be located in the city, focusing on five distinct types of development:

- Infill housing
- Single-family housing
- Multi-family housing
- Employment opportunities
- Neighborhood-scale commercial or retail development

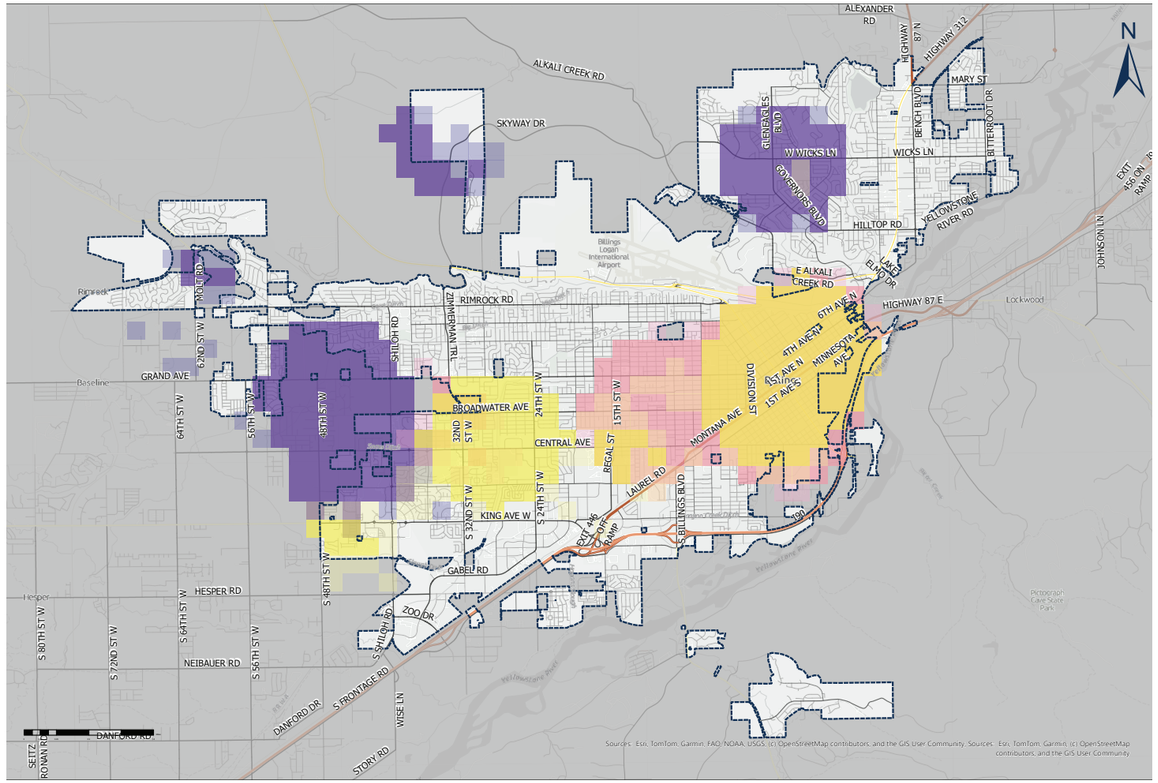
Through hot spot analysis, key locations for targeting growth emerged. The raw data is shown on the left, and composite hot spot analysis maps are located on the following page. Closer analysis of the mapping exercise is included throughout the plan.

1.3 COMMERCIAL HOTSPOT MAP



- Employment opportunities
- Neighborhood-scale commercial or retail

1.4 RESIDENTIAL HOTSPOT MAP



- Infill housing
- Single-family housing
- Multi-family housing

COMMUNITY PLANNING WEEK

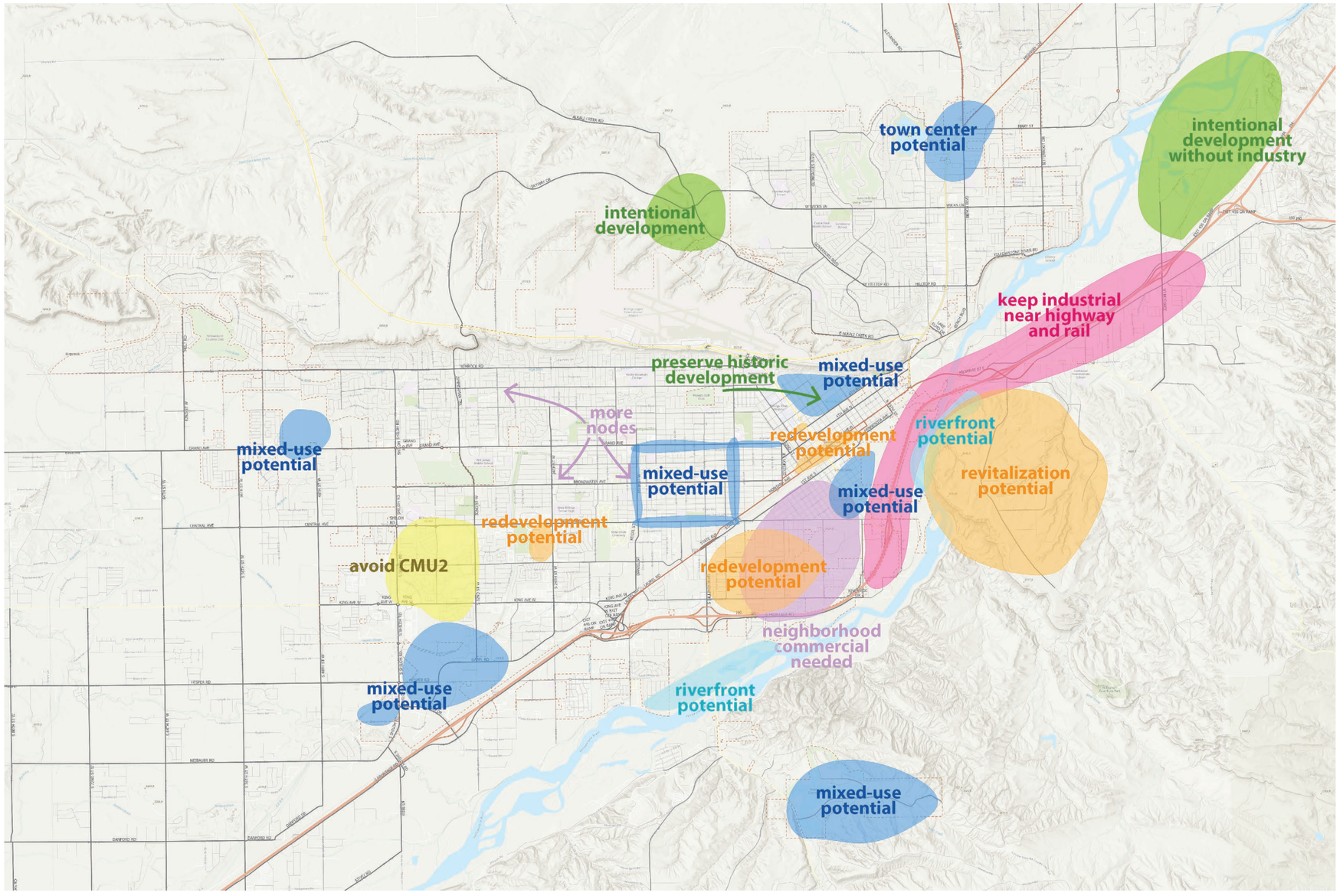
Community Planning Week was held from November 17 through November 21, 2025, providing multiple opportunities for residents and stakeholders to engage directly in the Land Use Plan process. During the week, five community workshops and open house meetings were held at locations throughout the city, along with meetings with the Interim Planning Commission and the Southside Task Force. These events were designed to gather diverse input on Billings' future growth and development.

The community workshops and open houses allowed members of the public to interact with the consultant team and City staff on a wide range of topics, including residential development, connectivity and transportation, parks and recreation, environmental considerations, commercial and industrial development, existing land use patterns, and related planning issues. Each workshop began with a brief presentation that explained the meeting format, shared key input themes gathered to date, and outlined the overall timeline for the Land Use Plan process.

Interactive engagement tools were a central component of the workshops. Five large maps were displayed at each meeting, allowing participants to provide location-specific feedback directly on different geographic areas of the city. Two visual preference boards gave attendees the opportunity to vote on preferred development types and building styles. A large community canvas poster provided space for open-ended comments across multiple topics, and comment cards allowed participants to respond to prompts about Billings and its future.

Educational materials were also provided to support informed input, including information on missing middle housing and land use placetypes, which are discussed further in Chapter 6 of this plan. Input gathered during Community Planning Week has been organized by engagement method, with common themes identified across meetings. Map-based feedback has been synthesized into a series of summary maps that illustrate what was heard during the week and help inform future land use recommendations.





1.5 COMMERCIAL AND INDUSTRIAL SUMMARY MAP

Mapping

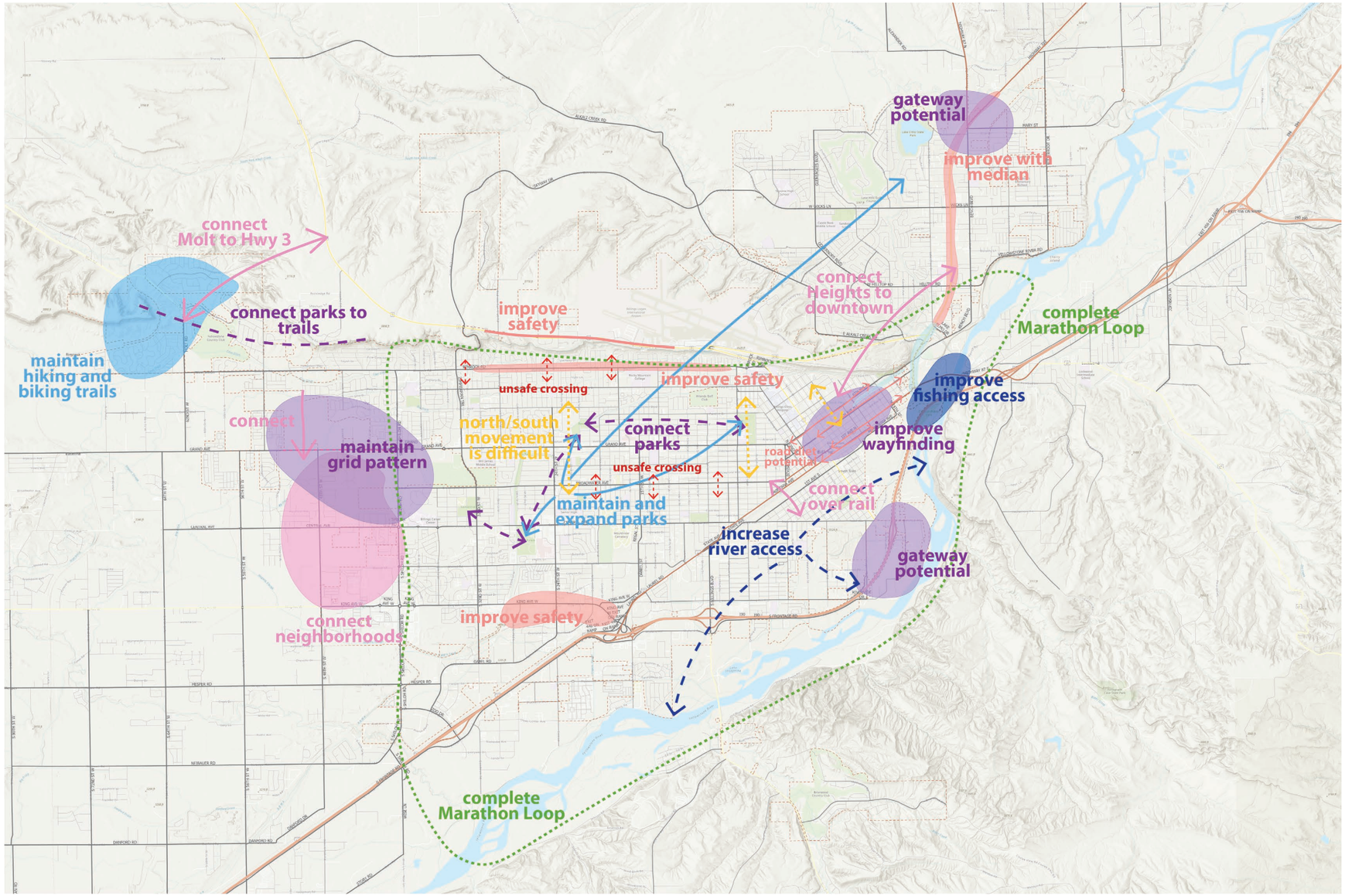
During Community Planning Week, participants provided location-specific feedback using interactive mapping exercises focused on four major topic areas. The maps summarize recurring patterns, opportunities, and concerns raised across multiple meetings and are intended to complement, not replace, the broader engagement takeaways. Together, they help illustrate how community priorities vary by location and inform future land use recommendations.

Commercial and Industrial

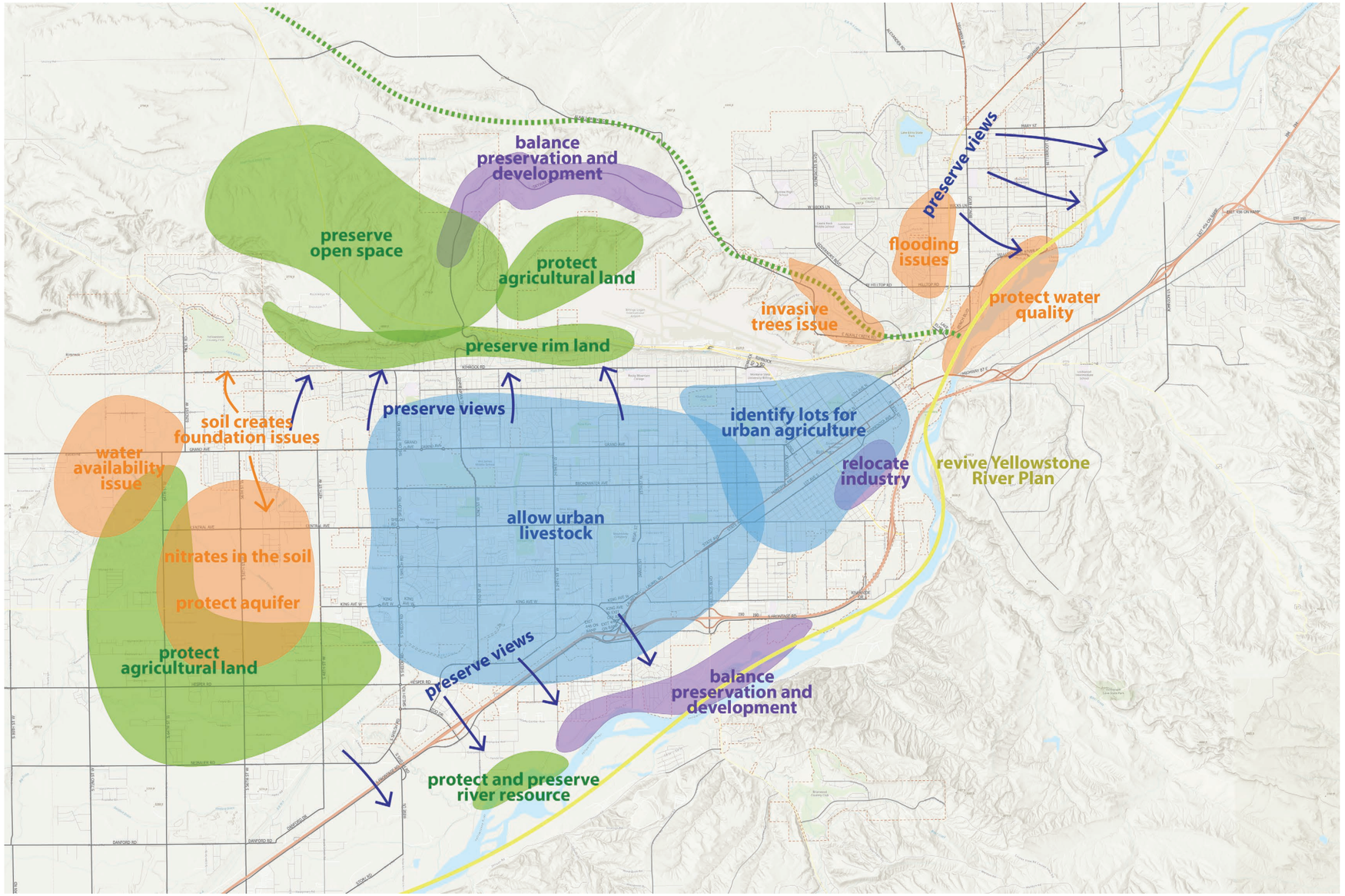
Input related to commercial and industrial areas emphasized the importance of intentional redevelopment, mixed-use potential, and strategic industrial location. Participants identified opportunities for reinvestment along key corridors and near existing infrastructure, while expressing concern about locating industrial uses near residential areas. There was strong support for focusing industrial development near highways and rail, encouraging mixed-use redevelopment in appropriate areas, and strengthening activity centers that support nearby neighborhoods.

Connectivity and Recreation

The connectivity and recreation map highlights community priorities related to mobility, safety, and access to parks and open space. Participants emphasized the need to improve walking and biking connections, address unsafe crossings, strengthen north-south connectivity, and better link neighborhoods to parks, trails, and the river. Completing regional trail loops, improving wayfinding, and expanding access to recreation areas were recurring themes, along with the need to integrate transportation improvements with land use decisions.



1.6 CONNECTIVITY AND RECREATION SUMMARY MAP



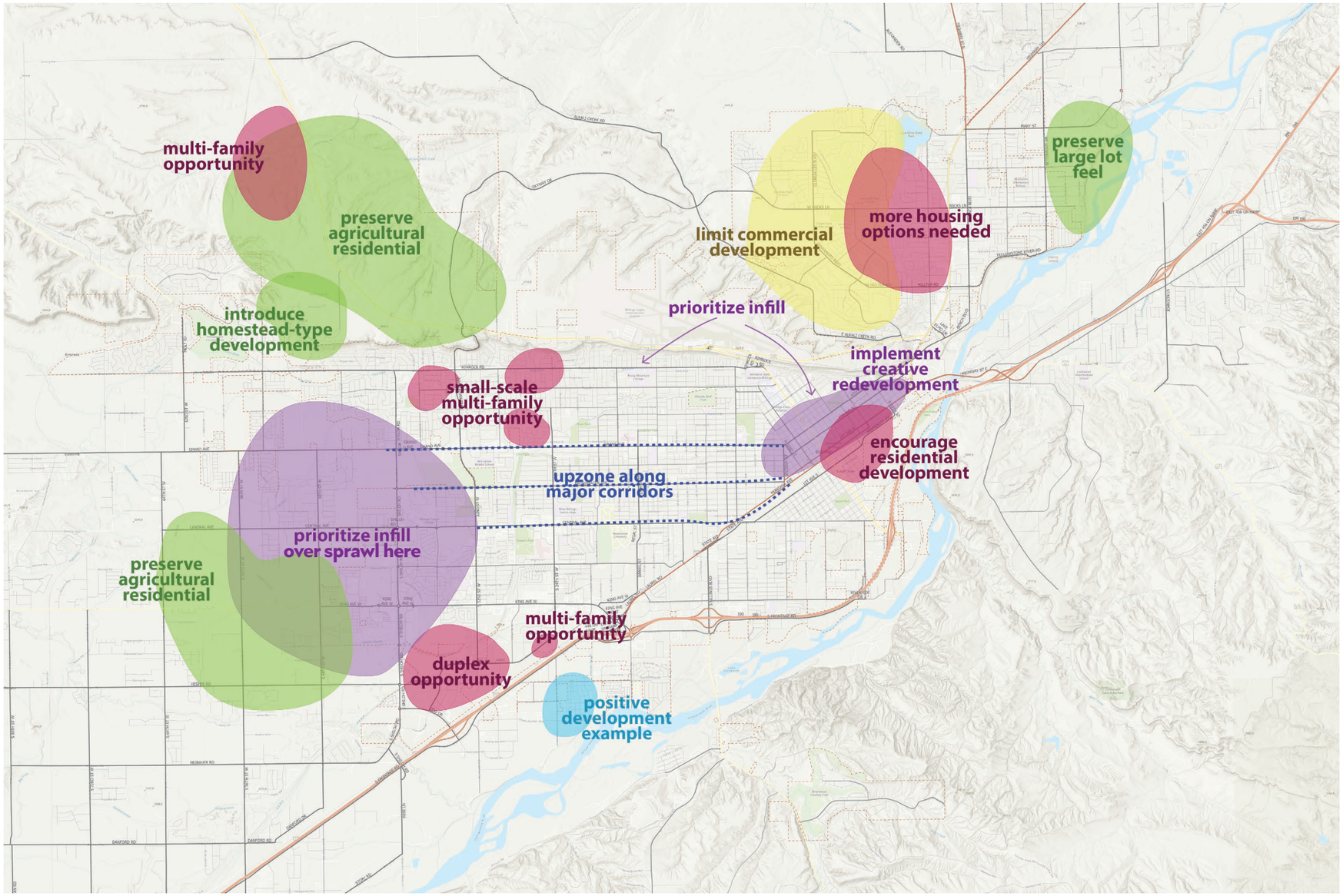
1.7 ENVIRONMENTAL SUMMARY MAP

Environmental

Environmental mapping input focused on protecting natural resources while balancing growth and development. Participants identified areas where agricultural land, open space, rim views, water quality, and river resources should be preserved. Concerns related to flooding, soil conditions, invasive species, and water availability were also noted. Overall, the input emphasized aligning future development with environmental capacity and long-term resource protection.

Residential

Residential mapping feedback highlighted a strong desire for housing choice and thoughtful neighborhood evolution. Participants identified areas where infill and redevelopment could support additional housing, including opportunities for small-scale multi-family and missing middle housing. At the same time, many emphasized preserving neighborhood character, large-lot patterns, and agricultural residential areas where appropriate. The input reflects a desire to balance new housing opportunities with context-sensitive design and neighborhood stability.



1.8 RESIDENTIAL SUMMARY MAP

Community Canvas

Input gathered from large Community Canvas posters at workshops and open houses captured community-wide perspectives on Billings' future growth and development. Participants consistently raised the need for a more coordinated and intentional approach to growth that aligns land use decisions with infrastructure capacity, public services, and long-term community priorities. The comments reflect a desire for clearer direction on how and where growth should occur to support livability, fiscal responsibility, and a strong sense of place.

Land use and transportation comments highlighted the importance of coordinating growth with infrastructure and mobility investments. Participants expressed interest in focusing higher-intensity development near transportation corridors, expanding transit service, and creating more walkable environments. There was strong support for diversified transportation options, including expanded bus service and long-term consideration of rail-based transit. At the same time, residents expressed concern about congestion on major corridors and emphasized the need for roadway design standards that can support growing subdivisions.

Community character, culture, and economic development themes focused on preserving and strengthening Billings' identity. Downtown and the Rims were consistently identified as defining features of the city, and participants expressed interest in reducing repetitive or siloed development patterns. Comments emphasized expanding arts, culture, and entertainment options, particularly activities for adults that are not centered on bars. There was also support for updating infill policies, encouraging reinvestment in existing areas, and limiting certain types of large-scale development that may not align with community values.

Housing comments reflected both urgency and diversity of opinion. Participants emphasized the need for housing abundance and affordability, while also calling for a wider range of housing types, including missing middle and mixed-use residential development. Some comments supported more compact and consolidated housing patterns to preserve natural areas, while others expressed preferences for specific housing forms. Overall, the input highlights a desire for intentional housing design that supports community interaction, shared spaces, and access to services.

Public services, parks, and schools were viewed as foundational to Billings' long-term success. Participants emphasized that growth should not outpace the City's ability to staff and maintain public services, infrastructure, and parks. There was strong support for equitable investment in recreation facilities, improved river access, and careful consideration of long-term maintenance costs. Education-related comments emphasized safe routes to school, stronger community support for schools, and the need to align school planning with broader housing and land use decisions. Collectively, the input underscores the importance of funding infrastructure and services proactively and planning growth at a pace the community can sustain.



1.9 EXAMPLE COMMUNITY CANVAS

Comment Cards

Comment cards left out during community open house and workshop meetings provided insight into residents' priorities for Billings' future. Overall, the comments reflect a desire for a more beautiful, equitable, and connected city that better reflects its natural setting and supports quality of life for all residents. While participants value Billings' small-town feel and access to nature, many noted that some corridors and neighborhoods lack greenery, thoughtful design, and attractive public spaces.

Several comments focused on concerns about uneven investment across the city, particularly in the Heights. Residents expressed frustration that the Heights contributes significantly to the local economy but has fewer services, amenities, and attractive development compared to other areas. There was a clear desire for more local shopping, entertainment, and community gathering spaces so residents can meet daily needs closer to home.

Mobility and access were recurring themes. Participants noted challenges navigating major streets on foot or by bike, limited transit access, and the difficulty of traveling across town efficiently. Improved public transportation, safer walking and biking infrastructure, and long-term planning for future transit options were viewed as essential to supporting growth and improving daily life.

Participants also emphasized the importance of downtown vitality, mixed-use development, and community character. Reducing vacant commercial spaces, investing in downtown and riverfront areas, expanding recreation opportunities, and supporting local businesses were seen as key to building community pride and retaining young people. Looking ahead, residents stressed that Billings will thrive if growth planning is inclusive, open to change, and focused on meeting the needs of those who live and work in the community.



1.10 COMMENT CARDS RECEIVED

VISUAL PREFERENCE BOARDS

Visual preference boards allowed participants to support or oppose development types in both commercial and residential categories. Visual preference board input was consolidated across meetings and is presented as follows:

COMMERCIAL DEVELOPMENT TYPE	YES!	NO!
Neighborhood shops	19	1
General business	5	11
Corridor commerce	4	10
Downtown core	15	0
Mixed-use areas	18	1
Light industrial	10	0
Heavy industrial	7	2

RESIDENTIAL DEVELOPMENT TYPE	YES!	NO!
Single-family detached housing	12	6
Accessory dwellings	7	3
Apartment or condominium communities	6	1
Cluster or conservation communities	6	5
Upper-floor housing	13	1
Townhomes or rowhouses	9	2
Manufactured home communities	5	6
Patio homes	5	2
Cottage court communities	8	1
Barndominiums	6	10
Senior housing or retirement communities	8	0
Small lot/home communities	7	1
Long-term stay RV communities	5	8
Missing middle housing infill development or communities	15	1



1.11 VISUAL PREFERENCE BOARD IN ACTION

CONVERSATIONS THROUGH THE PROCESS

Beyond the structured workshops and formal meetings led by the consultant team, Billings city staff orchestrated a comprehensive and grassroots engagement strategy to ensure a wide and diverse range of community members had the opportunity to contribute to the Billings 2045 Land Use Plan. This proactive, multi-pronged approach was designed to meet residents where they are, utilizing a blend of in-person events, broad media outreach, and digital platforms to gather feedback and raise awareness about the planning process.

A Multi-Faceted Outreach Strategy

City staff's efforts were characterized by a commitment to accessibility and broad visibility. The strategy encompassed a variety of methods to connect with a diverse cross-section of the Billings community, from families at local festivals to established community leaders and the public at large through a robust advertising campaign.

One of the core components of this strategy was a strong presence at popular community gatherings. Staff set up interactive "bean survey" booths at the Strawberry Festival in July 2025 and the Harvest Festival in October 2025, engaging over 400 residents in conversations about the city's future. This boots-on-the-ground approach extended to the distribution of flyers with QR codes linking to the community survey to nearly 200 businesses across the city, ensuring that information about the plan was visible in the places residents frequent daily.

To complement these in-person efforts, the city launched an extensive media and advertising campaign. This included:

- Broadcast Media: Numerous interviews and public service announcements were aired on local radio stations, including Yellowstone Public Radio and six stations under the Desert Broadcasting umbrella. Television interviews were conducted with Community 7 and KULR 8.
- Digital and Print Media: The city utilized press releases to 58 media contacts, secured coverage in the Billings Gazette, and maintained a significant online presence through boosted and organic posts on Facebook, Nextdoor, Instagram, and even Reddit. This digital push resulted in over 33,000 social media impressions.
- Public Advertising: A highly visible advertising campaign ran from late October through November 2025, featuring 13 billboards in strategic locations, static ads on three MET Transit buses, and informational displays on screens within City Hall.

Furthermore, staff actively engaged with established community groups and leaders. Presentations were made to six different neighborhood task forces,covering the Heights, West End, Pioneer Park, Rimrock, Midtown, and the Southside, as well as professional organizations such as the Billings Association of Realtors. These meetings provided a forum for deeper, more focused discussions with representatives who have a long-standing connection to their respective communities.

What We Heard

The feedback gathered through these diverse, staff-led initiatives provided a valuable snapshot of the community's priorities and concerns. The informal "bean surveys" at the Strawberry and Harvest Festivals, which collected responses from over 400 participants, revealed key insights into the public's vision for Billings.

At the Strawberry Festival, Public Safety and Affordable Housing emerged as the top two priorities for the city's future. When asked where new growth should be focused, the Heights was the most frequently cited area, followed by Downtown and Surrounding Neighborhoods.

These themes were echoed at the Harvest Festival, where Housing Cost was identified as the single biggest challenge facing Billings over the next 20 years. Other significant concerns included a lack of places to eat, shop, or find entertainment and the quality of schools. The table summarizes the top priorities (Strawberry Fest) and challenges (Harvest Fest) identified at the two festivals.

TOP PRIORITIES	%	BIGGEST CHALLENGES	%
Public Safety	38%	Housing Cost	26%
Affordable Housing	23%	Lack of Entertainment/ Shopping	12%
Environment	12%	School Quality	12%
Parks & Recreation	11%	Uncontrolled Growth	8%
Jobs & Economy	10%	Lack of Recreation Opportunities	8%

This continuous and varied dialogue, orchestrated by city staff, created a broad and inclusive platform for public participation. The insights gathered through these efforts have been instrumental in shaping the goals and strategies outlined in this plan, ensuring that it reflects the diverse voices and aspirations of the Billings community.

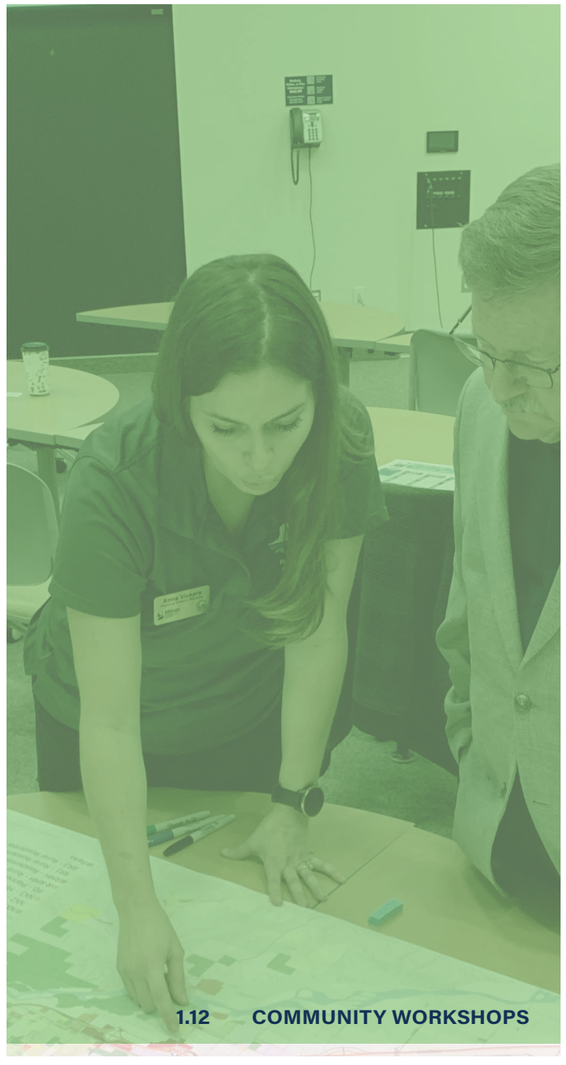
THE IMPACT OF INPUT

Public engagement shaped the foundation of this Land Use Plan. Through conversations, surveys, workshops, and mapping activities, residents and stakeholders shared how growth is affecting their daily lives and what they want Billings to become in the years ahead. While perspectives varied, a clear message emerged. The community is calling for growth that is thoughtful, coordinated, and aligned with the City's ability to support development with infrastructure, services, and housing, while also protecting the character, landscapes, and neighborhoods that define Billings.

Listening to the community is central to effective land use planning because growth decisions leave a lasting imprint on neighborhoods, public spaces, and public investment. Choices about the location and process of development shape transportation options, housing affordability, access to services, and long-term fiscal health. By grounding this plan in community input, the Land Use Plan reflects local values and lived experience alongside technical analysis. This approach helps ensure that future growth responds to community priorities while remaining realistic, equitable, and sustainable over time.







1.12 COMMUNITY WORKSHOPS

VISION STATEMENT AND PLAN THEMES

The Vision Statement and Plan Themes translate the engagement takeaways into a shared direction for the city's future. Across engagement activities, consistent priorities emerged, including aligning growth with infrastructure capacity, expanding housing choice, improving transportation and connectivity, protecting environmental resources, advancing equity, and strengthening community character. Together, the vision and themes articulate how Billings can grow in a way that supports quality of life, economic vitality, and long-term resilience.

Community input also included a strong place-based dimension that informs how these priorities apply across the city. Through mapping exercises and location-specific feedback, participants identified areas where growth is appropriate, where reinvestment should be encouraged, and where environmental features, infrastructure constraints, or neighborhood context warrant greater care. This input reinforces the importance of tailoring land use decisions to local conditions while remaining aligned with citywide goals.

This geographic input, combined with analysis of existing conditions and adopted policies, informs the Future Land Use Map presented later in this plan. Together, the Vision Statement, Plan Themes, and Future Land Use Map form an integrated framework that links community values with on-the-ground guidance, providing a clear and coherent path for managing growth that is intentional, fiscally responsible, and reflective of Billings' shared aspirations.

The vision statement and plan themes are as follows:

VISION STATEMENT & PLAN THEMES

MANAGE GROWTH BY SUPPORTING FISCAL SUSTAINABILITY, ALIGNING DEVELOPMENT WITH INFRASTRUCTURE, IMPROVING CONNECTIVITY, PROVIDING HOUSING OPPORTUNITY, ADVANCING EQUITY, PROTECTING THE ENVIRONMENT AND REINFORCING COMMUNITY CHARACTER.

- Plan and manage growth to align fiscal sustainability with long-term community goals.
- Align land use decisions with the capacity and long-term sustainability of infrastructure, public services, and facilities.
- Support a transportation system that improves connectivity, safety, and access through multiple travel options.
- Expand housing options and affordability to support residents across incomes, ages, and household types.
- Promote equitable access to services and reinvestment in existing neighborhoods to support quality of life citywide.
- Protect natural resources and integrate parks, open space, and environmental considerations into growth decisions.
- Reinforce Billings' identity through context-sensitive development, downtown vitality, and distinctive neighborhoods.



BILLINGS 2045



BUILDING COMMUNITY

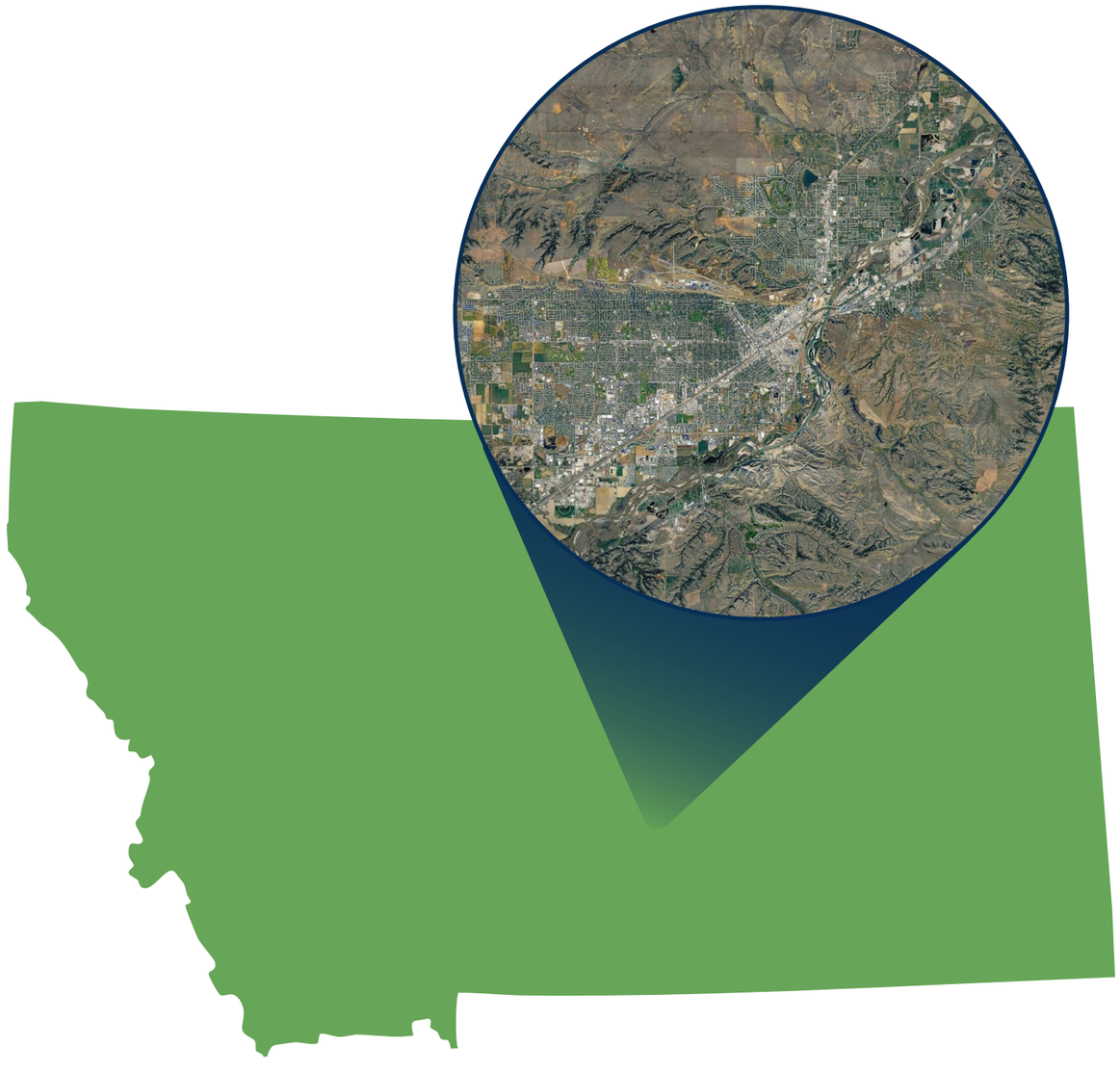
2

ENVIRONMENT

The natural environment of Billings, Montana, is a defining characteristic that has profoundly shaped its history, culture, and development. The city's unique location at the confluence of diverse geographic features creates a landscape of remarkable beauty and significant environmental considerations. This section provides a comprehensive overview of the natural environment of Billings, exploring its geography, water resources, climate, tree canopy, topography, and unique features, and how these elements influence the city's growth and development.

GEOGRAPHY

Billings is situated in the south-central portion of Montana, nestled within the Yellowstone River Valley. The city's geographic coordinates are approximately 45°48'N latitude and 108°33'W longitude, with an average elevation of about 3,126 feet above sea level. The city is framed by several scenic mountain ranges, creating a picturesque backdrop and a sense of enclosure. This setting, a blend of plains and mountain geographies, provides a diverse and rugged landscape that extends just beyond the city limits. The city itself encompasses a land area of approximately 45.4 square miles, within the larger 2,646 square miles of Yellowstone County.



PHIPPS DIAMOND X PARK
ZABAWA SUB PARK
HYPARK SUB PARK
REHBERG RANCH ESTATES 2ND PARK
COUNTRY CLUB HEIGHTS (Rimrock)
RIMS
ARROWHEAD ELEMENTARY SCHOOL
ROCKY MOUNTAIN COLLEGE
MSU BILLINGS
ST THOMAS FIELD
BEN STEELE MIDDLE SCHOOL
WILL JAMES MIDDLE SCHOOL
LILLIS / MEADOWLARK PARK
LEWIS & CLARK MIDDLE SCHOOL
PIONEER PARK SENIOR HIGH/DAYLIS STADIUM
MSUB - COLLEGE OF TECHNOLOGY CAREER CENTER
CENTENNIAL PARK
WEST HIGH
SUNSET MEMORIAL GARDENS
CENTRAL PARK
STEWART PARK
BILLINGS CEMETERY
MOUNTVIEW CEMETERY
SACAJAWEA PARK
PAR-3 EXCHANGE
AMEND PARK
ELYSIAN SCHOOL
ZOOMONTANA
BRIARWOOD GOLF COURSE
PONDEROSA ELEMENTARY
RIVERSIDE MIDDLE SCHOOL
WILSON PARK
SOUTH PARK
JOSEPHINE/BIG SKY ISLANDS PARK
NORTH PARK
COULSON PARK
SWORDS PARK/BLACK OTTER TRAIL
BRIDLE MOON PARK
POW WOW PARK
EAGLE CLIFFS ELEMENTARY
HIGH SIERRA PARK
SKYVIEW HIGH
CASTLE ROCK PARK
CASTLE ROCK MIDDLE SCHOOL
SANDSTONE ELEMENTARY
LAKE HILLS GOLF
LAKE ELMO STATE PARK
BITTERROOT HEIGHTS SUB 1ST PAR
KIWANIS TRAIL

Parks, Open Space & Recreational Areas
Natural Resource Area
Conservation Area
Public Land

2.1 ENVIRONMENTAL MAP



45.4

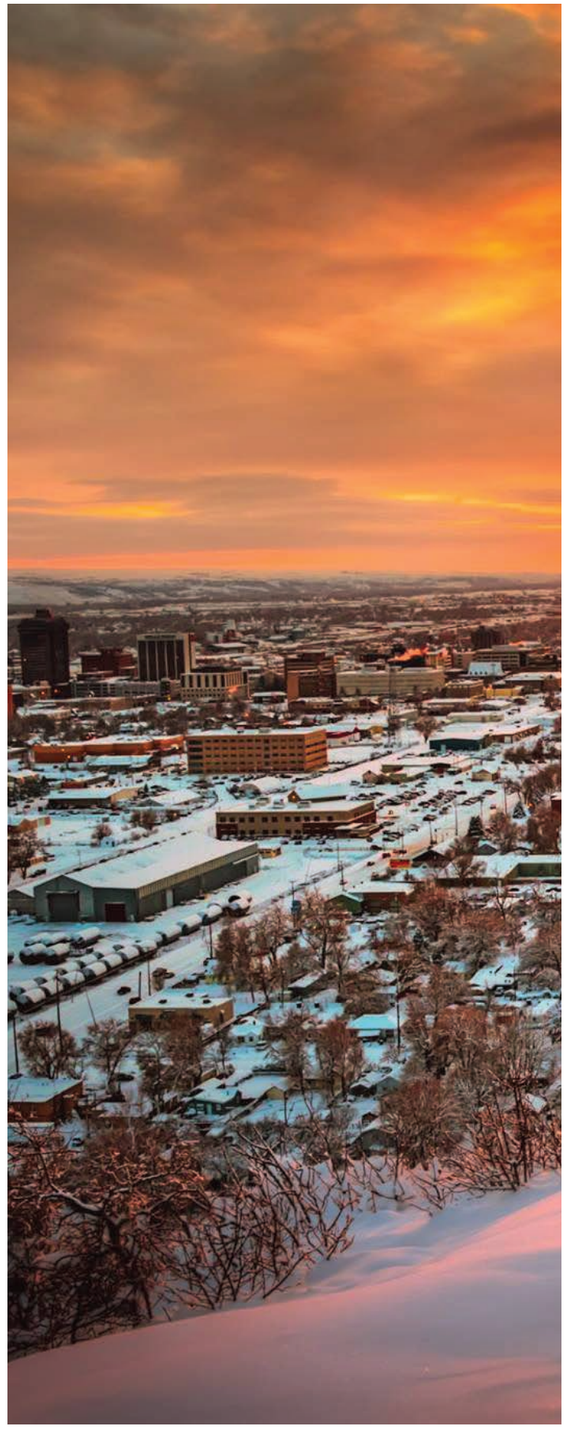
TOTAL SQUARE MILES IN BILLINGS

$28M

ESTIMATED WORTH OF BILLINGS' TREES

67.6%

RATED "PRESERVING THE NATURAL ENVIRONMENT" AS "VERY IMPORTANT"



WATER RESOURCES

The Yellowstone River is the lifeblood of Billings, a dominant feature of the landscape and a critical resource for the community. As the longest free-flowing river in the contiguous United States, the Yellowstone River and its numerous tributaries have carved the valley and created the fertile lands that have supported settlement and agriculture for centuries. The river flows in a northeasterly direction through the valley, which varies in width from twelve miles to less than a quarter mile.

The river serves as the primary source of drinking water for Billings and other downstream communities. The city's water intake systems are located on the Yellowstone River, highlighting the importance of maintaining its quality and flow. The river also provides essential water for irrigation, supporting the agricultural sector that has long been a cornerstone of the regional economy.

The city's water resources also include a significant groundwater system. The area is characterized by unconsolidated, semi-confined alluvial aquifers, which are replenished by the Yellowstone River and other surface water sources. These aquifers are a vital source of water for various uses, but their shallow nature also makes them susceptible to contamination.

As shown in the provided map, a portion of the city lies within the 100-year floodplain of the Yellowstone River. This designation indicates a 1% chance of a major flood event in any given year. The historic flood of 2022, which registered between a 100-year and 500-year event, serves as a stark reminder of the potential for significant flooding and the importance of effective floodplain management.

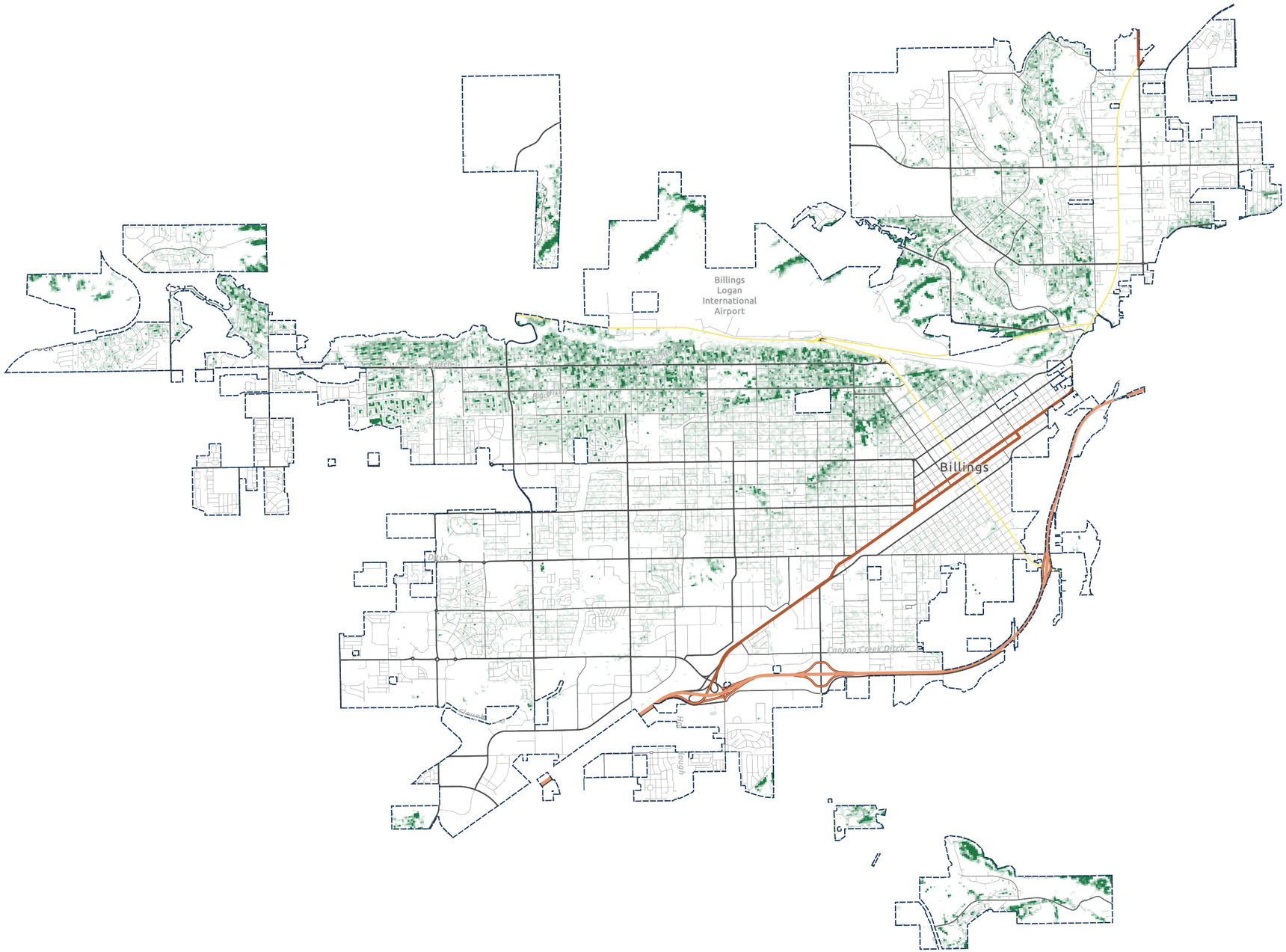
Stormwater management is another critical aspect of water resources in Billings. The city's storm sewer system is separate from its wastewater treatment system, meaning that stormwater runoff flows directly into the Yellowstone River without treatment. As the city develops and impervious surfaces like roads and parking lots increase, the volume and velocity of stormwater runoff also increase. This runoff can carry pollutants such as pesticides, fertilizers, oils, and sediment into the river, impacting water quality and aquatic habitats. The city's use of natural drainage features like ditches and drains helps to manage stormwater, but the direct discharge to the river remains a significant environmental concern.

GENERAL CLIMATIC CONDITIONS

Billings has a semi-arid climate, characterized by cold, dry winters and hot, sunny summers. Despite its northern latitude, the climate is surprisingly mild, a phenomenon largely attributed to the sheltering effect of the river valley and the frequent occurrence of Chinook winds. These warm, dry winds, which are common in the region, can rapidly melt snow cover and raise temperatures significantly in a short period.

The average annual temperature in Billings is 48°F, with a January average of 27°F and a July average of 73°F. Temperatures can fluctuate significantly, with summer highs often reaching into the 90s and winter lows dropping well below freezing. The highest recorded temperature in Billings was 112°F in 1901. The growing season is relatively short, with the last spring frost typically occurring around May 15th and the first fall frost at the end of September.

Average annual precipitation is approximately 13.66 inches, with the majority of moisture arriving in the spring and early summer. Snowfall averages around 54 inches per year, but the snow rarely accumulates to great depths due to the frequent thawing periods caused by Chinook winds.



TREE CANOPY

The urban forest and tree canopy of Billings are valuable assets that contribute significantly to the city's environmental quality and aesthetic appeal. The city has been recognized as a Tree City USA for over 30 years, a testament to its commitment to urban forestry.

As depicted in the provided Tree Canopy map, the distribution of trees is not uniform across the city. Denser canopy coverage is found in older, more established neighborhoods and parks, while newer developments on the urban fringe tend to have less tree cover. The City's Parks, Recreation and Public Lands contains a little under 13,000 trees with over 40 different species.. The most common tree species in the park's tree canopy are Ash (17%), Blue Spruce (16%), and Cottonwood (7%).

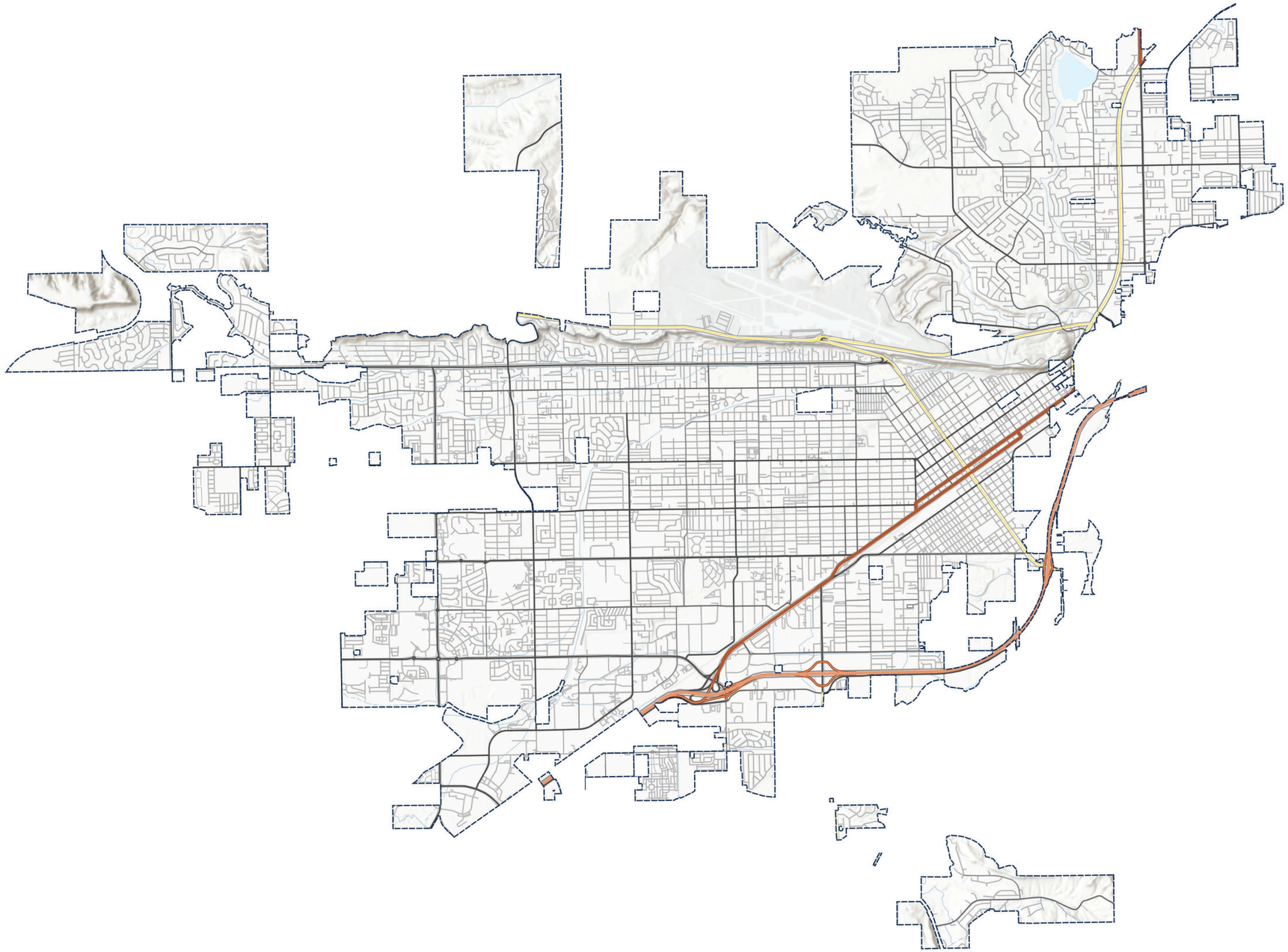
The urban forest provides numerous environmental benefits, including reducing stormwater runoff, improving air quality, and mitigating the urban heat island effect. The trees in Billings' parks are estimated to be worth nearly $28 million and provide over a million dollars in environmental benefits to residents each year.

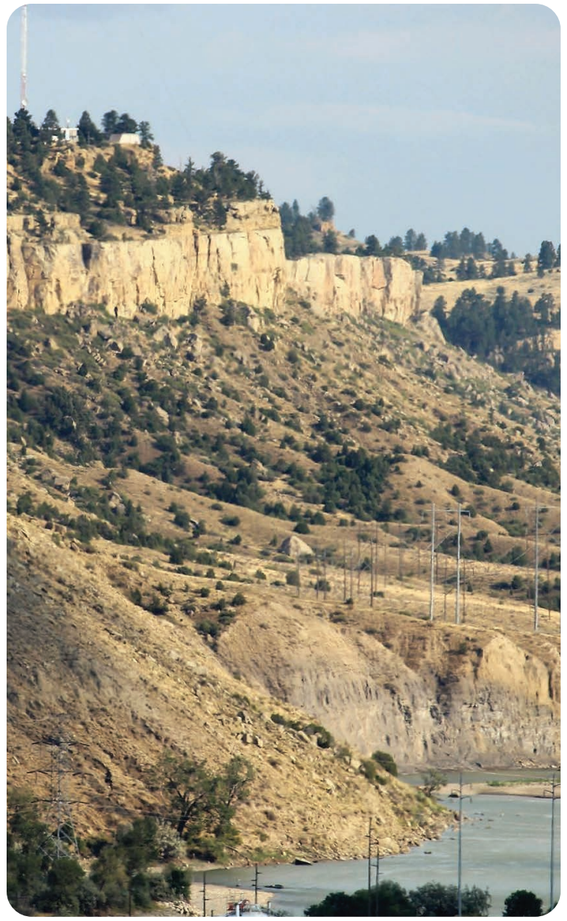
Beyond the developed urban forest, the riparian corridor along the Yellowstone River supports a significant population of native cottonwood trees. These riparian forests are vital for bank stabilization, wildlife habitat, and water quality protection. However, they are also threatened by factors such as altered river flows and the spread of invasive species.

TOPOGRAPHY AND RELIEF

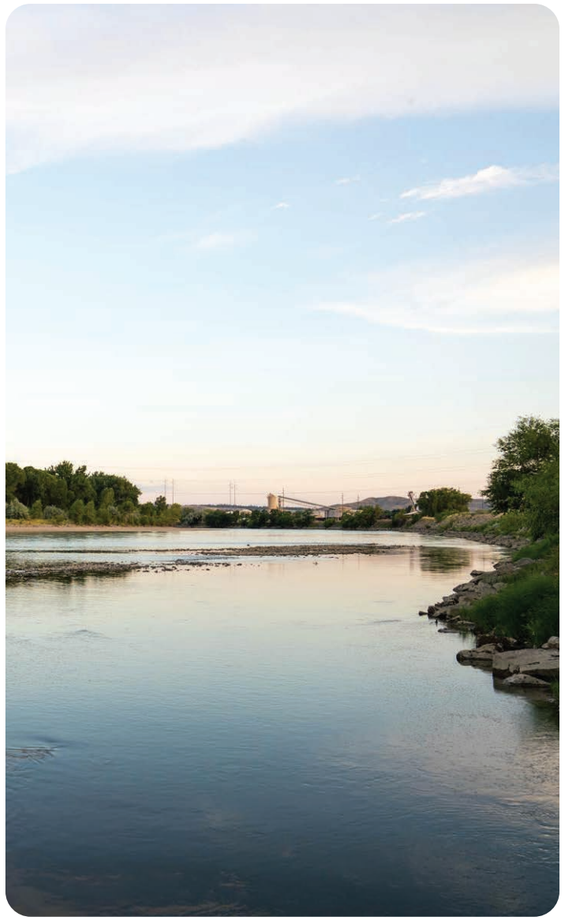
The topography of Billings is dominated by the Yellowstone River Valley and the dramatic sandstone cliffs known as the Rimrocks. The valley floor is relatively flat, with deep, well-drained loamy and silty clay soils that are ideal for agriculture.
Rising abruptly from the valley floor to the north and east of the city are the Rimrocks, a series of sandstone cliffs that reach heights of 300 to 500 feet. These cliffs are a defining landmark of Billings, offering panoramic views of the city and the surrounding landscape. The land above the Rimrocks consists of rolling hills with shallow to moderately deep sandy and clay loam soils. To the south of Billings, the terrain is characterized by rolling to moderately steep hills and high, flat tablelands.

The geology of the area is as distinctive as its topography. The Rimrocks are part of the Eagle Sandstone formation, a sedimentary rock layer that is 70-80 million years old. This sandstone was deposited in a shallow sea that once covered the region during the Late Cretaceous period. The cliffs were subsequently carved and shaped by the erosive power of the Yellowstone River. The sandstone from the Rimrocks was historically used as a building material for many of the city's oldest structures. The map to the right shows topography, with darker shades representing steeper slopes.









DISTINCTIVE ENVIRONMENTAL FEATURES

Billings is home to several unique natural and cultural features that contribute to its distinct character.

THE RIMROCKS:

As previously mentioned, the Rimrocks are the city's most prominent natural landmark. They provide a stunning backdrop to the city and offer a wide range of recreational opportunities, including hiking, rock climbing, and biking. The publicly owned parks along the Rimrocks, such as Zimmerman Park and Swords Park, are popular destinations for residents and visitors alike.

PICTOGRAPH CAVE STATE PARK:

Located just east of Billings, this park is a significant archaeological and cultural site. The caves contain hundreds of pictographs, or rock paintings, created by prehistoric hunters over a period of thousands of years. The site provides a glimpse into the lives of the earliest inhabitants of the region and holds deep spiritual significance for many Native American tribes.

YELLOWSTONE RIVER:

The Yellowstone River itself is a unique feature, not only for its ecological and economic importance but also for its recreational and scenic value. The river provides opportunities for fishing, boating, and wildlife viewing, and its corridor is a vital habitat for a diverse array of plant and animal species.



LOOKING FORWARD

The natural environment of Billings is a complex and dynamic system that has played a central role in the city's development. The interplay of geography, water, climate, and topography has created a landscape of both opportunity and challenge. As Billings continues to grow, it is essential that the community's deep appreciation for its natural assets, as expressed in community surveys, is translated into policies and practices that ensure the long-term health and resilience of the natural environment. The protection of the Yellowstone River, the preservation of the Rimrocks, and the enhancement of the urban tree canopy are all critical to maintaining the quality of life that makes Billings a unique and desirable place to live.

CORE ISSUES AND OPPORTUNITIES

Public input gathered through the comprehensive planning process reveals a community that deeply values the natural environment of Billings and sees a strong connection between its protection and the city's future development. Residents consistently highlighted the importance of the Yellowstone River, the iconic Rimrocks, agricultural lands, and open spaces as defining assets. Feedback from community surveys, engagement workshops, and mapping exercises indicates a desire for growth that respects these natural features while addressing the pressing need for diverse and affordable housing. This section synthesizes that public input, connecting it to the existing environmental conditions in Billings and the overarching themes of the Plan to offer a forward looking vision for the environment over the next 20 years.



The Yellowstone River

The Yellowstone River is consistently identified as one of Billings' most significant natural assets. Public input from the community input map emphasizes the need to protect and preserve the river as a resource, protect water quality, and revive the Yellowstone River Plan. The map also highlights concerns about flooding issues in areas adjacent to the river. These sentiments are echoed in additional engagement where one mural board commenter called for "More river use."

The Rimrocks

The Rimrocks are another iconic natural feature that the community holds in high regard. The community input map is clear in its call to preserve rim land and to preserve the viewsheds from and of the Rims. Plan engagement also identified the Rims as iconic to Billings. Future development near the Rims should be carefully managed to protect their scenic and natural character.

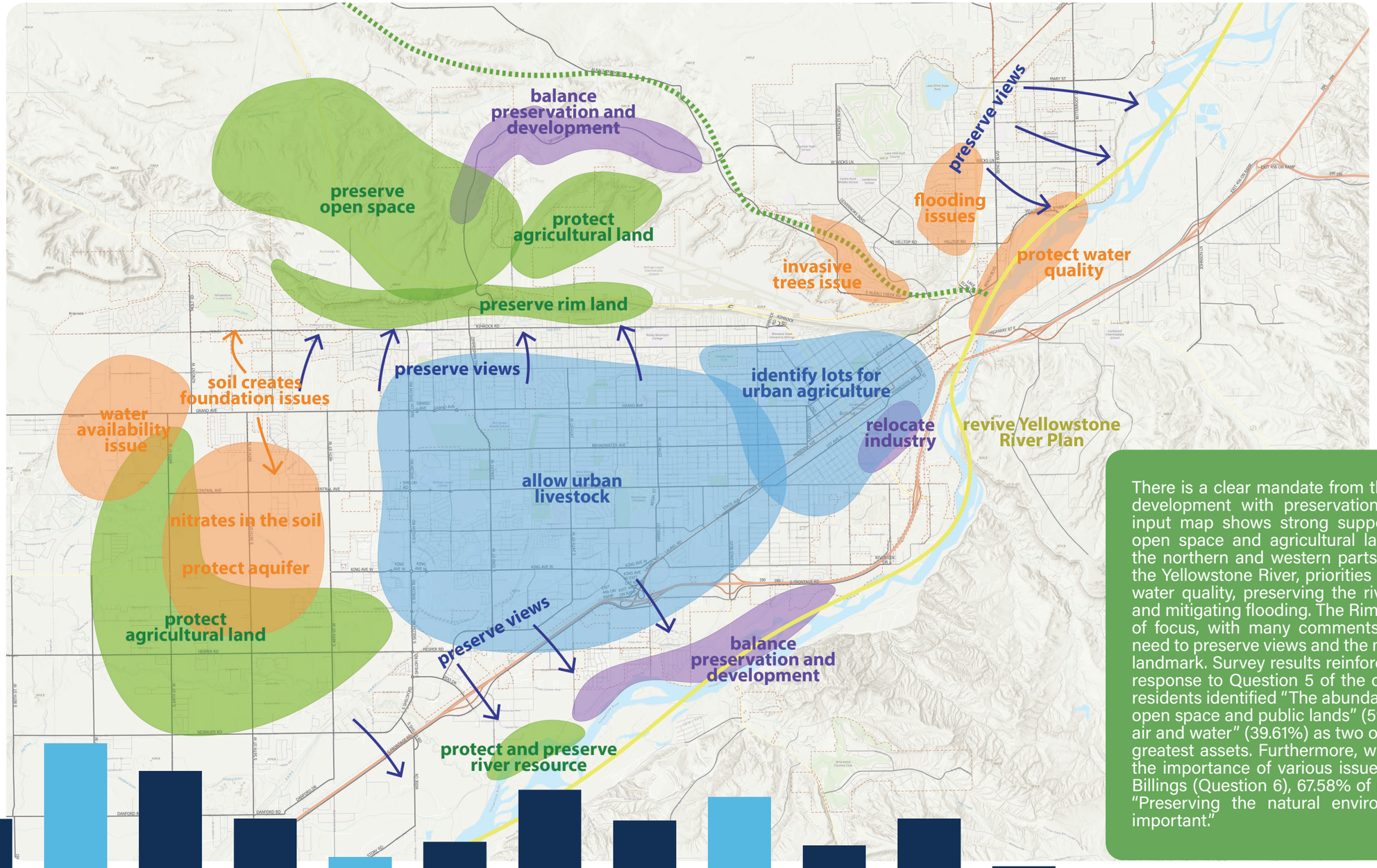
Agricultural Land and Open Space

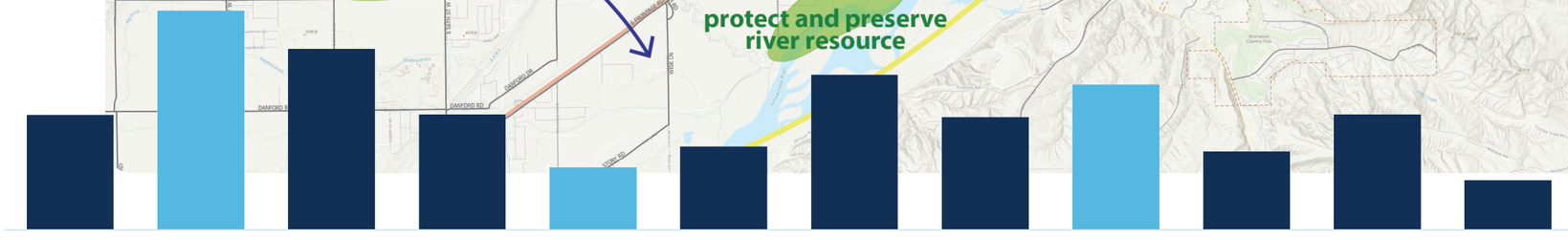
The preservation of agricultural land and open space is a major priority for the residents of Billings. The community input map shows large areas that the community hopes to preserve as open space and agricultural land, particularly to the north and west of the city. The map also shows a desire to balance preservation and development in these areas. Engagement also revealed a desire for "Conservation in zoning (open space/green space in master site plans)."

Survey results further emphasize this point. In response to Question 11, one respondent expressed concern about "Continued sprawl, eating up farmland." Another noted, "Stop turning the valley's farmland into houses." The existing conditions narrative highlights the value of the valley's fertile soils for agriculture and notes that newer developments on the urban fringe have less tree canopy.

Urban Agriculture and Infill

In addition to preserving existing agricultural lands, there is also a notable interest in promoting agriculture within the city. The community input map identifies a desire to identify lots for urban agriculture and livestock in the central part of the city. This interest in urban agriculture is closely tied to the strong support for infill development. As noted in the residential preference board from the engagement workshops, "Missing middle housing infill development or communities" received the most support of any housing type. This suggests that the community sees an opportunity to create more compact, complete neighborhoods that incorporate local food production.





2.2 SURVEY Q5: WHAT DO YOU CONSIDER TO BE THE TOP FIVE GREATEST ASSETS OF BILLINGS?

There is a clear mandate from the public: balance development with preservation. The community input map shows strong support for preserving open space and agricultural land, particularly in the northern and western parts of the city. Along the Yellowstone River, priorities include protecting water quality, preserving the river as a resource, and mitigating flooding. The Rims are another area of focus, with many comments emphasizing the need to preserve views and the natural state of this landmark. Survey results reinforce these values. In response to Question 5 of the community survey, residents identified "The abundance and access to open space and public lands" (59.79%) and "Clean air and water" (39.61%) as two of the city's top five greatest assets. Furthermore, when asked to rank the importance of various issues for the future of Billings (Question 6), 67.58% of respondents rated "Preserving the natural environment" as "Very important."



ACHIEVING PLAN THEMES

Public input on the environment articulates a clear and consistent vision for Billings' future, one that directly shapes and reinforces the Plan Themes. Residents' strong desire to protect the Yellowstone River, the Rims, agricultural lands, and open space reflects a shared commitment to safeguarding natural resources and thoughtfully integrating parks, open space, and environmental considerations into decisions about growth. At the same time, the community's preference for infill development and urban agriculture over outward expansion underscores the importance of managing growth in a way that supports fiscal sustainability and long-term community goals by making more efficient use of existing infrastructure.

Encouraging a broader range of housing options within the city's core aligns with this approach, helping to expand housing choice and affordability while promoting equitable access to services and reinvestment in established neighborhoods. Preserving iconic features such as the Rims and embracing context-sensitive infill further strengthen Billings' identity, supporting downtown vitality and the continued evolution of distinctive neighborhoods.

Looking ahead over the next 20 years, this vision suggests a coordinated and integrated path forward. A comprehensive green infrastructure framework can help identify and prioritize the protection of key environmental assets, including the Yellowstone River corridor, the Rims, agricultural lands, and open spaces, while aligning land use decisions with long-term conservation goals. Development standards can continue to evolve to ensure that new projects minimize environmental impacts through thoughtful stormwater management, tree preservation, and careful consideration of sensitive areas such as steep slopes.

At the same time, sustained emphasis on infill and redevelopment can help accommodate growth within the city's existing footprint. Zoning updates that allow for a wider diversity of housing types, paired with incentives to reuse underutilized land, can support vibrant, complete neighborhoods. Supporting urban agriculture, through clear and streamlined processes for community gardens and compatible small-scale food production, can further enhance local food security and contribute to a more resilient urban environment.

By advancing these interconnected strategies, Billings can welcome new growth while preserving the natural landscapes and community character that residents value. In doing so, the city can strengthen its sustainability and resilience, ensuring that future generations continue to experience the distinctive setting and high quality of life that define Billings today.



153,800

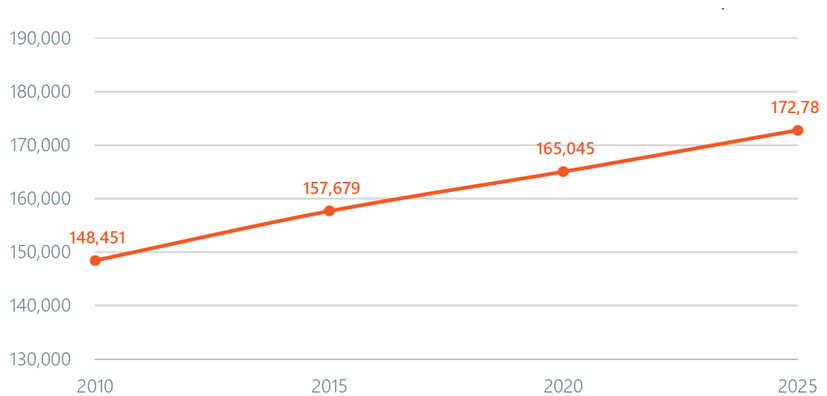
PROJECTED 2045 BILLINGS POPULATION

39.6%

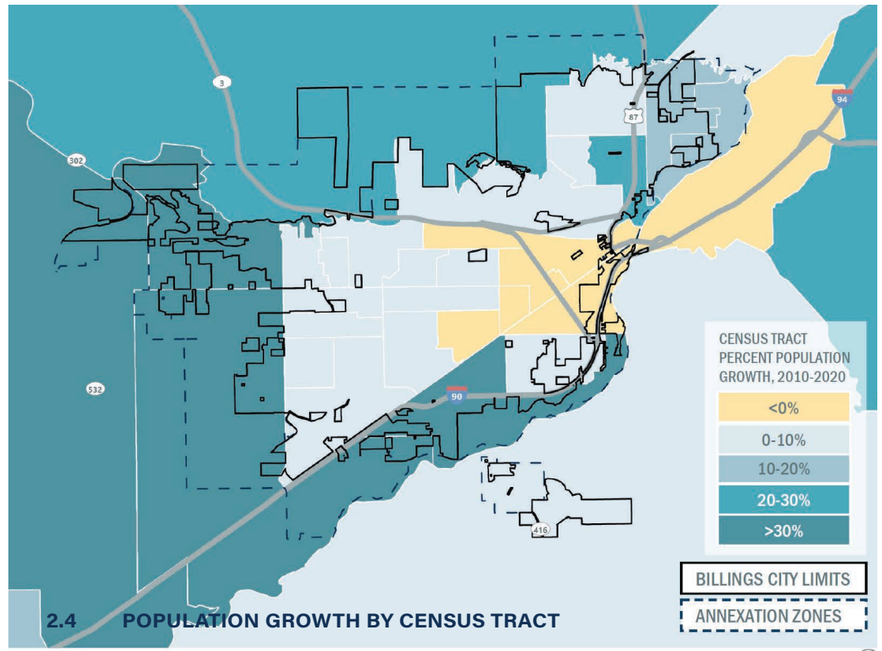
RESIDENTS AGED 25+ HOLD A BACHELORS DEGREE

85K+

VETERANS IN BILLINGS



2.3 YELLOWSTONE COUNTY POPULATION AND PROJECTED POPULATION



2.4 POPULATION GROWTH BY CENSUS TRACT

COMPOSITION

The composition of a community—its population, demographics, and shifting household characteristics—is the foundational driver of its physical and economic evolution. As Billings continues to serve as the economic and cultural hub of south-central Montana, its population growth directly impacts housing demand, service delivery, infrastructure needs, and land development patterns. Understanding the historical trends, current demographic realities, and future projections is essential for charting a course that accommodates new residents while maintaining the quality of life that defines the city.

HISTORICAL POPULATION TRENDS AND MIGRATION PATTERNS

Over the past decade, Billings and the broader Yellowstone County region have experienced steady and significant population growth. According to the U.S. Census, the population of Yellowstone County increased from 147,972 in 2010 to 164,731 in 2020, representing a compound annual growth rate (CAGR) of 1.1%. As of July 2024, the Census Bureau estimates the Yellowstone County population has reached 171,583, while the City of Billings population has grown to 121,483.

However, this growth has not been distributed evenly across the city. The historic core of Billings, including areas overlapping the downtown, experienced slight population declines between 2010 and 2020. Conversely, areas on the edges of Billings, particularly Billings Heights and the West End, saw rapid expansion, with population increases exceeding 20%. Census tracts overlapping the annexation areas to the west of the city limits experienced dramatic growth of up to 95%, underscoring a prevailing pattern of outward expansion rather than centralized infill.

Migration has been a primary driver of this recent growth. Stakeholder interviews and demographic data indicate that population increases are largely attributable to individuals relocating from outside Montana in search of a different lifestyle, as well as residents moving to Billings from other parts of the state where the cost of living has become prohibitive. Between 2020 and 2022 alone, IRS tax return data shows that Yellowstone County gained approximately 4,200 individuals due to net migration.

A DETAILED DEMOGRAPHIC PORTRAIT

A closer look at the demographic makeup of Billings reveals a community that is evolving in several key ways. The city's population is relatively evenly split by sex, with females comprising 50.2% of the population. Racially and ethnically, Billings is predominantly White (84.8%), but it maintains a growing diversity. The American Indian and Alaska Native population accounts for 4.4% of city residents, while 7.4% identify as Hispanic or Latino, and 7.5% identify as Two or More Races. Additionally, 2.1% of the population is foreign-born, and 3.8% speak a language other than English at home.

Household composition is also shifting. As of 2024, Billings contains 50,994 households with an average of 2.28 persons per household. Educational attainment in the city is high, with 95.5% of residents aged 25 and older holding a high school diploma or higher, and 36.9% holding a bachelor's degree or higher. Furthermore, the city is home to a significant veteran population, with over 8,500 veterans residing in Billings.

THE AGING POPULATION AND HOUSING SHIFTS

One of the most defining demographic shifts in Billings is the aging of its population. In 2010, the share of the Yellowstone County population under the age of 19 was 26%; this was projected to decrease slightly to 25% by 2025. Meanwhile, the share of the population aged 65 and older has increased significantly, rising from 14% in 2010 to a projected 19% in 2025. As of 2024, 18.8% of the Billings city population is 65 years and over, closely mirroring the county-wide trend. Additionally, 10.3% of the population under age 65 lives with a disability, a factor that must be considered in housing and infrastructure planning.

This aging trend has profound implications for the city's housing and service needs. An older population often drives demand for smaller, more accessible housing units, senior living facilities, and increased healthcare services. Currently, 64.8% of housing units in Billings are owner-occupied, and 71% of the overall housing stock consists of single-family homes. However, the housing market has tightened considerably. The SB Friedman market analysis reveals that the median residential sales price in Billings surged by 75% between 2015 and 2024, climbing from $216,500 to $379,900. During this same period, the median days on market plummeted, reflecting intense competition.

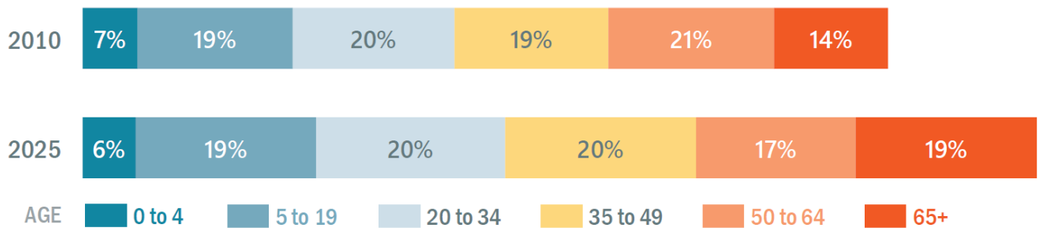
Compounding this issue is the slow production of affordable multifamily housing; since 2015, only one legally-restricted affordable multifamily development (136 units) has been built in Billings. This rapid price appreciation, coupled with an estimated shortage of nearly 10,000 housing units, presents a significant barrier to entry for new residents and younger families, reinforcing the need for diversified housing options.

POPULATION PROJECTIONS AND GROWTH SCENARIOS

Looking forward, the population of Billings is projected to continue its upward trajectory. Based on historic growth rates and anticipated future needs, the population of Billings is projected to grow from an estimated 123,500 in 2025 to 153,800 by 2045. This represents an addition of over 30,000 new residents over the next two decades.

To accommodate this projected population, the SB Friedman growth model projects that the city will need to add approximately 16,200 new housing units by 2045 just to meet future demand, in addition to addressing the existing estimated shortage. The challenge for Billings is not merely accommodating this growth, but managing it in a way that is fiscally responsible and environmentally sustainable.

2.5 YELLOWSTONE COUNTY POPULATION BY AGE



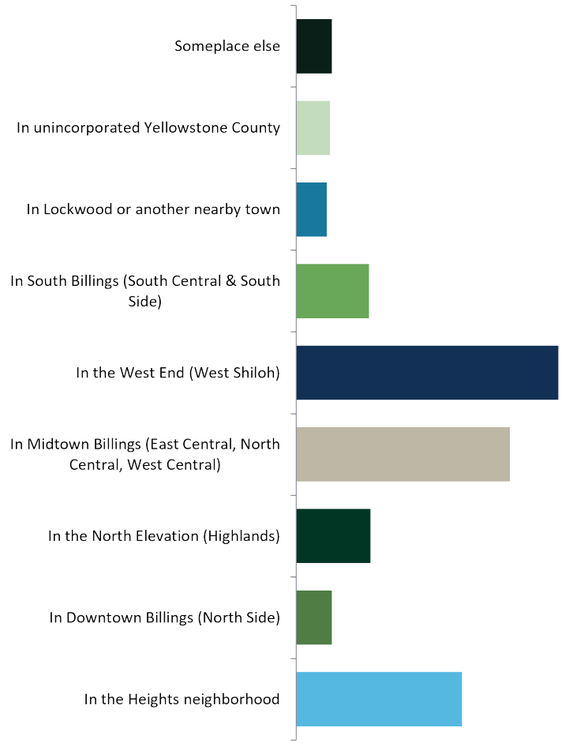
2.6 BILLINGS GROWTH PROJECTIONS

	2025 (Estimated)	2045 (Projected)	2025-2045 Proj. Change	2025-2045 CAGR
Population	123,500	153,800	+30,300	1.11%
Housing Units	55,300	71,500	+16,200	1.29%
Jobs	84,900	106,600	+22,700	1.21%
Industrial SF	7,912,300	10,169,000	+2,256,700	1.26%
Office SF	6,273,100	7,357,000	+1,083,900	0.80%
Retail SF	10,608,100	12,397,500	+1,789,400	0.78%

Source: CoStar (May 2025), Lightcast (2025), Montana Department of Commerce, SB Friedman

INTERPRETING FEEDBACK

Understanding who participated in the Billings 2045 comprehensive planning process is essential for interpreting the feedback received and ensuring the plan reflects the needs of the entire community. By comparing the demographic characteristics of survey respondents with the actual population composition of Billings, we can identify areas where engagement was highly successful and recognize groups whose voices may be underrepresented.



2.7 SURVEY Q1: PLEASE TELL US WHERE YOU LIVE

ENGAGEMENT SUCCESSES AND BROAD PARTICIPATION

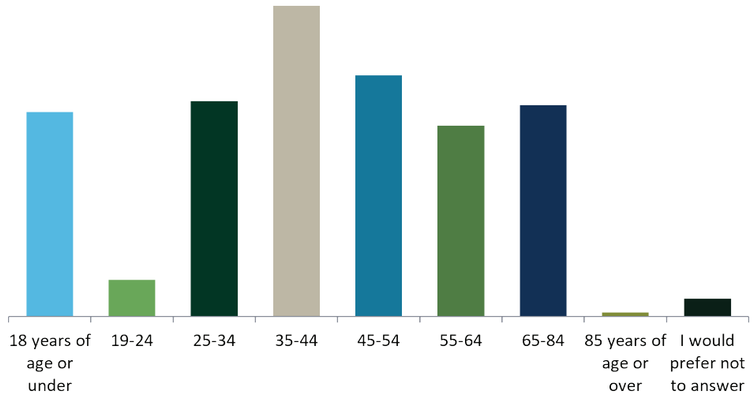
The community survey successfully captured feedback from a wide geographic cross-section of Billings, with strong participation from established residents and homeowners. Nearly half of all respondents (47.8%) reported living in Billings or the surrounding area for more than 20 years, providing deep institutional knowledge and historical perspective on the city's evolution. Another 23.1% have lived in the area for 11 to 20 years, meaning over 70% of respondents have long-term ties to the community.

Geographically, the survey saw robust participation from the West End, which accounted for 28.3% of respondents, and Midtown Billings (East Central, North Central, and West Central), representing 23.0% of the total. The Heights neighborhood also showed strong engagement, making up 17.9% of responses. This distribution roughly aligns with the areas of the city that have experienced the most significant population growth over the past decade, particularly the West End and the Heights.

In terms of age, the survey captured a relatively balanced spread across middle-aged and older adult cohorts. Respondents aged 35 to 44 made up the largest group at 21.6%, followed by those aged 45 to 54 (16.8%), 25 to 34 (15.0%), 65 to 84 (14.7%), and 55 to 64 (13.3%). This indicates that the planning process successfully reached residents in their prime working years, as well as those approaching or in retirement. Notably, 15.5% of respondents identified as retired, which aligns with the city's aging demographic trend, where 18.8% of the Billings population is 65 years and over.

The survey also saw a significant contribution from the local workforce, with 60.4% of respondents currently working within the City of Billings. Furthermore, 35.7% of respondents reported having children under the age of 18 in their household, ensuring that the perspectives of families and parents were well represented in discussions about schools, parks, and housing.

2.8 SURVEY Q19: WHAT IS YOUR AGE?



IDENTIFYING GAPS IN REPRESENTATION

While the survey achieved broad participation in many areas, a comparison with the city's actual demographic data reveals several key gaps in representation.

The most significant disparity is in housing tenure. The survey respondents were overwhelmingly homeowners, with 75.9% owning their dwelling and only 14.9% renting (Q23). In contrast, the actual housing composition in Billings consists of 64.8% owner-occupied units and roughly 35% renter-occupied units. This underrepresentation of renters means that the acute challenges faced by tenants, such as rapidly rising rents and the slow production of affordable multifamily housing, may not be fully reflected in the quantitative survey data, even though these issues were frequently raised in open-ended comments.

Younger adults were also underrepresented. While 14.2% of respondents were 18 years of age or under, likely reflecting targeted outreach in local schools, the 19 to 24 age cohort accounted for only 2.5% of responses. This gap is particularly notable given the concerns expressed throughout the engagement process about retaining young adults and ensuring they can afford to live and buy homes in Billings.

Geographically, while the West End and Midtown saw high participation, Downtown Billings (North Side) accounted for only 3.8% of respondents, and South Billings (South Central and South Side) made up 7.8%. This suggests that residents in the historic core and southern neighborhoods may not have had their voices heard as prominently, despite these areas facing unique challenges related to infrastructure, safety, and revitalization.

Finally, while the survey did not explicitly ask for respondents' race or ethnicity, open-ended comments from the public engagement sessions frequently emphasized the need to recognize and support the city's growing diversity. Billings is predominantly White (84.8%), but maintains a growing population of American Indian and Alaska Native residents (4.4%), Hispanic or Latino residents (7.4%), and those identifying as Two or More Races (7.5%). Comments highlighted the importance of incorporating Indigenous voices, celebrating diverse cultures, and ensuring that planning efforts are inclusive of all residents, including minorities, seniors, and low-income individuals.



7.9M

INDUSTRIAL SQUARE FOOTAGE

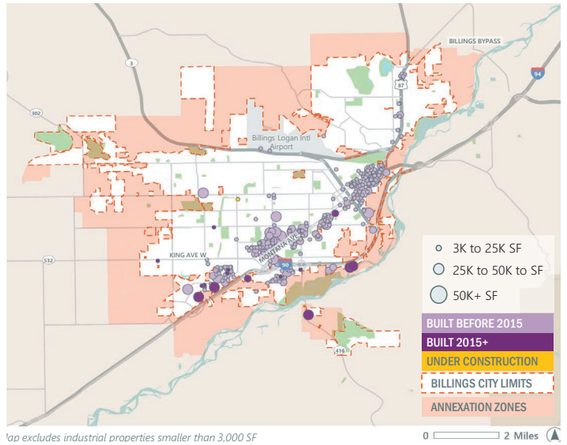
73,950

JOBS IN BILLINGS

15.4%

SHARE OF MONTANA WORKFORCE IN YELLOWSTONE COUNTY

2.9 INDUSTRY INVENTORY OVER 3K SF



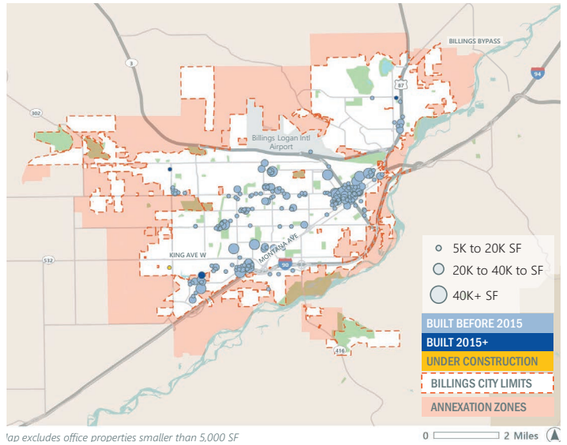
'ap excludes industrial properties smaller than 3,000 SF

7.9M TOTAL INDUSTRIAL SF

0.7M INDUSTRIAL SF BUILT SINCE 2015

4.6% INDUSTRIAL VACANCY RATE

2.10 OFFICE INVENTORY OVER 5K SF



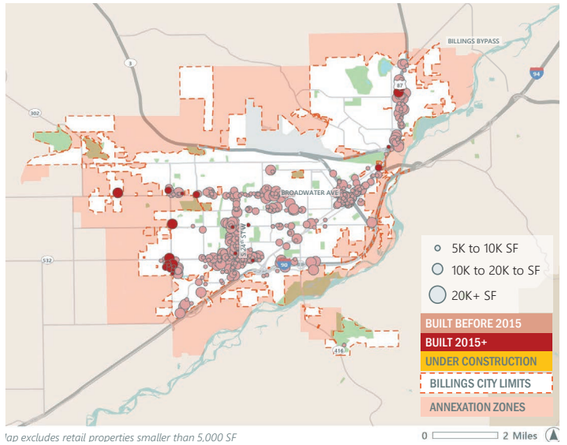
'ap excludes office properties smaller than 5,000 SF

6.3M TOTAL OFFICE SF

0.1M OFFICE SF BUILT SINCE 2015

3.5% OFFICE VACANCY RATE

2.11 RETAIL INVENTORY OVER 5K SF



'ap excludes retail properties smaller than 5,000 SF

10.6M TOTAL RETAIL SF

0.4M RETAIL SF BUILT SINCE 2015

2.1% RETAIL VACANCY RATE

THE ECONOMY

A resilient and diverse economy is the engine that sustains a community, providing the jobs, wages, and municipal revenue necessary to support high-quality public services and infrastructure. The City of Billings serves as the primary economic hub not only for Yellowstone County but for a broad region encompassing south-central Montana and northern Wyoming. Understanding the city's economic position, labor force dynamics, and dominant industry clusters is critical for ensuring that future land use decisions support continued prosperity and adapt to shifting market conditions.

LOCAL, STATEWIDE, AND REGIONAL ECONOMIC POSITION

Billings is a commercial and employment powerhouse, drawing both consumers and workers from a catchment area that extends approximately 500 miles. As of 2024, the Yellowstone County workforce consisted of 88,924 people, accounting for 15.4% of Montana's total workforce. The overall county unemployment rate sits at a healthy 2.8%, slightly lower than the statewide average of 3.0% and well below the national average. The median household income in Billings is $73,712 (in 2024 dollars), with a per capita income of $43,934, supporting a robust local consumer base. The city's economic vitality is further supported by a strong labor force participation rate of 66.0%.

The city's economic strength is also reflected in its robust commercial real estate market, though performance varies significantly by sector. Industrial development is currently the strongest product type, with Billings boasting approximately 7.9 million square feet of existing industrial space and a low vacancy rate of 4.6%. The retail sector demonstrates significant regional draw; despite limited new retail construction since 2015, Billings maintained a $1.5 billion surplus in retail sales in 2025, capturing substantial spending from non-residents. In 2022, total retail sales for the county reached $4.5 billion, with total health care and social assistance receipts exceeding $2.7 billion. Conversely, aligned with national post-pandemic trends, the office market has experienced limited growth. Less than 2% of the city's 6.27 million square feet of office space was built since 2015, operating at a 3.5% vacancy rate.

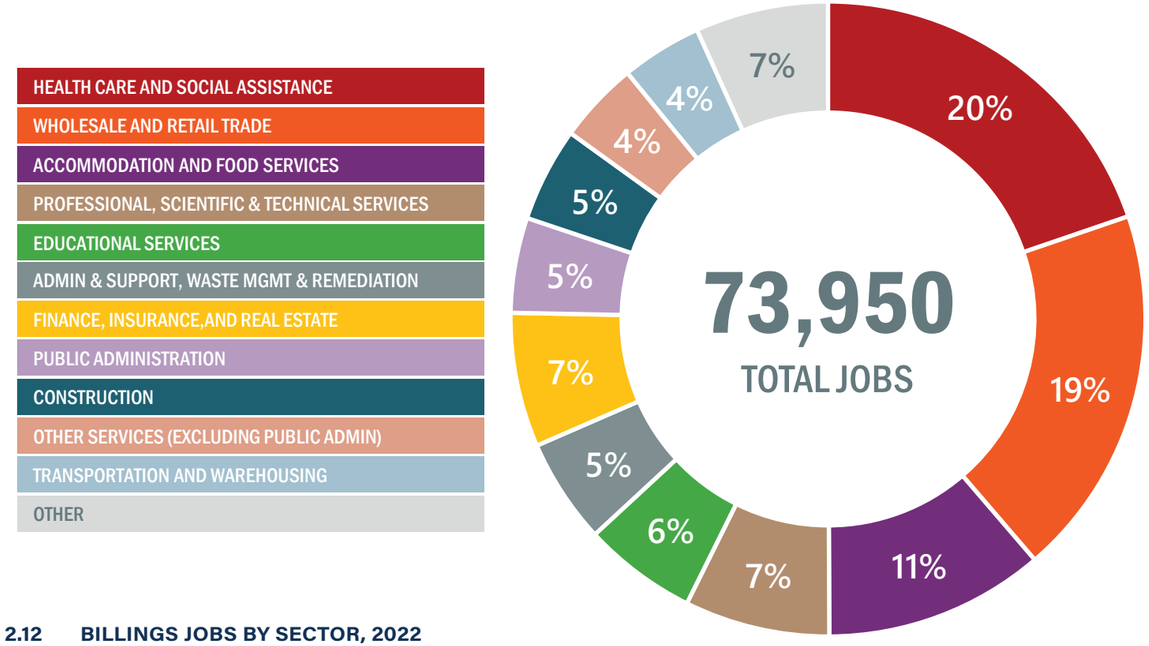
EMPLOYMENT CLUSTERS AND LABOR DATA

The Billings economy is anchored by several dominant employment sectors that provide stability and drive growth. The largest sector is Health Care and Social Assistance, which provides over 14,600 jobs. This is followed closely by Wholesale and Retail Trade (14,000 jobs), Accommodation and Food Services (8,300 jobs), and Professional, Scientific & Technical Services (5,500 jobs). Together, the top three sectors account for half of all jobs in the city.

The influence of the healthcare sector is particularly pronounced when examining the region's largest private employers. Billings Clinic and Intermountain Health are the top two private employers in Yellowstone County, each providing over 1,000 jobs.

2.13 TOP TEN TRADED EMPLOYMENT CLUSTERS IN YELLOWSTONE COUNTY, 2014-2034

	Employment, 2014	Employment, 2024	Projected Employment, 2034	Employment CAGR, 2014-2024	Employment CAGR, 2024-2034	Average Wage, 2024
Hospitality and Tourism	10,671	12,599	13,556	1.7%	0.7%	$30,000
Health Care	6,388	7,985	8,871	2.3%	1.1%	$110,800
Distribution and Electronic Commerce	2,612	2,696	2,814	0.3%	0.4%	$97,700
Transportation and Logistics [1]	2,041	1,862	1,749	-0.9%	-0.6%	$84,800
Business Services	1,725	1,853	1,582	0.7%	-1.6%	$95,700
Oil and Gas Production & Transportation	1,495	1,569	1,677	0.5%	0.7%	$212,500
Education and Knowledge Production	1,581	1,552	1,661	-0.2%	0.7%	$41,400
Engineering Services	952	1,157	1,346	2.0%	1.5%	$139,800
Construction Products and Services	855	780	852	-0.9%	0.9%	$108,100
Agricultural Inputs and Services	499	775	1,006	4.5%	2.6%	$43,900



2.12 BILLINGS JOBS BY SECTOR, 2022

When analyzing the economy through the lens of "traded" clusters—industries that export products or services beyond the local region and bring outside revenue into the community—Hospitality and Tourism remains the largest, providing 12,599 jobs in 2024. Health Care is the second-largest traded cluster (7,985 jobs), followed by Distribution and Electronic Commerce. Location quotient (LQ) analysis, which measures regional specialization compared to the national average, shows that Billings has highly specialized concentrations in Oil and Gas Production and Transportation (LQ=4.78), Engineering Services (LQ=1.88), and Health Care (LQ=1.71).

While large employers anchor the economy, small businesses form its backbone. Approximately 70% of the 5,935 business establishments in Yellowstone County have fewer than 20 employees. However, the majority of the workforce (58%) is employed by larger establishments with 100 or more employees. These larger employers tend to offer significantly higher wages; establishments with over 500 employees pay an average annual wage of $66,030, compared to $44,573 for those with fewer than 20 employees. Total annual payroll in the county exceeded $4.3 billion in 2023.

ECONOMIC GROWTH PROJECTIONS

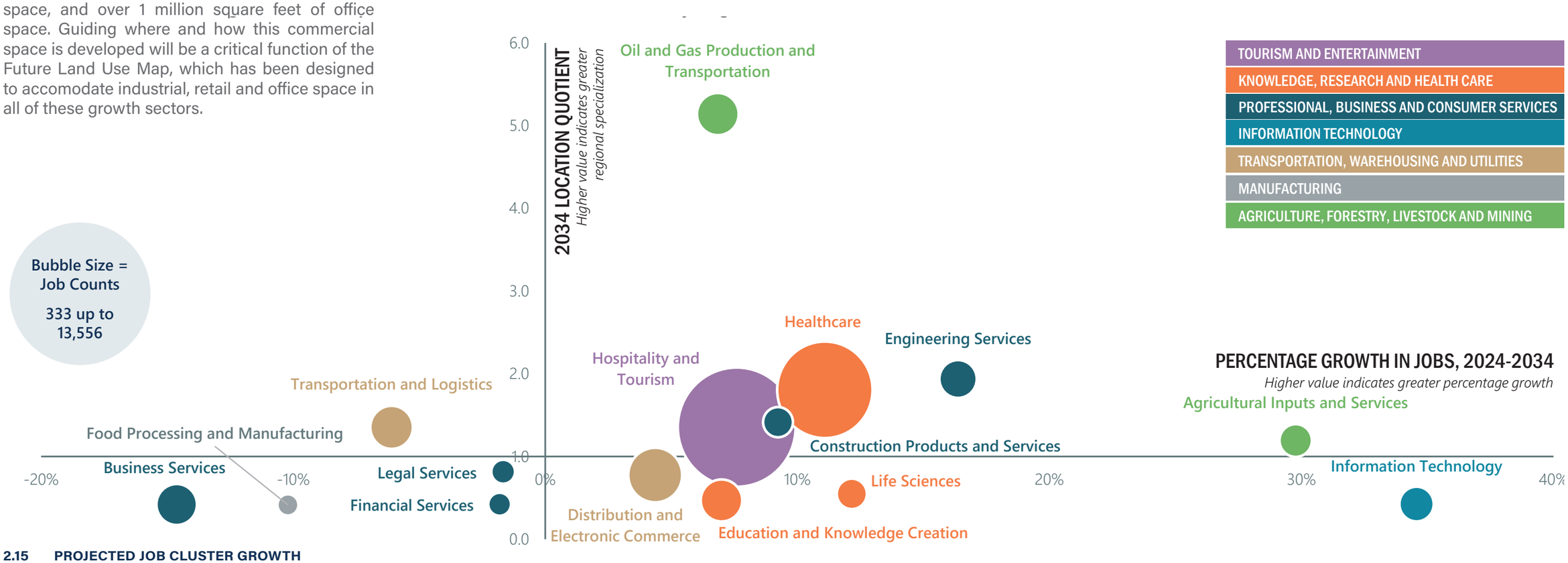
The SB Friedman market analysis projects continued, steady economic growth for the region. Looking forward to 2034, eight of the ten largest traded employment clusters in Yellowstone County are projected to grow. Hospitality and Tourism is projected to remain the largest cluster, growing to 13,556 jobs, while Health Care is projected to reach 8,871 jobs. Together, these two sectors are expected to account for 31% of the county's net job growth over the next decade.

To accommodate this anticipated economic expansion, the city will require significant new commercial space. By 2045, Billings is projected to need an additional 2.25 million square feet of industrial space, 1.78 million square feet of retail space, and over 1 million square feet of office space. Guiding where and how this commercial space is developed will be a critical function of the Future Land Use Map, which has been designed to accomodate industrial, retail and office space in all of these growth sectors.

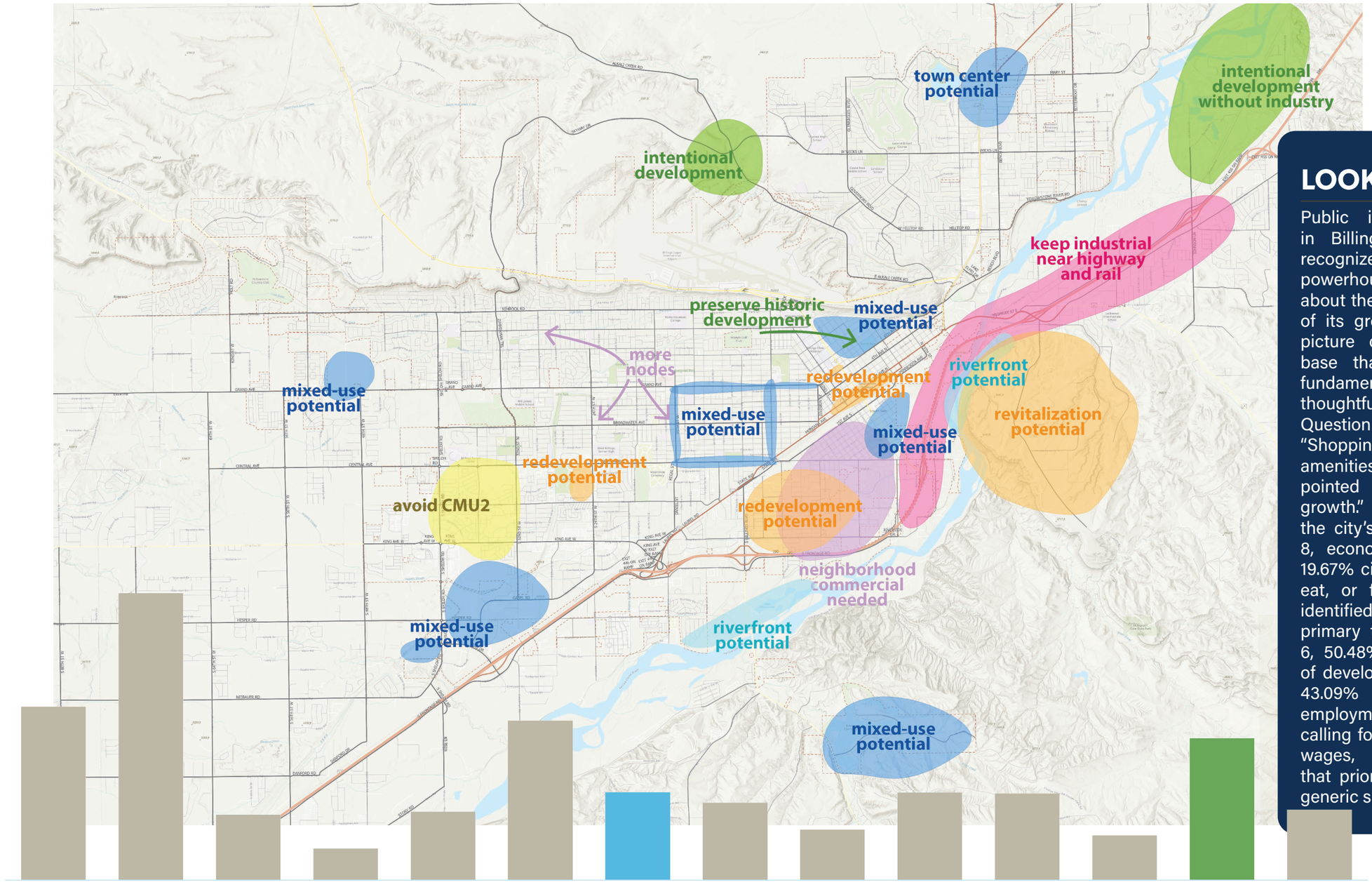
2.14 BILLINGS GROWTH PROJECTIONS

	2025 (Estimated)	2045 (Projected)	2025-2045 Proj. Change	2025-2045 CAGR
Population	123,500	153,800	+30,300	1.11%
Housing Units	55,300	71,500	+16,200	1.29%
Jobs	84,900	106,600	+22,700	1.21%
Industrial SF	7,912,300	10,169,000	+2,256,700	1.26%
Office SF	6,273,100	7,357,000	+1,083,900	0.80%
Retail SF	10,608,100	12,397,500	+1,789,400	0.78%

Source: CoStar (May 2025), Lightcast (2025), Montana Department of Commerce, SB Friedman



2.15 PROJECTED JOB CLUSTER GROWTH



2.16 SURVEY Q8: WHAT ARE THE BIGGEST CHALLENGES FACING BILLINGS OVER THE NEXT 20 YEARS?

LOOKING FORWARD

Public input regarding the economy in Billings reflects a community that recognizes its role as a regional economic powerhouse but harbors deep concerns about the quality, equity, and sustainability of its growth. The survey data paints a picture of a workforce and consumer base that values the city's economic fundamentals while demanding more thoughtful commercial development. In Question 5, 31.39% of respondents cited "Shopping, nightlife, and other lifestyle amenities" as a top asset, and 21.47% pointed to "Opportunities for business growth." However, when asked about the city's biggest challenges in Question 8, economic concerns were prominent: 19.67% cited "Not enough places to shop, eat, or find entertainment," and 31.74% identified "Uncontrolled growth" as a primary threat. Furthermore, in Question 6, 50.48% of respondents rated "Quality of development" as "Very important," and 43.09% said the same for "Expanding employment opportunities." The public is calling for economic diversification, higher wages, and commercial development that prioritizes community character over generic sprawl.

CORE ISSUES AND OPPORTUNITIES

Economic Diversification and the Desire for "Tech"

A recurring theme across all engagement channels is the desire to diversify the Billings economy beyond its traditional industrial and retail base. In Question 15, when asked what city Billings should model itself after, multiple respondents pointed to Bozeman or Fort Collins, Colorado. One respondent specifically cited Bozeman for its "tech/diverse new job opportunities and zoning that prioritizes quality of life over repetitive unnecessary businesses." Another suggested Pittsburgh as a model of a "super industrial city that became extremely intellectual and vibrant."

This desire for diversification is driven in part by concerns about wages and talent retention. In Question 8, respondents frequently added comments about "Brain drain/young people leaving" and the "low job market / low wages." This public sentiment aligns closely with the market analysis, which notes that while the local unemployment rate is a healthy 2.8%, the majority of the workforce (58%) is employed by larger establishments that offer significantly higher wages ($66,030 on average) compared to the small businesses that make up 70% of the city's establishments ($44,573 on average).

The Healthcare Hub and the BIRD District

The public recognizes and supports the city's growing healthcare and innovation sectors. In Question 7, respondents praised the "New business attraction-Rocky Vista, investments in Billings Clinic and Intermountain Health," noting that Billings is "already the medical and shopping hub of the region." This public perception is validated by the market analysis, which identifies Health Care and Social Assistance as the city's largest employment sector, providing over 14,600 jobs.

Similarly, the East Billings Urban Renewal District (EBURD) received widespread praise as a model for future economic development. Respondents expressed a desire to "complete Exposition Drive vision with EBURD development."

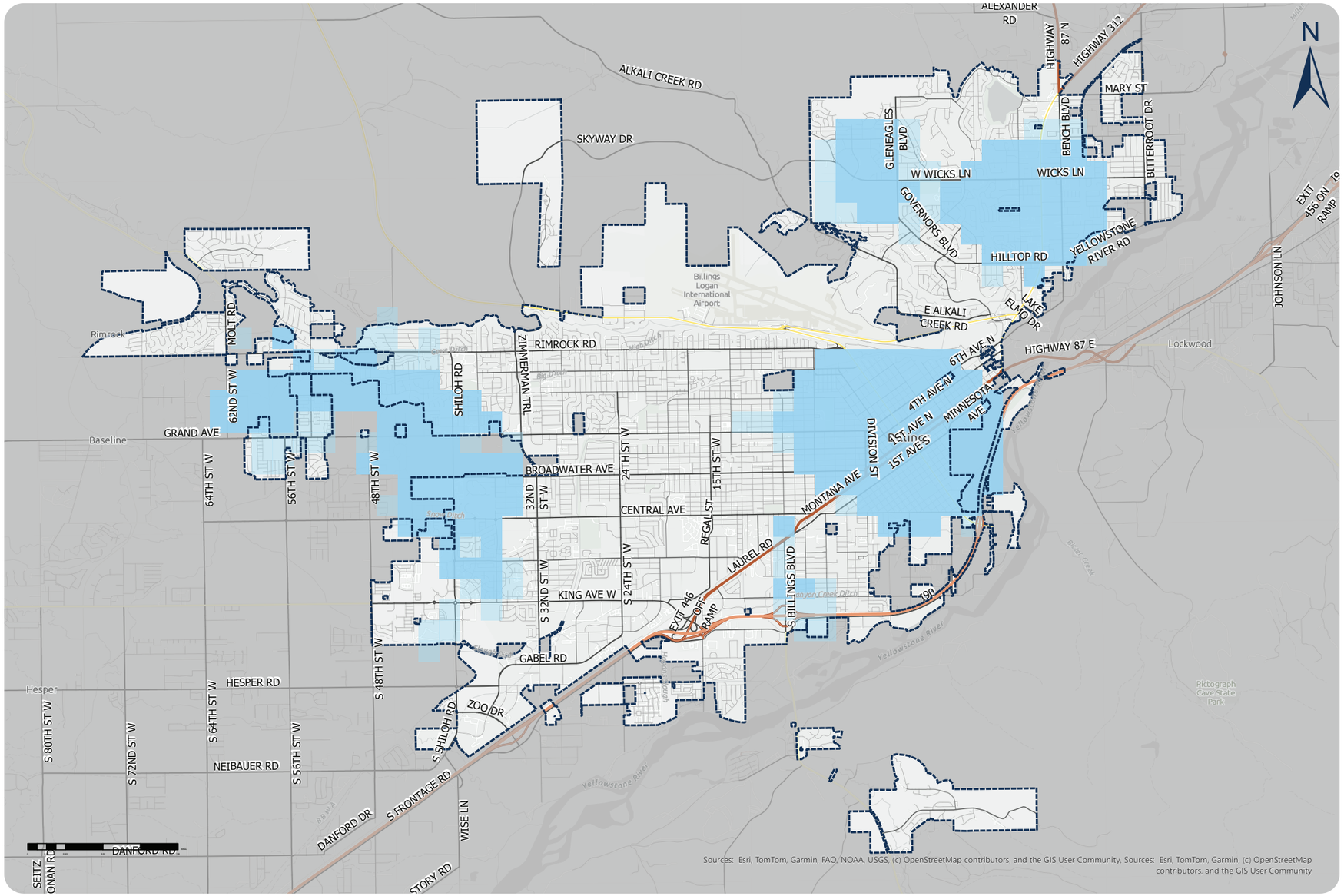


2.17 2009 EBURD MASTER PLAN

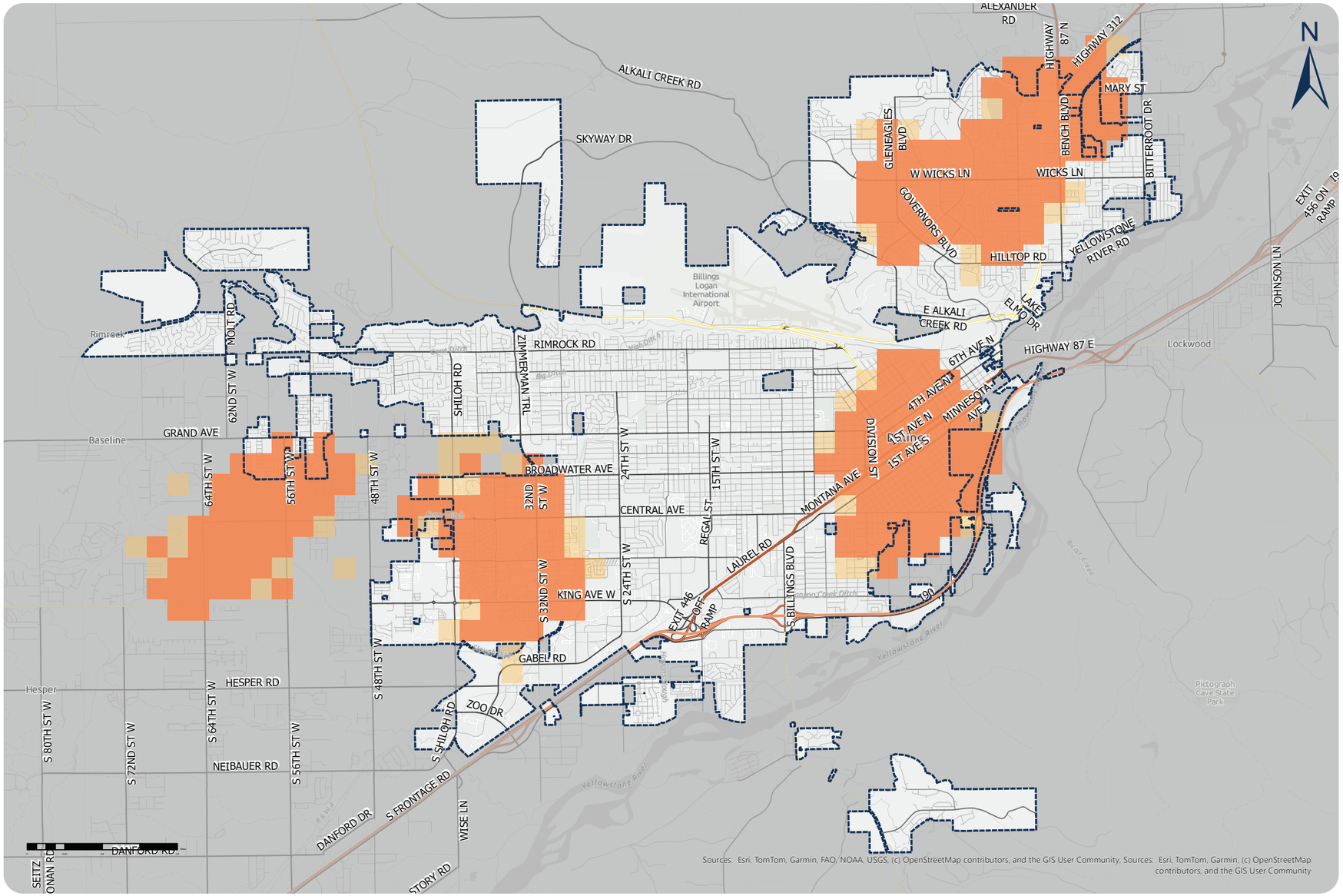
Neighborhood-Scale Commercial Opportunties

When asked about specific types of commercial development in Question 14, a resounding 62.78% of respondents requested "Neighborhood-scale commercial (market, coffee shop, sandwich shop, bakery)," while only 14.43% supported "Large-scale industry including industrial parks." The public is tired of auto-oriented commercial strips. In Question 7, respondents criticized the "sprawling development on West end" and the proliferation of "Too many chain businesses, carwashes, casinos."

The commercial hotspot map highlights specific areas where the public wants to see change. In-person respondents identified massive mixed-use potential and redevelopment potential across the central city, downtown, and along the riverfront. Conversely, they explicitly marked areas on the West End to "avoid CMU2" (Community Commercial zoning), reflecting a desire to curb generic commercial sprawl. There is also a strong equity component to this feedback, with Heights residents expressing a desire to "Buy groceries, shop, find entertainment, connect with community in the Heights." Online community survey respondents, on the other hand, clustered their votes for additional commercial development in the Heights, Downtown Billings, and the developing West Side.



2.18 COMMERCIAL HOTSPOT MAP



2.19 EMPLOYMENT HOTSPOT MAP

Industrial Assets and Employment Opportunity

The Employment Hotspot Map demonstrates that residents support the development of employment opportunities in developing regions, like the Heights and the West End, alongside the historic core and South Side of the city.

The community engagement summary map clearly shows a desire to keep industrial near highway and rail, particularly along the eastern and southern corridors. However, the public is increasingly concerned about the environmental impacts of heavy industry and the long-term viability of the city's refineries. In Question 7, respondents noted the "economic and environmental impact (and opportunities) created by the potential closure of the refineries." Others expressed frustration with air quality, stating, "We have several refineries and large out of state corporate business entities that should be more heavily taxed to fund improvements."

This tension reflects the complex reality outlined in the market analysis: Oil and Gas Production and Transportation is a highly specialized sector in Billings (with a Location Quotient of 4.78) that pays an exceptionally high average wage of $212,500. As the city projects a need for an additional 2.25 million square feet of industrial space by 2045, balancing this high-wage industrial growth with environmental and quality-of-life concerns will be critical.

The Future Land Use Map has been designed to accomodate growth in line with the community's needs, focused in areas with existing industrial footprints and key rail/interstate proximity.

ACHIEVING PLAN THEMES

The public's vision for the Billings economy is not simply about adding jobs or square footage; it is about building a resilient, equitable, and high-quality environment. By demanding economic diversification and neighborhood-scale commercial spaces, residents are asking the city to foster development that is context-sensitive and reinforces the unique identity of individual neighborhoods, rather than relying on generic, auto-oriented corridors.

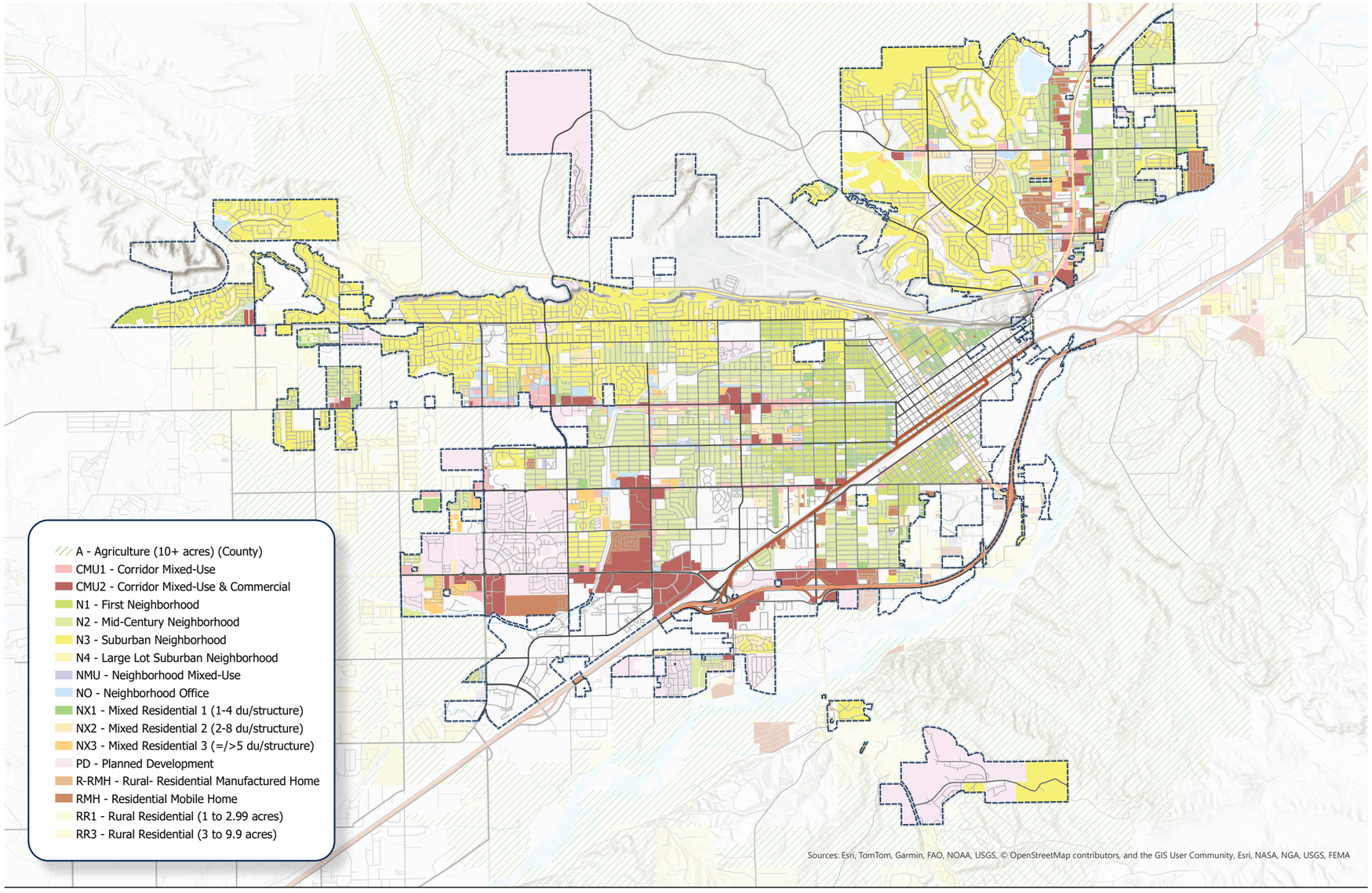
The strong support for the EBURD district, the healthcare sector, and downtown revitalization demonstrates that the public understands the connection between targeted reinvestment and long-term fiscal sustainability. When residents ask for better wages and lament the "brain drain" of young talent, they are highlighting the need for an economy that provides opportunities for residents across all incomes and stages of life.

Finally, the tension surrounding the city's industrial base and refineries underscores the critical need to balance high-wage employment with the protection of the natural resources that make Billings a desirable place to live. Looking ahead to the next 20 years, the city must leverage its position as a regional hub to attract diverse, forward-looking industries while ensuring that commercial development serves the daily needs of all neighborhoods, particularly those like the Heights that have historically been underserved.





2.20 BILLINGS REFINERY (PHILLIPS 66)



2.22 CURRENT RESIDENTIAL ZONING

HOUSING

A primary challenge facing Billings is a growing housing crisis. Between 2018 and 2023, the median home sale price in the city rose by over 50%. This rapid appreciation has far outpaced income growth, creating a significant affordability gap. The number of attainable homes has also decreased in the same period. Approximately 800 residential units are constructed annually, based on permitting data provided by the City. However, demand for housing has far outpaced the number of units being built, resulting in a cumulative shortage of nearly 10,000 residential units as estimated by the Billings Association of REALTORS®. With the projected need for 26,200 units by 2045, the City must account for the existing deficit as well as an additional average of 1,310 units per year to accommodate anticipated population growth. Assuming the City's permitting capacity remains the same, it will take until until 2040 to meet the projected housing need. While this appears to support the theory that if the City continues to grow in the same manner it is currently, it can account for the housing need within the set timeframe; however, we know other factors are at play. Growing out and utilizing land for detached dwellings on significant acreage is neither physically or fiscally sustainable. It is also not an affordable product for all residents who live here. This lack of attainable housing directly impacts the city's economic competitiveness, as local employers struggle to recruit and retain a workforce that can afford to live in the community they serve.

Concurrent with the housing shortage are the challenges of managing physical growth. Much of the city's recent expansion has occurred on the West End, leading to concerns about urban sprawl, the loss of productive agricultural land, and the mounting cost of extending and maintaining infrastructure. This pattern of development strains municipal budgets and can lead to inefficiencies in the delivery of public services. The need to continue to revitalize the downtown core and promote more compact, mixed-use development is a recurring theme in community discussions and a key focus of this planning effort.

The housing crisis in Billings is multifaceted, characterized by a shortage of housing at all price points, a growing affordability gap, and development patterns that are fiscally and environmentally unsustainable. A detailed analysis of the city's housing stock reveals a lack of diversity and an aging inventory, both of which contribute to the current challenges.

7,894

TOTAL MARKET-RATE UNITS

2,444

TOTAL MARKET-RATE UNITS BUILT SINCE 2015

7.7%

MARKET-RATE VACANCY RATE

EXISTING CONDITIONS

HOUSING TENURE, OCCUPANCY, AND TYPE

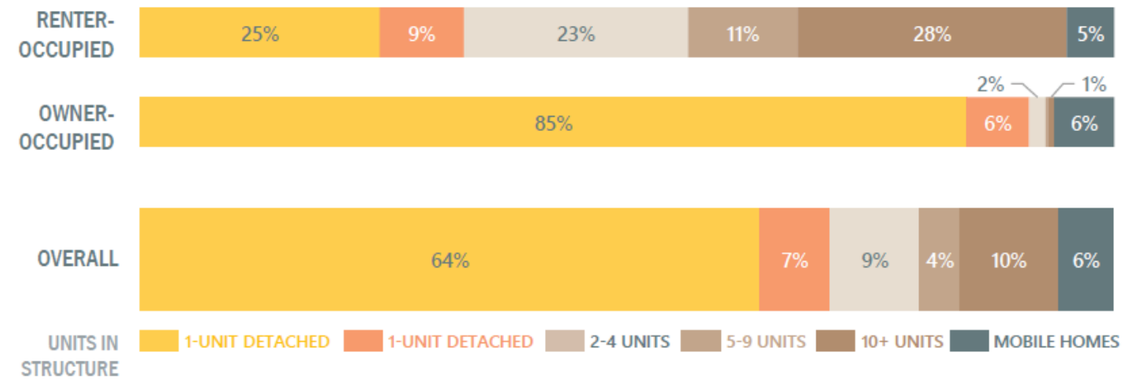
As of 2023, Billings has approximately 53,540 housing units. The majority of these units (61%) are owner-occupied, while 33% are renter-occupied and 6% are vacant. This figure includes 290 units that are sold/rented but not yet occupied, and 310 units occupied seasonally. There are 850 vacant units available for rent and 290 units for sale, per the American Community Survey. The 6% vacancy rate indicates a healthy housing market. This high rate of owner-occupancy reflects a community of stable households, but it also masks a significant disparity in housing options available to renters.

The city's housing stock is dominated by single-family homes, which account for 71% of all units (64% detached and 7% attached). In contrast, only 23% of housing units are in multifamily structures (2+ units). This composition highlights a lack of housing diversity, particularly for renters. While 85% of owner-occupied units are single-family detached homes, 62% of renter-occupied units are in multifamily structures. This indicates that renters have far fewer housing choices than owners, and are largely limited to apartments.

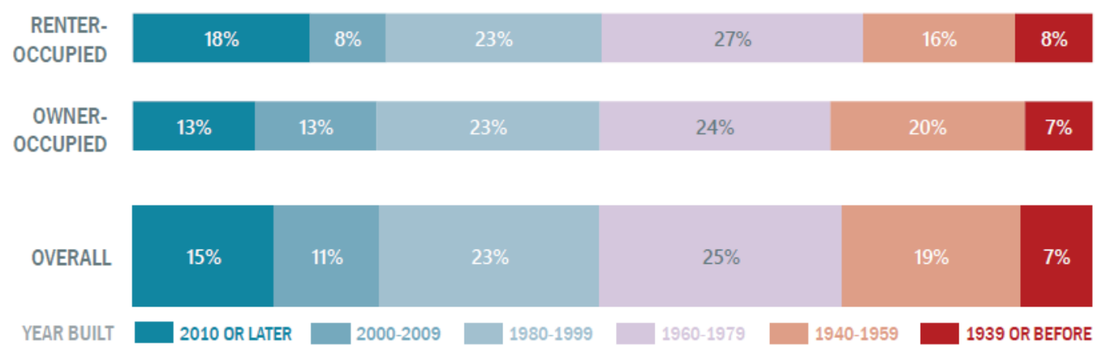
BUILDING AGE

The city's housing stock is also aging. Over a quarter of all housing units were built before 1960, and only 13% of owner-occupied units and 18% of rental units have been built since 2010. This suggests that much of the city's housing may be in need of repair or renovation, and that new construction has not kept pace with demand.

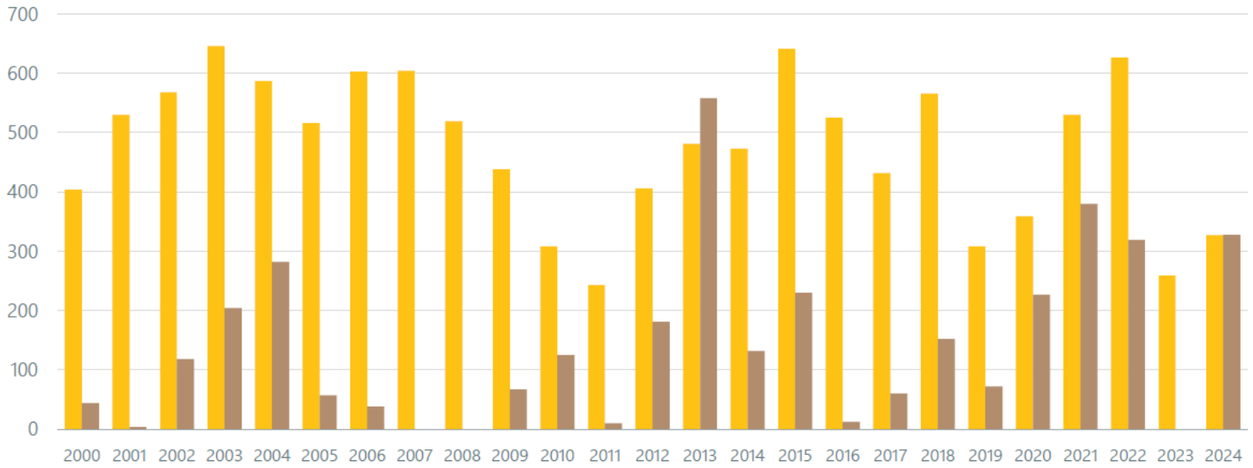
2.23 SHARE OF BILLINGS HOUSING UNITS BY TENURE AND UNITS IN STRUCTURE, 2023



2.24 SHARE OF BILLINGS HOUSING UNITS BY TENURE AND YEAR BUILT, 2023



2.25 BILLINGS RESIDENTIAL UNITS PERMITTED, 2000-2024



Source: Building Permits Survey, SB Friedman, U.S. Census Bureau

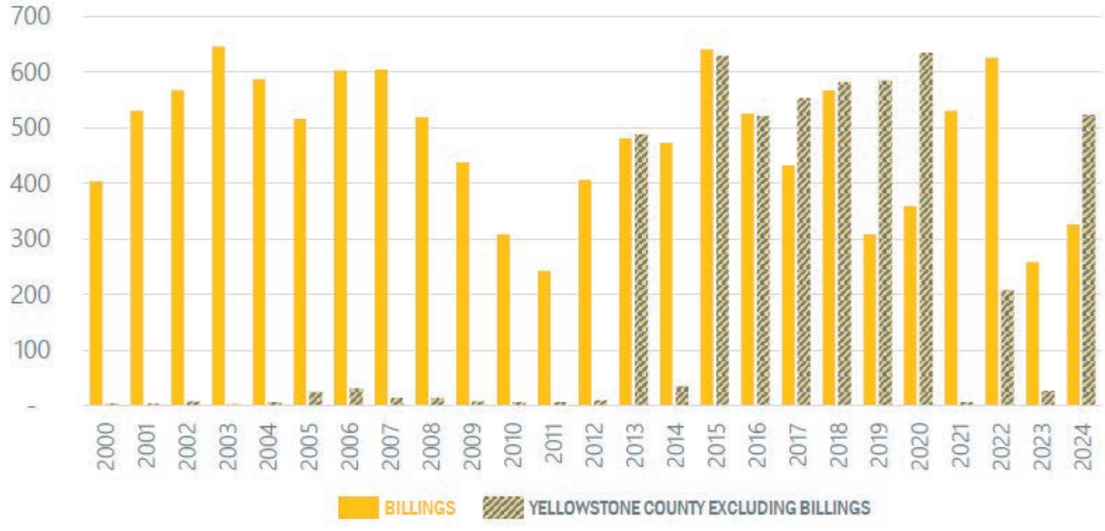
TOTAL UNITS PERMITTED

	SINGLE-FAMILY	MULTIFAMILY
2000-2004	2,735	652
2005-2009	2,680	162
2010-2014	1,911	1,006
2015-2019	2,472	526
2020-2024	2,101	1,254

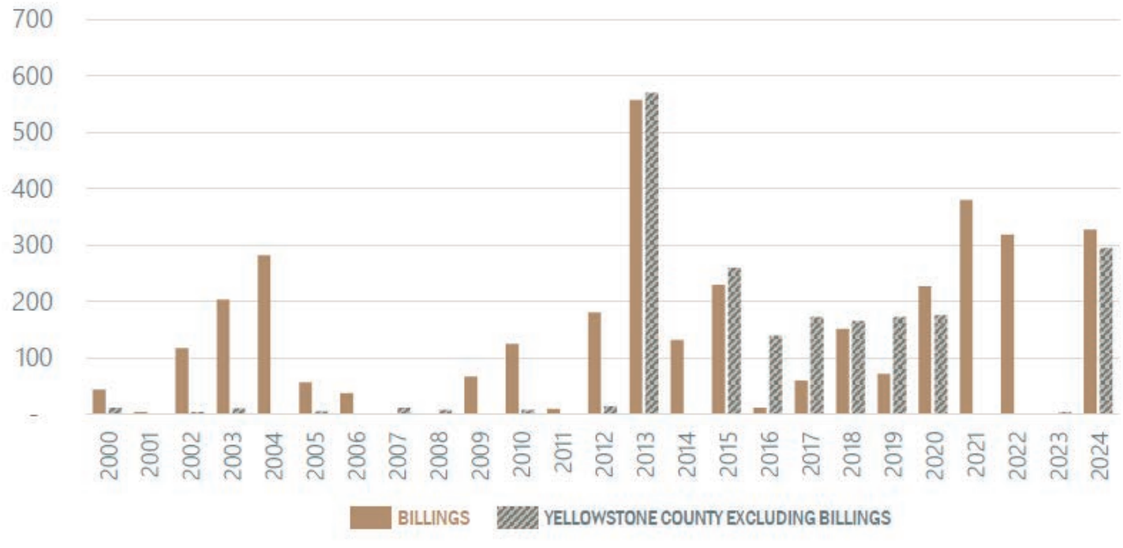
RECENT RESIDENTIAL BUILDING

Since 2015, approximately 7,800 residential units have been permitted in Billings. Of the residential housing units permitted, 43% have been single-family homes, 15% have been two-family homes, 10% have been townhomes and 32% have been multifamily homes. The mix of new housing has shifted towards denser options, while total housing production has also grown. From 2015 to 2020, 328 single-family homes and 299 homes in two-family, townhome, and multifamily buildings were permitted annually, on average. Between 2021 and 2025, the average number of single-family homes permitted annually fell to 271, while the average annual number of homes in other typologies increased to 537. Per City data, as of February 2026 subdivision applications have been submitted for over 500 additional residential units

2.26 SINGLE FAMILY UNITS PERMITTED, 2000-2024



2.27 MULTI FAMILY UNITS PERMITTED, 2000-2024



AFFORDABILITY

The most pressing housing challenge facing Billings is affordability. The median home sale price has increased by over $163,000 since 2015, a 75% increase. This rapid appreciation, particularly between 2020 and 2024, has far outpaced wage growth, making it increasingly difficult for residents to afford to buy a home. The market analysis reveals that four of the five top occupations in Billings do not provide enough income to buy a median-priced home.

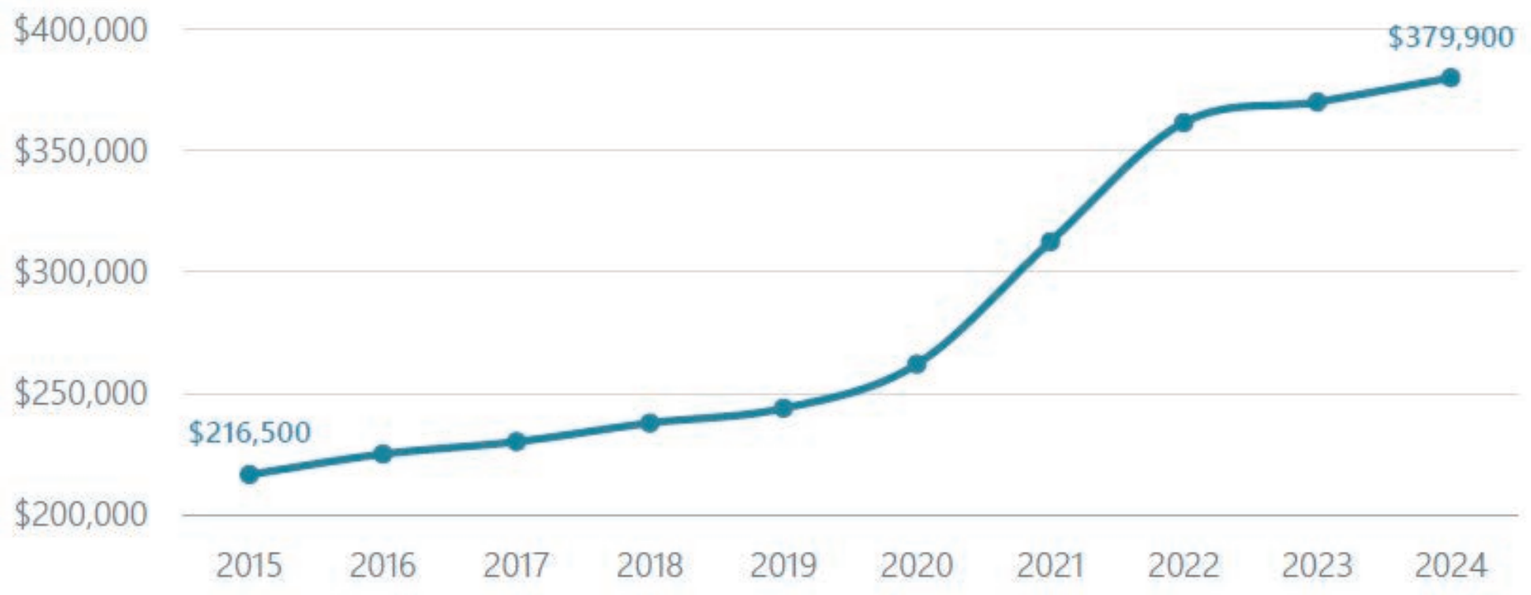
Residential Sale Trends

In 2015, the median home sales price in Billings was $216,500. The median price increased to $379,900 by 2024 (75% growth since 2015). Most of the recent increase in median home sales price occurred between 2020 and 2024. The median home sales price grew at a compound annual growth rate (CAGR) of 3.9% from 2015 to 2020. From 2020 to 2024, the median price grew at a higher rate of 9.7%. Over the entire period, the median price increased at a CAGR of 6.4%.

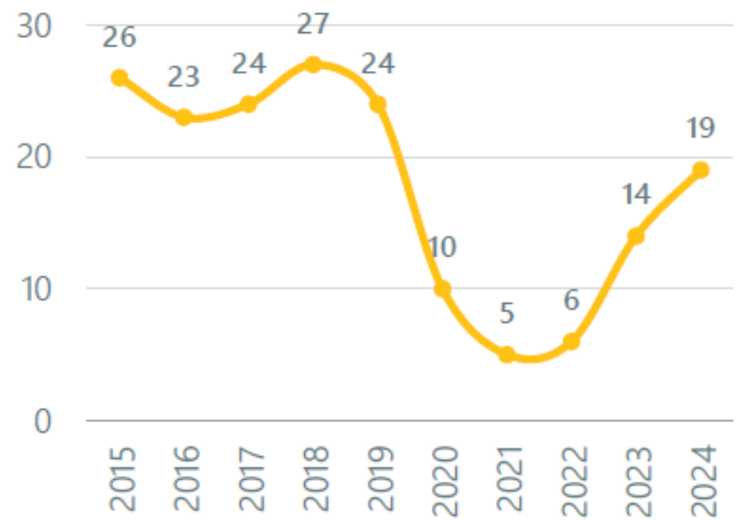
The median number of days on market for residential property in Billings has varied over the last decade. Between 2015 to 2019, the median number of days on market for residential property ranged from 23 to 27 days. Between 2020 and 2024, the median number of days on the market ranged from 5 to 19 days. The shorter time on market coincided with sharp increases in median sales prices.

From 2016 to 2020, the number of sales closed increased each year, reaching a high of 2,733 in 2020. From 2020 to 2023, the number of sales closed decreased each year, reaching 1,953 in 2023. In 2024, the number of sales closed increased to 1,979.

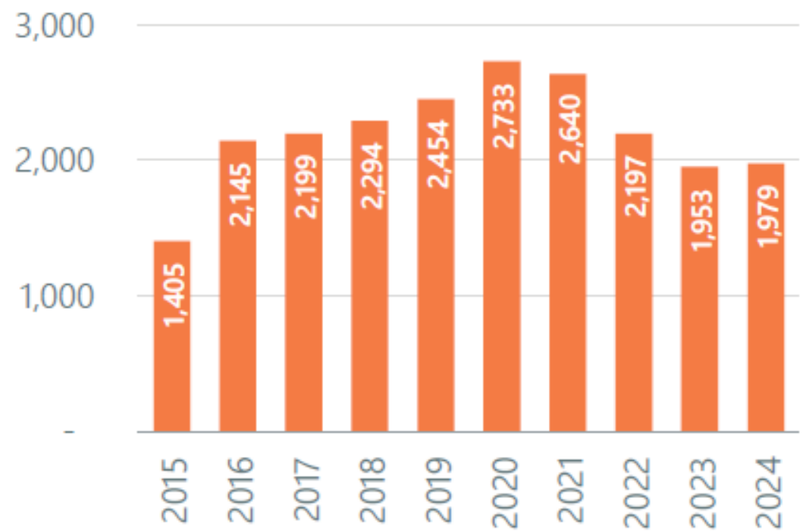
2.28 BILLINGS MEDIAN RESIDENTIAL SALES PRICE, 2015-2024



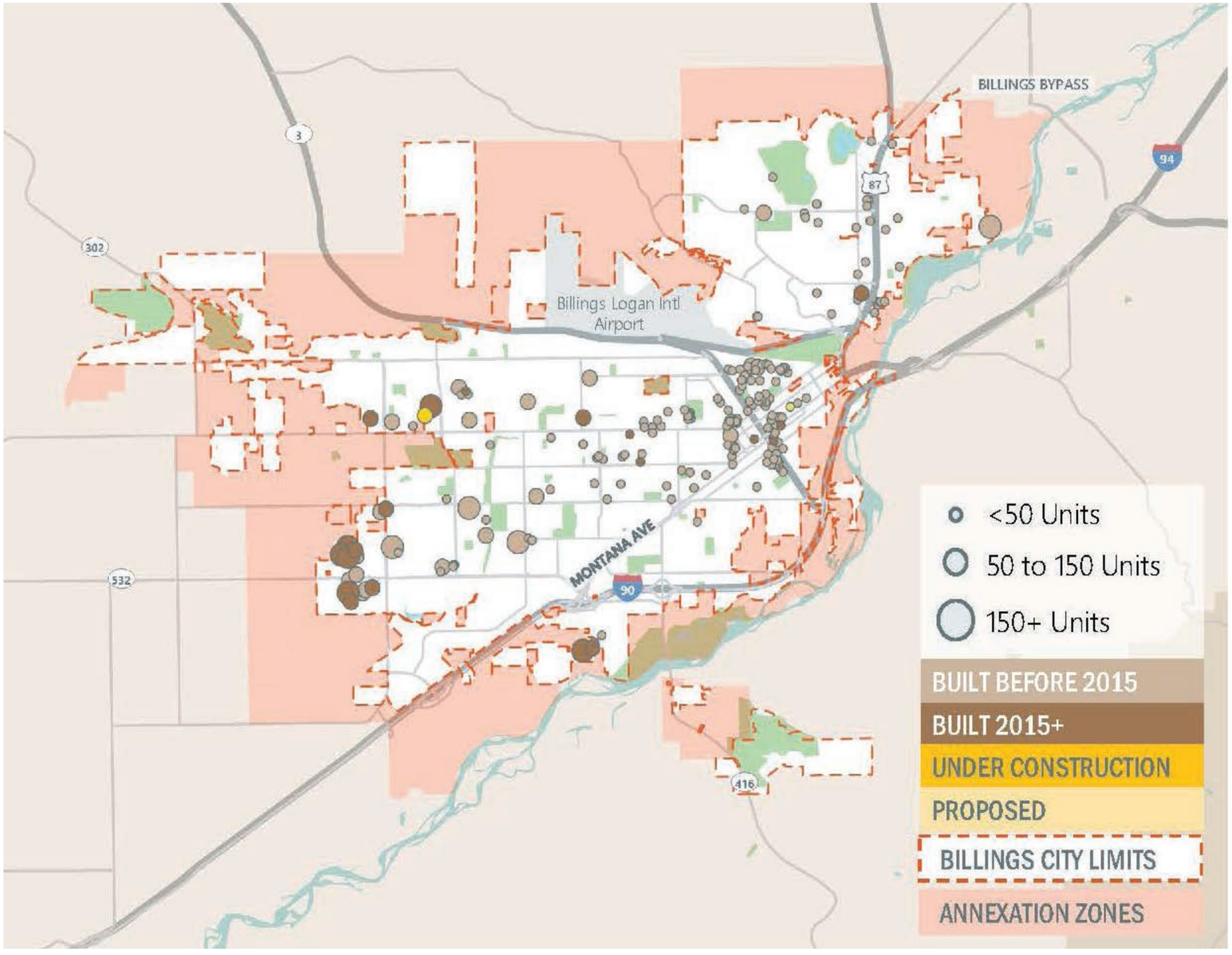
2.29 MEDIAN DAYS ON MARKET



2.30 RESIDENTIAL SALES CLOSED



2.31 MARKET-RATE MULTI FAMILY INVENTORY IN BILLINGS



Multifamily Market Rate Supply

Billings has 7,894 market-rate multifamily rental units (Co-Star). An additional 60 units are located in annexation zones. Market-rate multifamily rents average $1.57 per square foot (SF) and the overall vacancy rate is 7.7%, which indicates a healthy market; per Cushman & Wakefield, the U.S. average is 9.0%. Market-rate units are distributed throughout Billings, with a large concentration of older, smaller developments near the downtown.

Since 2015, 23 market-rate multifamily developments have been built, adding 2,444 units total, or 31% of Billings' total market-rate multifamily units. Newer market-rate developments tend to have more units and are located toward the edges of the city. Market-rate multifamily developments built before 2015 have an average of 29 units compared to those built since 2015, which have an average of 100 units. Per CoStar, there are 139 units currently under construction (one project) and 16 additional units proposed (one project) in Billings.

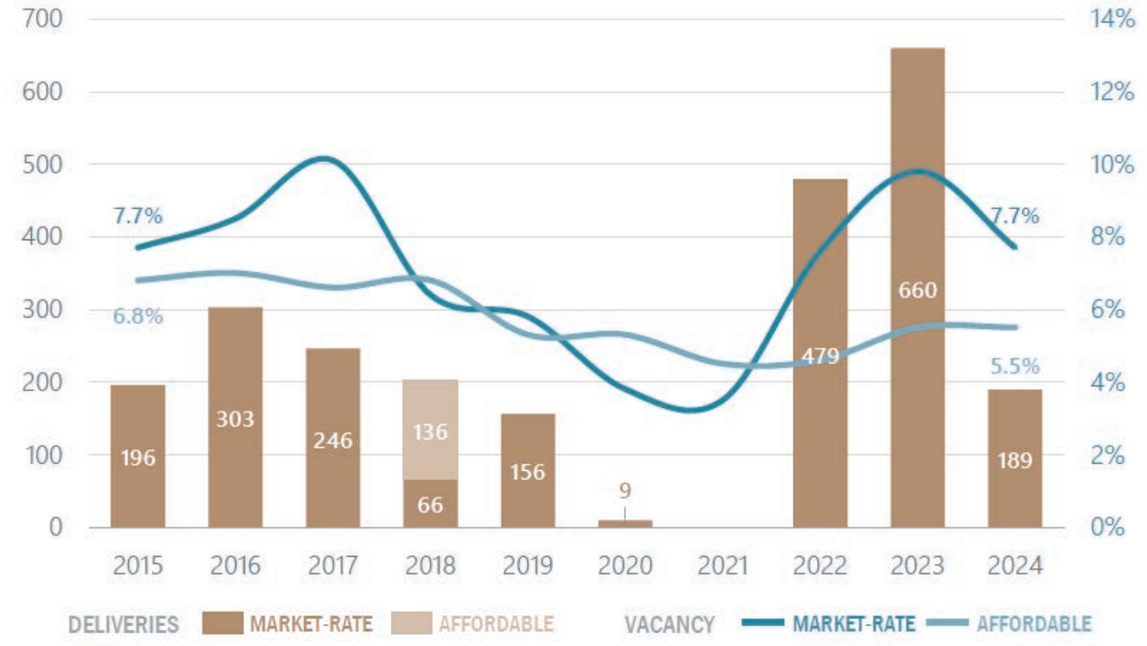
Multifamily Performance Trends

Approximately 2,440 multifamily rental units have been built in Billings since 2015. Of these units, 2,304 are market-rate and 136 are affordable. All the affordable units were delivered in 2018, whereas the market-rate unit deliveries were distributed throughout the period. After the delivery of 549 market-rate units in 2016 and 2017, the market-rate multifamily vacancy rate reached 10.1% in 2017. Once deliveries slowed over the next couple years, this vacancy decreased, eventually reaching a low of 3.5% in 2021. In 2022 and 2023, 1,139 market-rate units were delivered, resulting in vacancy rising to 9.8%. As of 2024, market-rate vacancy decreased to 7.7%. The affordable multifamily vacancy rate remained between 4.5% and 7.0% from 2015 to 2024.

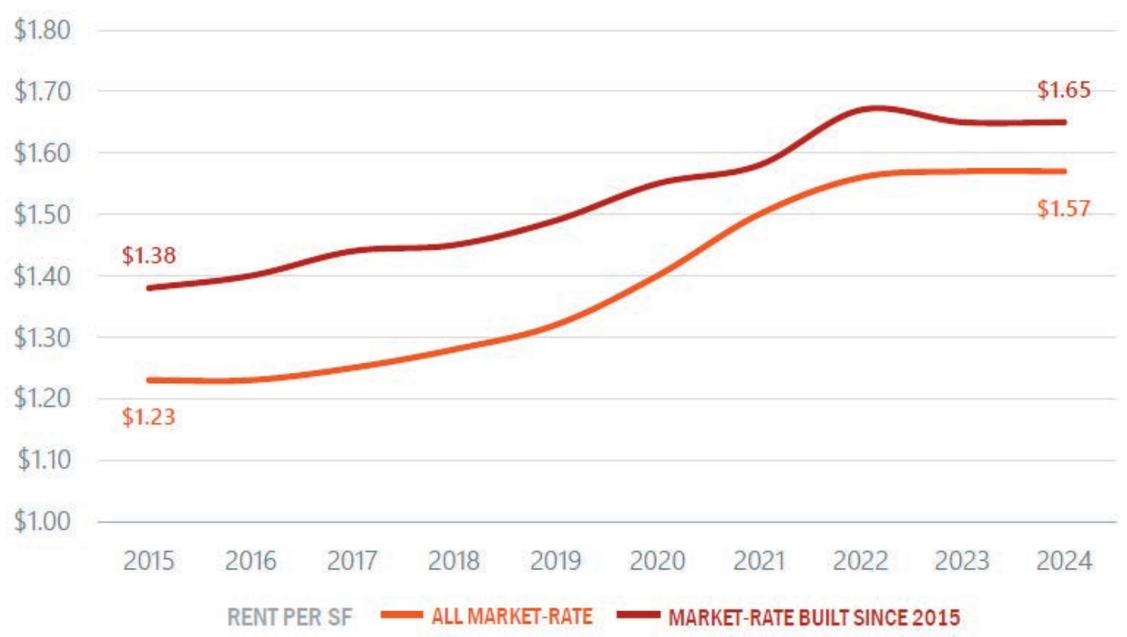
Since 2015, market-rate rents across all units have increased from $1.23 per SF to $1.57 per SF. Market-rate rents have grown at a CAGR of 2.7%. Market-rate rents for projects built since 2015 have increased from $1.38 per SF in 2015 to $1.65 per SF in 2024.

Compared to all market-rate projects, rents of projects built since 2015 have grown at a slower CAGR of 2.0%.

2.32 BILLINGS MULTI FAMILY UNITS DELIVERED AND VACANCY RATE



2.33 BILLINGS MARKET RATE MULTI FAMILY EFFECTIVE RENT PER SF



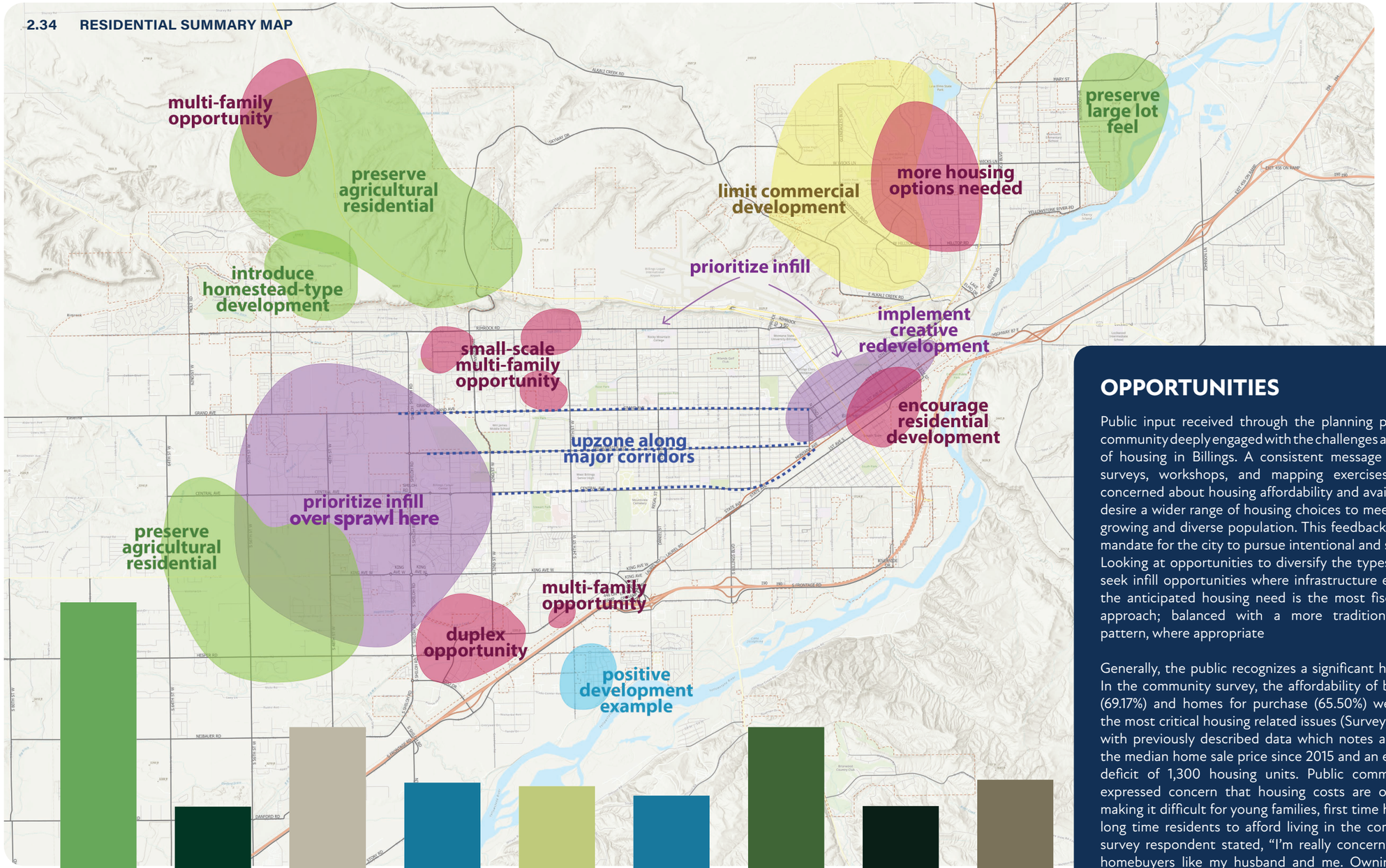
LOOKING FORWARD

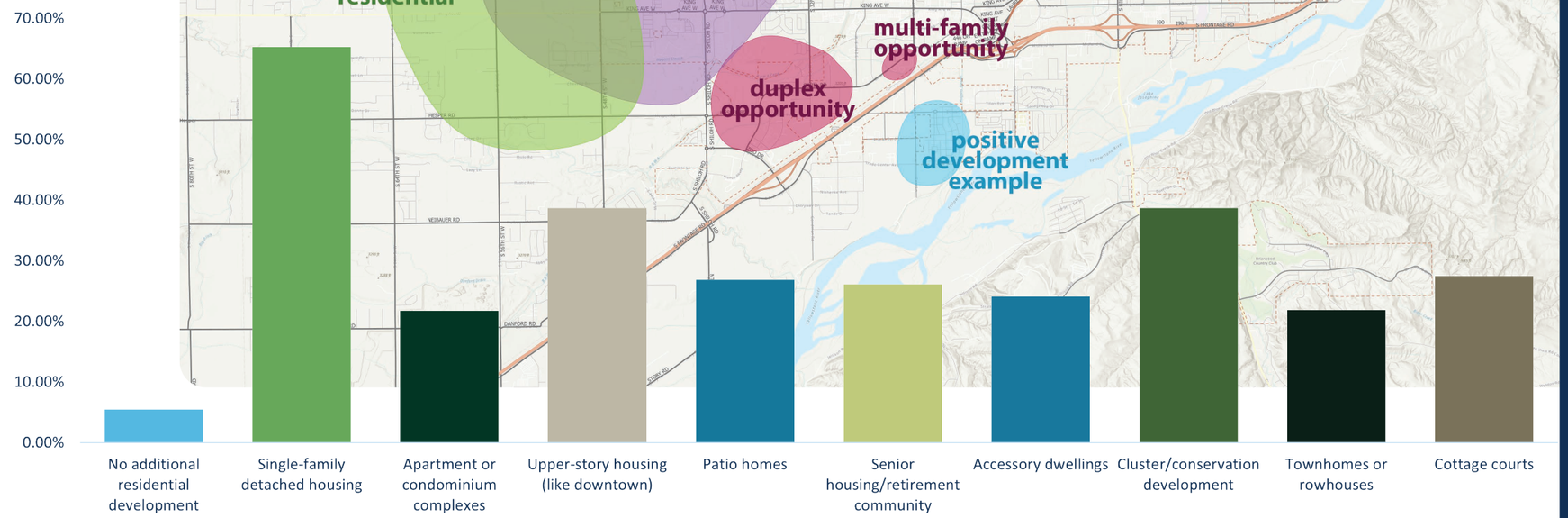
Continued population growth, projected to exceed 30,000 additional residents by 2045, combined with a long-standing housing shortage will require a sustained and intentional increase in housing production. In total, the city will need to add approximately 26,200 new housing units over the next two decades to meet both future demand and existing unmet need (as estimated by the Billings Association of REALTORS®).

While recent housing development has contributed to overall supply, much of the growth since 2015 has occurred near the edges of the city, reinforcing outward expansion rather than fully leveraging existing neighborhoods and infrastructure. Local studies consistently identify infill residential development as a key opportunity to increase the supply of housing attainable to Billings residents while supporting more efficient land use patterns.

Addressing Billings' housing needs will require aligning future land use decisions with these realities. Accommodating growth in a way that supports housing choice, affordability, and long-term community goals will depend on enabling a wider range of housing types, locations, and development patterns throughout the city.

2.34 RESIDENTIAL SUMMARY MAP



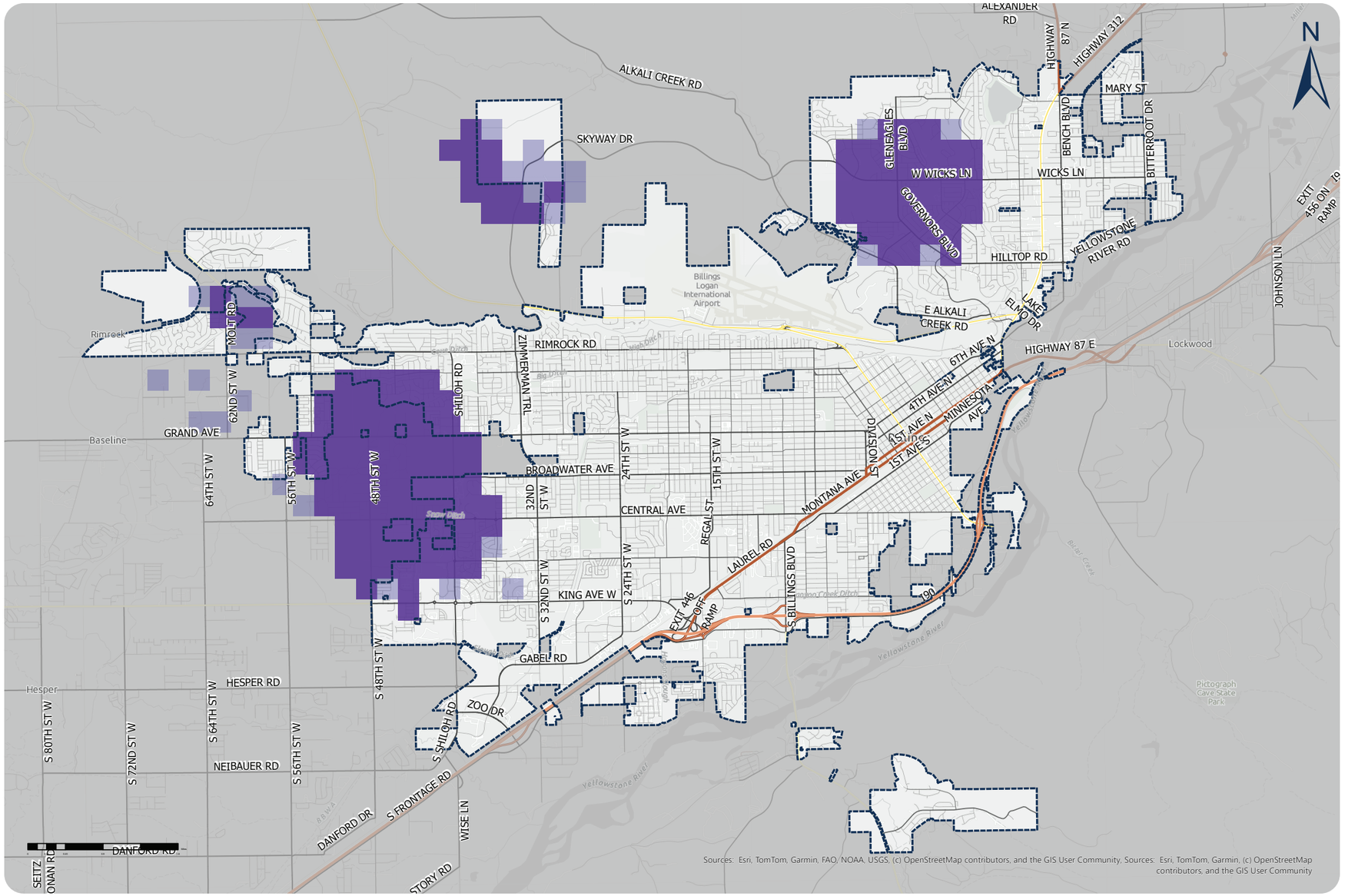


2.35 SURVEY Q13: WHAT SPECIFIC TYPES OF RESIDENTIAL DEVELOPMENT WOULD YOU LIKE TO SEE MORE OF IN BILLINGS?

OPPORTUNITIES

Public input received through the planning process reveals a community deeply engaged with the challenges and opportunities of housing in Billings. A consistent message emerged across surveys, workshops, and mapping exercises: residents are concerned about housing affordability and availability, and they desire a wider range of housing choices to meet the needs of a growing and diverse population. This feedback provides a clear mandate for the city to pursue intentional and strategic growth. Looking at opportunities to diversify the types of housing and seek infill opportunities where infrastructure exists to address the anticipated housing need is the most fiscally responsible approach; balanced with a more traditional development pattern, where appropriate

Generally, the public recognizes a significant housing shortage. In the community survey, the affordability of both rental units (69.17%) and homes for purchase (65.50%) were identified as the most critical housing related issues (Survey, Q11). This aligns with previously described data which notes a 75% increase in the median home sale price since 2015 and an estimated annual deficit of 1,300 housing units. Public comments frequently expressed concern that housing costs are outpacing wages, making it difficult for young families, first time homebuyers, and long time residents to afford living in the community. As one survey respondent stated, “I’m really concerned for first time homebuyers like my husband and me. Owning a home feels increasingly unattainable, and it seems like our generation is being pushed into renting indefinitely”. The desire for more housing options was a recurring theme, with residents advocating for everything from single family homes to more diverse, dense, and innovative housing types.



2.36 SINGLE-FAMILY RESIDENTIAL HOTSPOT MAP

Single Family Housing

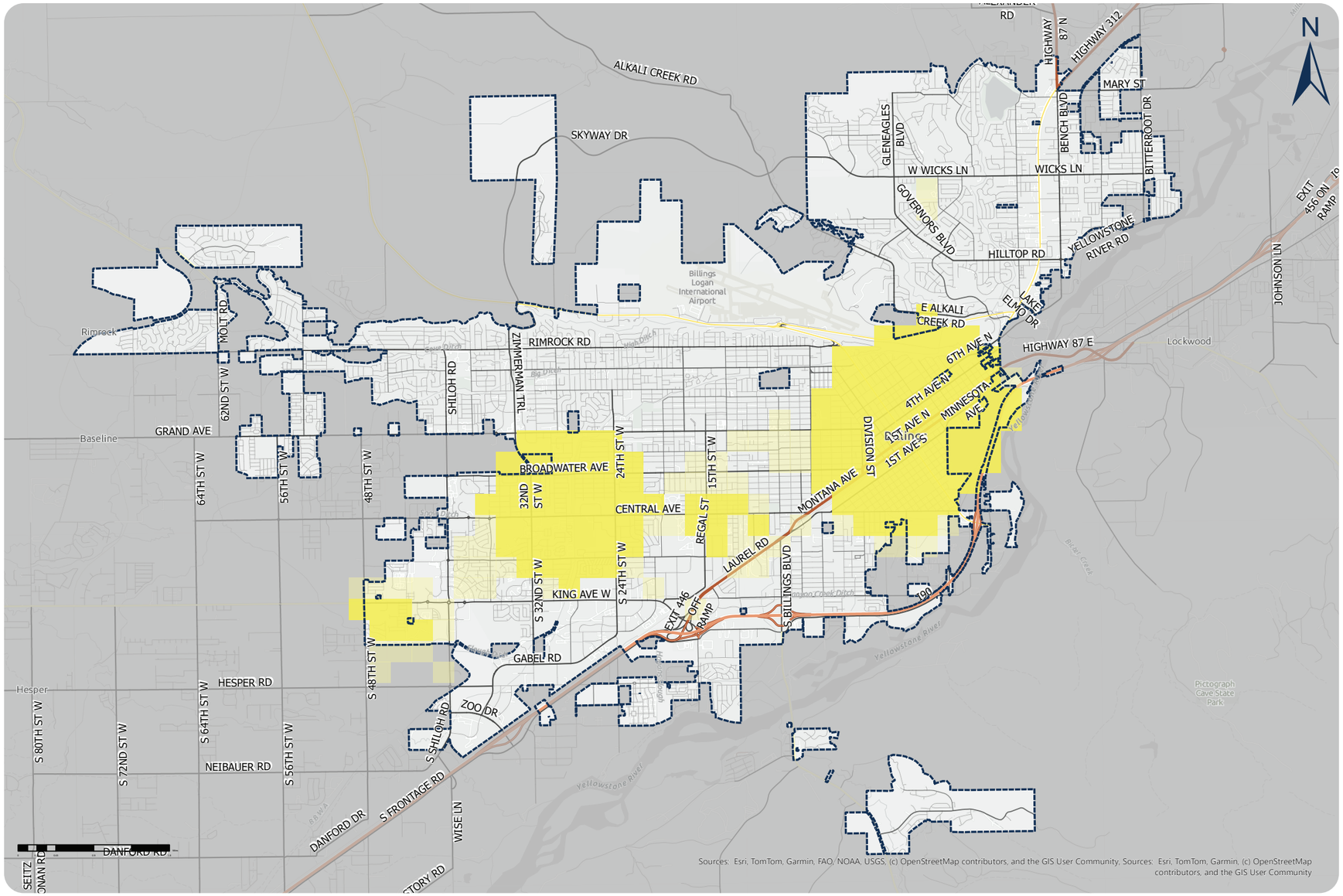
Demand for traditional single family detached housing remains strong. In the community survey, 65.28% of respondents indicated they would like to see more single-family detached housing, the most popular option presented (Survey, Q13). This preference was mirrored in public engagement sessions, where single family detached housing received strong positive feedback on the residential preference boards. The public mapping exercises identified several key areas for potential single-family development. The map shows significant interest in the West End, particularly in the areas around Grand Avenue and King Avenue West, and in the North Elevation and Heights area near Wicks Lane. The Residential Summary Map also highlights a desire to preserve agricultural residential character in the northwest and southwest quadrants of the city and to preserve the large lot feel in the area east of the Yellowstone River, suggesting a continued appreciation for lower density, single family neighborhoods.

However, this desire for single family homes is balanced by concerns about urban sprawl and the loss of agricultural land. This suggests an opportunity for the city to encourage single family development in a more compact and efficient manner, such as through small lot homes, which received positive feedback in engagement sessions, and by concentrating new development in areas with existing infrastructure.

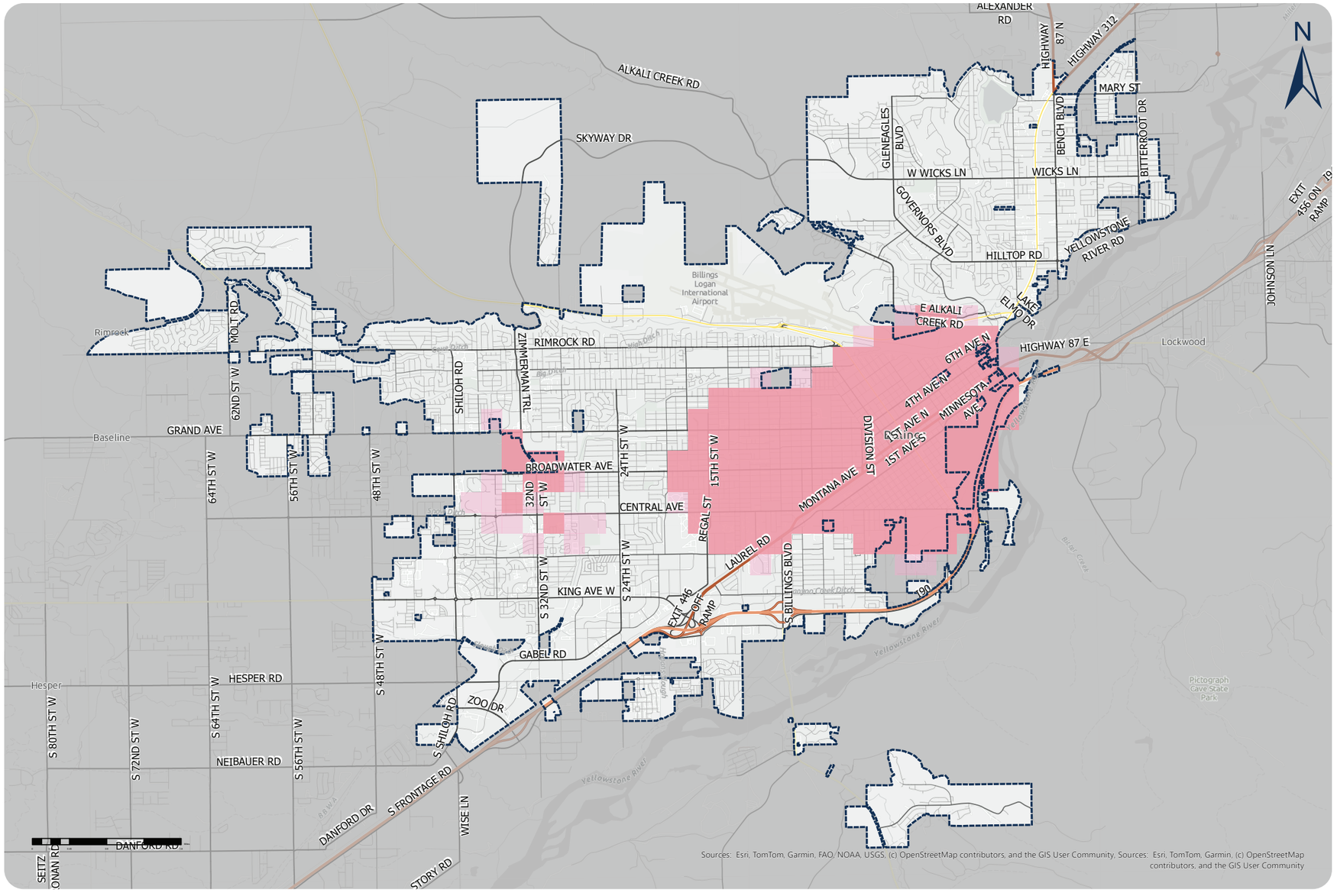
Multifamily Housing

While single-family homes are popular, there is also significant public support for a greater diversity of housing types, including multifamily options. The Residential Summary Map identifies multiple multifamily opportunity zones, particularly in the northwest, near the I-90 corridor in the south-central part of the city, and along major transportation corridors. The hotspot map reinforces this, showing a concentration of interest for multifamily development in Midtown and along the Central Avenue and Montana Avenue corridors. This aligns with the existing conditions narrative, which identifies a lack of housing diversity as a key challenge, noting that 71% of the city's housing stock is single family, while renters have far fewer choices. Gentle density and multifamily development at key nodes can increase the multifamily housing stock while maintaining the character of the city

Public input shows an appetite for various forms of multifamily housing. In the survey, nearly 22% of respondents wanted to see more apartment or condominium complexes (Survey, Q13). Even more popular was the concept of upper story housing, which garnered support from 38.71% of survey respondents and was the second most popular residential type on the engagement boards. This indicates a strong opportunity for mixed use development, especially in the downtown core and along commercial corridors, which would add housing units while also activating commercial areas. Comments from the engagement boards also supported "small scale multifamily opportunity," suggesting that residents are open to gentle density increases that are well-integrated into existing neighborhoods.



2.37 MULTIFAMILY RESIDENTIAL HOTSPOT MAP



2.38 INFILL RESIDENTIAL HOTSPOT MAP

Infill Housing

Perhaps the most significant area of consensus in public feedback was the need for more infill development. The Residential Summary Map is dominated by large areas where residents asked the city to prioritize infill. The hotspot map shows this interest is most concentrated in the city's central core, from Downtown and Midtown west to the Shiloh area, though this category saw broad city-wide support. This desire to grow inward rather than outward was a constant theme in public comments, with many residents citing the inefficiency of sprawl and the need to leverage existing infrastructure.

This support for infill aligns with a strong desire for "missing middle" housing types, which can increase density while maintaining neighborhood character. On the engagement boards, "Missing middle housing infill development" was the most popular residential preference, receiving 15 green dots and only one red dot. While the survey did not use this exact term, several missing middle housing types were very popular in Question 13:

- Cluster or conservation development: 38.71% support
- Cottage courts: 27.46% support
- Patio homes: 26.84% support
- Accessory Dwelling Units (ADUs): 24.09% support
- Townhomes or rowhouses: 21.88% support

This strong support for a variety of housing types beyond traditional single family homes and large apartment complexes presents a major opportunity for Billings. Encouraging these housing types through zoning reform and updated development regulations can help the city meet its housing demand, improve affordability, and create more diverse and walkable neighborhoods, as desired by the community.



“Housing affordability + access. This is a basic human need and we can certainly do a better job in ensuring our unhoused neighbors can attain this basic need.”

Community survey response when asked to identify their greatest concern for Billings’ future

ACHIEVING PLAN THEMES

The public’s input on housing directly reflects and reinforces the data described in the existing conditions summary. The community’s overwhelming concern for affordability is a direct response to the market realities of rising prices and a stagnant housing supply. The public’s desire for more housing diversity is a clear answer to the finding that the city’s housing stock is dominated by single family homes. The future land use map must consider nodal development areas for different housing types throughout the community even in areas of current single family concentrations. The strong push for infill development is a community-driven solution to the unsustainable pattern of outward expansion. The public has not only identified the problems but has also pointed toward the solutions.

Looking forward, this public feedback provides a powerful foundation for implementing the plan themes. The call for a variety of housing options directly supports the theme to expand housing options and affordability to support residents across incomes, ages, and household types. By allowing for and encouraging single-family, multifamily, and missing middle housing in appropriate locations, Billings can begin to address its housing deficit and create a more equitable housing market. The focus on infill and redevelopment of the urban core aligns with the themes to align land use decisions with the capacity and long term sustainability of infrastructure and reinforce Billings’ identity through context sensitive development, downtown vitality, and distinctive neighborhoods.

Over the next 20 years, the City of Billings should leverage this clear public mandate to guide its housing strategy. This involves updating zoning codes to allow for a greater diversity of housing types by right, particularly in the central parts of the city identified for infill. It means streamlining the development review process for projects that meet the community’s goals for infill and mixed-use development. It also means investing in infrastructure to support growth in these areas and ensuring that new development contributes to the creation of walkable, attractive, and complete neighborhoods. By embracing the community’s vision, Billings can grow in a way that is both economically vibrant and true to the character of the city, ensuring that it remains a desirable place to live for all its residents for decades to come.



BILLINGS 2045



SERVING THE COMMUNITY

3

SERVICE DELIVERY AND UTILITIES

The physical growth of a city is inextricably linked to its ability to provide essential public services and utilities. As Billings expands and its population increases, the demand for emergency services, clean water, wastewater treatment, and reliable energy grows in tandem. The strategic alignment of land use decisions with infrastructure capacity is not just a matter of convenience; it is a fundamental requirement for maintaining public health, safety, and the long-term fiscal sustainability of the municipality.

THE ROLE OF PUBLIC SERVICES IN GROWTH

Public services and utilities act as both a catalyst for and a constraint on development. Where infrastructure exists, development can occur efficiently and cost-effectively. Conversely, allowing development to outpace the extension of services leads to diminished service levels, increased response times for emergency personnel, and significant financial burdens on the city.

In Billings, the provision of these services involves a complex network of public and private entities. The City manages core utilities such as water, wastewater, stormwater, and solid waste, alongside critical emergency services including fire and police. Private providers supply essential energy and communication utilities, such as gas, electricity, and fiber optics. Services like EMS are split between public and private providers. Coordinating the expansion and maintenance of these diverse networks is a central challenge of long-range planning.

EXISTING SERVICE NETWORKS AND CAPACITY



WATER AND WASTEWATER

The Yellowstone River serves as the primary source of drinking water for Billings. The city's water treatment and distribution system, alongside its wastewater collection and treatment facilities, represent massive capital investments. While the city continually upgrades these systems, extending them to new developments on the urban fringe requires significant upfront private and public capital and incurs long-term maintenance costs. The 2016 Growth Policy previously established that prioritizing development where infrastructure already exists, or can be efficiently extended, yields the highest return on investment for the city.



STORMWATER MANAGEMENT

Unlike wastewater, Billings' stormwater runoff flows directly into the Yellowstone River and its tributaries without treatment. As the city develops and impervious surfaces (like roads and parking lots) increase, managing the volume and velocity of stormwater becomes increasingly critical to protect water quality and prevent localized flooding.



EMERGENCY SERVICES

The geographic spread of the city directly impacts emergency response times. As Billings has expanded, particularly to the west and north, maintaining optimal coverage for fire, police, and EMS requires the strategic placement of new facilities and the deployment of additional personnel. Analyzing coverage gaps is essential; development in areas far from existing stations can strain resources and increase the risk to public safety.

COST OF SERVICE AND FISCAL HEALTH

The relationship between development patterns and the cost of service delivery is a core focus of the Billings 2045 plan. Spread-out, low-density development requires more miles of pipes, roads, and power lines per capita than compact, infill development. This "sprawl" not only increases the initial cost of construction but also creates a long-term liability for the city, which must maintain and eventually replace that infrastructure.

Past planning efforts, including scenario modeling conducted for previous growth policies, have consistently demonstrated that compact, infill development is significantly more cost-effective than sprawling growth patterns. By strategically guiding future growth to areas already served by utilities, or to areas where services can be extended logically and efficiently, the city can minimize the tax burden on existing residents while ensuring that new development pays its fair share.

LOOKING FORWARD

As Billings continues to expand, the ability to provide essential public services and reliable utilities is a central concern for residents. Public input gathered throughout the comprehensive planning process reveals a strong community desire to ensure that infrastructure and emergency services keep pace with outward growth. Residents recognize that the strategic alignment of land use decisions with infrastructure capacity is a fundamental requirement for maintaining public health, safety, and the long-term fiscal sustainability of the municipality.

CORE ISSUES AND OPPORTUNITIES

Public Safety and Emergency Services

Public safety and emergency response emerged as one of the highest priorities for the community. In the community survey, nearly 69% of respondents rated "Public safety including police, fire, and emergency response" as "very important" when considering the future of Billings, making it the highest-rated issue overall.

Open-ended comments frequently highlighted concerns about the strain on emergency services caused by the city's outward expansion. Residents noted that low-density development patterns and sprawl increase the geographic area that police, fire, and emergency medical services (EMS) must cover, potentially leading to longer response times. Many respondents expressed a desire for increased staffing and resources for first responders, emphasizing that maintaining optimal coverage requires the strategic placement of new facilities and the deployment of additional personnel. As one participant in the public engagement sessions noted, the city should "limit growth until staffing for services is sufficient."

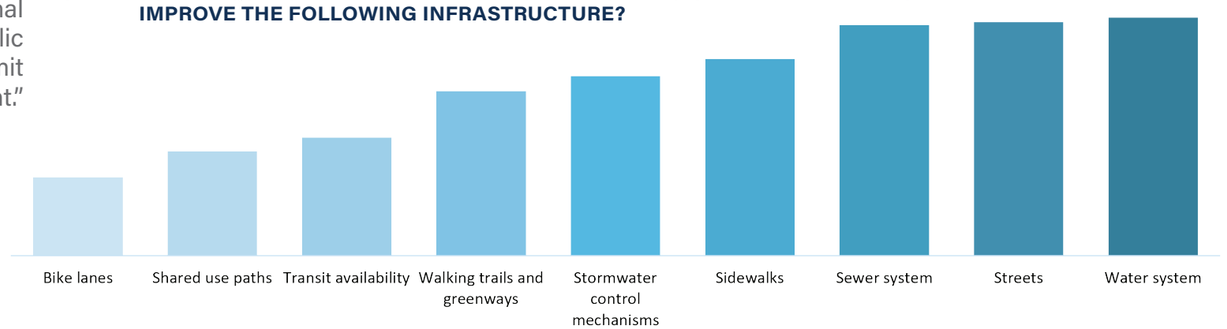
Water, Wastewater, and Stormwater Infrastructure

The provision of core utilities, particularly water and wastewater systems, is another critical priority. Over 66% of survey respondents identified "Adequate utilities (water, wastewater, solid waste)" as "very important". When asked specifically about infrastructure improvements, nearly 65% of respondents rated the water system as "very important" to create, maintain, or improve, while over 61% gave the same rating to the sewer system.

The community's feedback reflects an understanding of the massive capital investments required to maintain and extend these systems. Several respondents expressed frustration over recent utility billing issues and rising costs, highlighting the financial burden that infrastructure maintenance places on residents. Comments also emphasized the need to prioritize infill development over some annexation, noting that extending utilities to new developments on the urban fringe is often cost-prohibitive and creates long-term maintenance liabilities for the city.

Stormwater management also garnered significant attention, with nearly 41% of respondents rating stormwater control mechanisms as "very important". As the city develops and impervious surfaces increase, residents recognize the importance of managing runoff to protect the water quality of the Yellowstone River and its tributaries, and to prevent localized flooding.

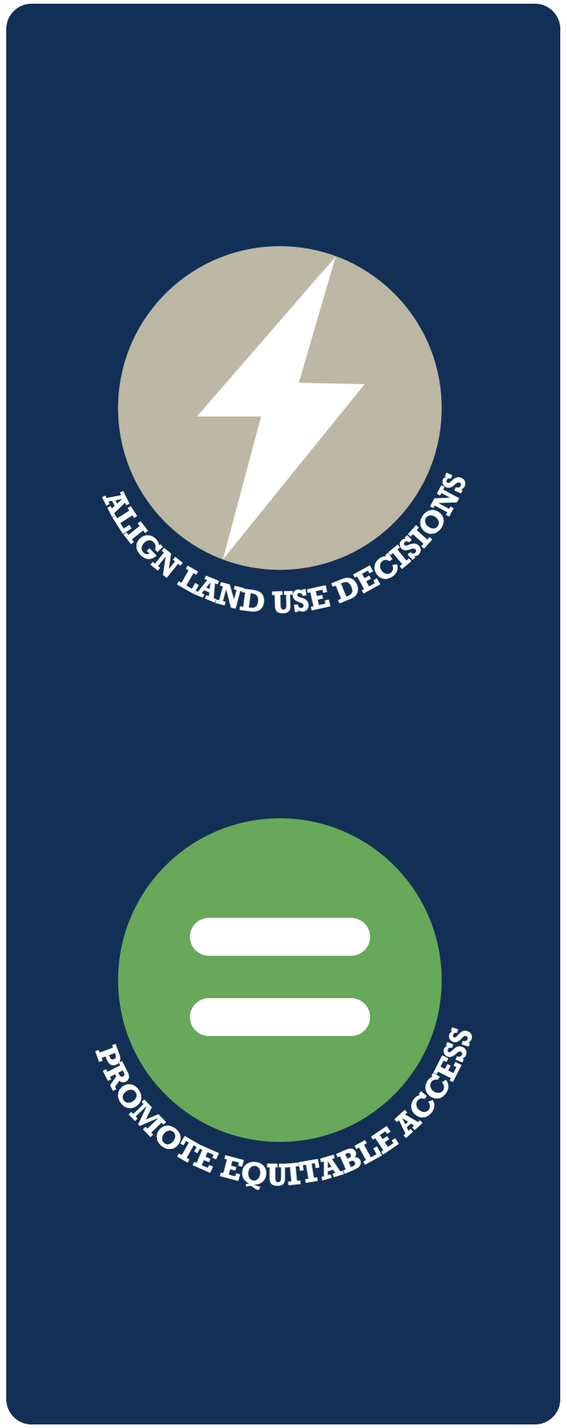
3.1 SURVEY Q9: HOW IMPORTANT IS IT FOR THE CITY TO CREATE, MAINTAIN, OR IMPROVE THE FOLLOWING INFRASTRUCTURE?



ACHIEVING PLAN THEMES

The community's feedback on service delivery and utilities strongly reinforces the need to align future land use decisions with existing infrastructure capacity. By strategically guiding growth toward areas already served by water, sewer, and emergency services, Billings can promote fiscal sustainability and ensure that new development does not outpace the city's ability to provide essential services.

Prioritizing compact, infill development over low-density patterns will help minimize the long-term tax burden on residents while maintaining high levels of service for police, fire, and EMS. Furthermore, ensuring equitable access to services, including reliable utilities, will support the diverse needs of all neighborhoods, from the historic core to the expanding edges of the city. By carefully managing its physical growth in tandem with its infrastructure investments, Billings can protect its natural resources, reinforce its identity as a well-managed regional hub, and sustain a high quality of life for current and future generations.





37

DISTRICT FACILITIES

16K

STUDENTS SERVED

130%

OPERATIONAL CAPACITY OF BILLINGS WEST HS

SCHOOLS

Billings is home to a diverse educational landscape, including the largest school district in Montana, which currently serves approximately 16,000 students across more than 30 facilities. The district operates three comprehensive high schools (Senior, West, and Skyview), along with a network of middle and elementary schools. Beyond SD2, the community is served by a range of private, parochial, and charter schools, including Billings Christian School and several Catholic institutions. As illustrated in the schools map, public school facilities are well distributed across the city geographically, which supports shorter travel times for students and provides walkability options in many neighborhoods. Three public charter programs were established beginning in 2024 under new state legislation: an early college education program, an opportunity school for credit recovery, and a newcomer center for refugee and migrant students. Billings Public Schools (SD2) converted the former Washington Elementary into the Washington Innovation Center, a charter facility now housing the Early College High School and the Opportunity School. The multilingual academy serves middle and high school students and was originally envisioned to support Billings as a refugee resettlement community, serving Hispanic, Brazilian, African, and Chinese families, many of whom are connected to the construction trades and engineering sectors.



3.2 SCHOOLS MAP

- Private School
- Public Charter School
- Public Elementary
- Public High School
- Public Middle School
- Public Vocational/Technical

Billings Skyview High School
Arrowhead Elementary School
Boulder Elementary School
Log Cabin School
Poly Drive Elementary School
St. Francis Catholic School
Saint Francis Catholic School (K-8)
Rose Park Elementary School
Highland Elementary School
Sunrise Montessori School
Billings Senior High School
McKinley Elementary School
Billings Early College School/Multilingual Academy/Opportunity School
Billings Catholic Schools Early Childhood Education Center
Ben Steele Middle School
Grace Montessori Academy
Billings Christian School (Elementary Campus)
Will James Middle School
Trinity Lutheran School
Burlington Elementary School
Lewis and Clark Middle School
Broadwater Elementary School
Billings Central Catholic High School
Trailhead Christian School
Meadowlark Elementary School
Mt. Olive Lutheran School
Billings West High School
Miles Avenue Elementary School
Career Center
Central Heights Elementary School
Orchard Elementary School
Riverside Middle School
Shiloh Christian Academy
Big Sky Elementary School
New Day School
Newman Elementary School
Ponderosa Elementary School
Billings Christian School (High School Campus)
Elysian School
Independent Elementary School
Medicine Crow Middle School
Beartooth Elementary School
Bitterroot Elementary School
Castle Rock Middle School
Sandstone Elementary School
Eagle Cliffs Elementary School
Bench Elementary School
Alkali Creek Elementary School

Enrollment pressures are unevenly distributed across the city, closely mirroring patterns of residential growth. The West End of Billings has grown by nearly 160% since 2000, and the resulting surge in student population has pushed Billings West High School, consistently the largest high school in Montana, to operate at roughly 130% of its functional capacity. The career center helps alleviate some of this pressure by drawing students off the main campus, but the fundamental capacity deficit remains. The district has managed this imbalance primarily through repeated attendance boundary adjustments, which redistribute students among the three high schools but do not resolve the underlying deficit in physical capacity. The last major redistricting effort occurred in 2017–2018 and was highly contentious within the community. A fourth high school has been discussed for years, though public willingness to finance such a project has not yet materialized. District leaders note that building a new school requires sustained enrollment growth over many years to justify the investment; a temporary wave of students passing through an age cohort can recede quickly, leaving a new facility well under capacity but still just as expensive to operate. This dynamic makes the decision to build particularly complex and requires careful alignment with long-term population projections. The district has identified land at 48th Street and Central Avenue for a potential future high school site. Two middle schools were constructed using a 2015–2017 bond, but high school infrastructure has not kept pace with growth.

Overall district enrollment has been fairly steady in recent years, though a significant drop of approximately 200 fewer kindergarten students was recorded in the most recent year. The district operates 35–36 buildings total, including administrative facilities. Private schools, including Billings Christian School and Catholic institutions, report unique enrollment dynamics driven by families of healthcare workers and other temporary residents on professional assignments. These families contribute to enrollment but are less likely to support local tax-based school funding measures. Homeschooling is also on the rise across the community, though public schools remain strained by enrollment and resource needs.

A comprehensive safety audit conducted in November 2023 across all 37 district facilities identified more than 50 recommendations, including upgrades to camera systems, emergency intercoms, and public address infrastructure—many of which are nearing end-of-life. A district-wide safety coordinator is in place, but further improvements are stalled by lack of funding. Funding these improvements has proven difficult. Billings Public Schools relies on voter-approved mill levies to access the local share of its budget, and levy measures in Billings have faced consistent resistance; a $5.1 million levy for safety and staffing failed in spring 2026, continuing a pattern of unsuccessful ballot measures. The state's 2025 STARS Act represents the most significant reform to Montana's school funding formula in roughly 30 years, doubling the quality educator payment and introducing new incentives for career and dual-enrollment pathways, but it does not address capital facility needs. A 10-year study of Montana's school funding formula is currently underway, the first significant review in 30 years.

The uneven pace of residential development across Billings, concentrated heavily in the West End, will continue to strain school capacity in some areas while leaving facilities elsewhere underutilized. As Billings 2045 guides future growth, close coordination between the City and Billings' schools will be essential: aligning the school district's GIS and enrollment projections with the City's population forecasts, identifying and protecting future school sites in high-growth areas before land costs become prohibitive, and exploring mechanisms such as land dedication and developer contributions to help offset the infrastructure costs that new development generates. State law allows developments to contribute land for schools, similar to existing park land dedication requirements, and this mechanism should be more actively utilized in the subdivision process. The siting of new schools, transportation facilities, and community health services within schools should be treated as integral components of neighborhood planning, not afterthoughts to residential development.



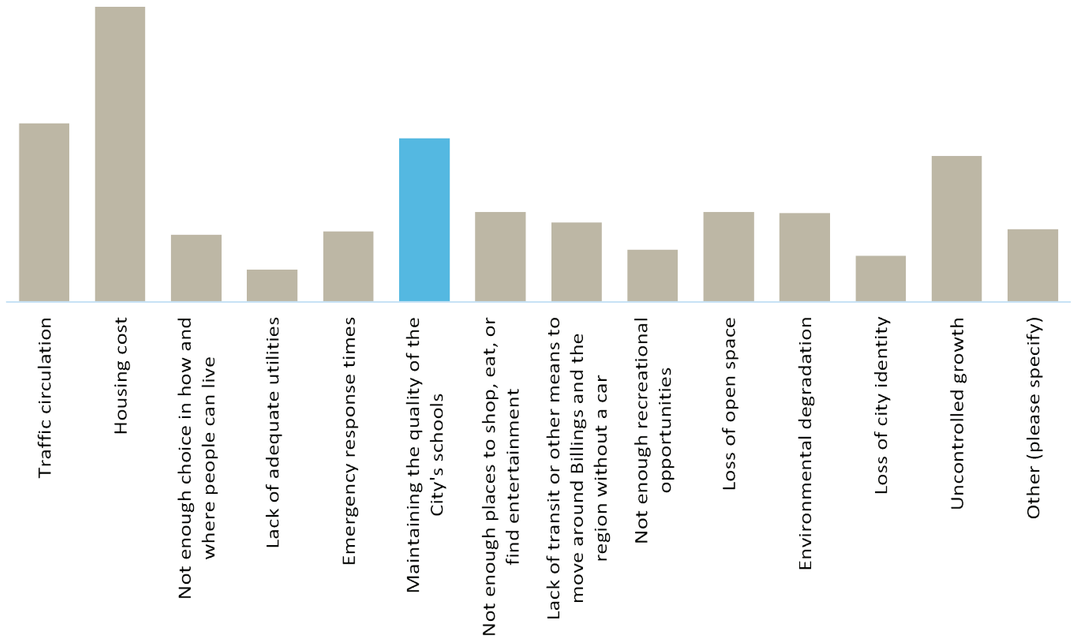
LOOKING FORWARD

Public input gathered through the comprehensive planning process underscores that the quality and capacity of the educational system in Billings are central to the community's vision for the future. Residents recognize that schools are not just facilities for learning, but foundational elements of neighborhood identity, economic development, and overall quality of life. Feedback from community surveys and engagement workshops reveals a strong desire for improved school facilities, better alignment between residential growth and school capacity, and increased community support for educational funding. Notably, there appears to be a disconnect between the views of residents who engage in community planning processes, who clearly understand schools' role in shaping a community, and the broader electorate, as evidenced by the failure of SD2 funding measures as recently as May 2026. This section synthesizes that public input, connecting it to the existing educational landscape in Billings to offer a forward looking vision for the next 20 years.

A general summary of the feedback shows that education is a top priority for residents. In the community survey, 22.75% of respondents identified "Schools and educational opportunities" as one of the city's top five greatest assets. More tellingly, when asked to rank the importance of various issues for the future of Billings, 58.91% of respondents rated "The quality of Billings' schools" as "Very important." However, the community also recognizes significant hurdles. When identifying the biggest challenges facing the city over the next 20 years, 35.67% of respondents pointed to "Maintaining the quality of the City's schools."



3.3 SURVEY Q8: WHAT ARE THE BIGGEST CHALLENGES FACING BILLINGS OVER THE NEXT 20 YEARS?



CORE ISSUES AND OPPORTUNITIES

Managing Growth and Capacity

A primary concern voiced by the public is the strain that uneven residential growth is placing on school capacity, particularly on the West End. Survey respondents noted that "Billings will continue to grow. Schools need to accommodate," and expressed frustration with "unplanned growth" that leads to "aged overcrowded buildings." One respondent pointedly stated, "you have all this growth with new families and children but aged overcrowded buildings. should be charging developers for this." The engagement reflects a desire to "Look at school populations" and coordinate growth more effectively. School leaders from across Billings, public, private, and charter, confirmed these pressures in stakeholder sessions, describing how enrollment surges in West Billings push facilities to capacity while boundary adjustments provide only temporary relief. Stakeholders emphasized the need for better long-term growth projections.

Funding and Community Support

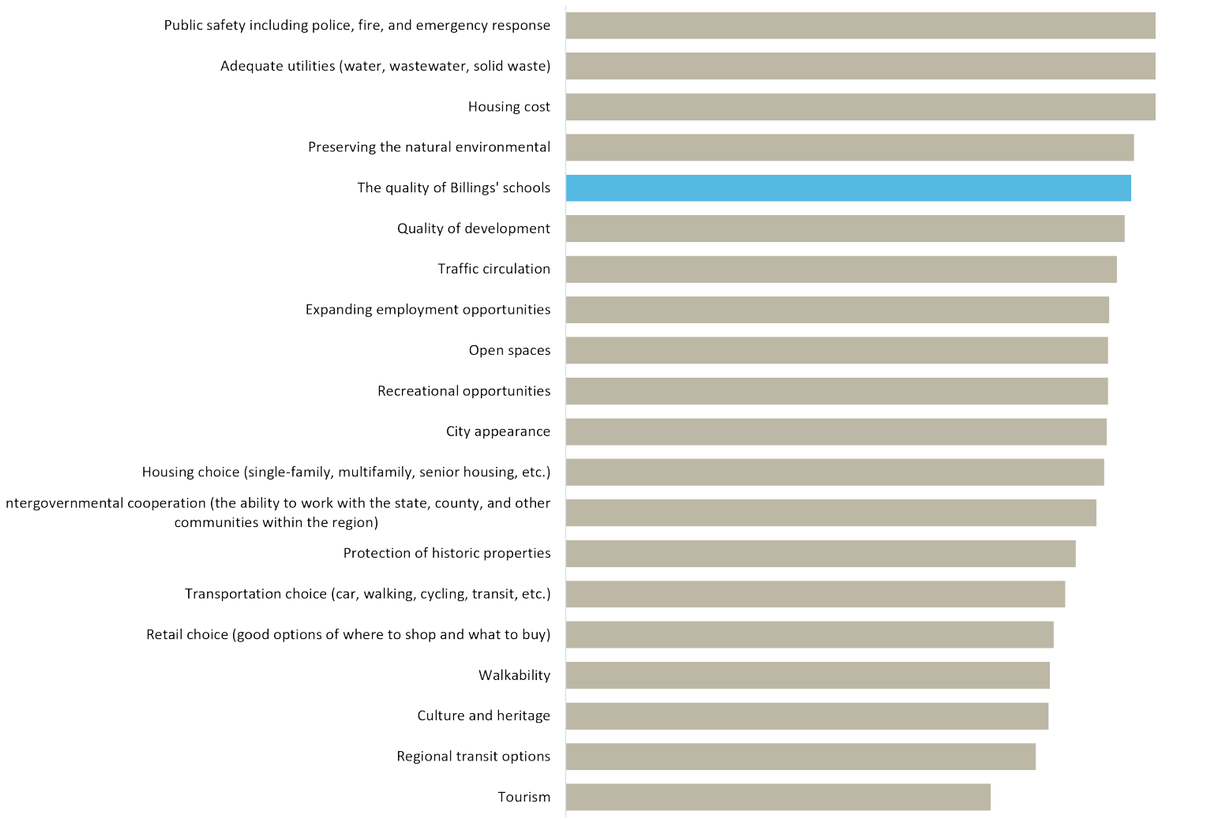
The challenge of funding school improvements and new construction is a recurring theme in the public feedback. Engagement highlights a need to "gain more community support like Bozeman. Increase the support of schools and improve education as a city." Survey comments reflect a mix of frustration and urgency regarding school funding. One respondent noted that "The levies don't pass and everyone suffers, change the way they fund schools and community centers." Another expressed concern about "constant mill levy votes" and suggested that developers should bear more of the cost of new school infrastructure. The public input suggests a critical need to rebuild trust and find sustainable, equitable ways to fund the educational infrastructure required by a growing city. In stakeholder sessions, school leaders acknowledged that SD2 is actively working to educate the community and build trust around funding needs. The district has not passed a bond since Ben Steele and Medicine Crow Middle Schools were built approximately 15 years ago, and is currently exploring a bond for high school improvements. Leaders noted that significant upgrades to existing high schools would likely be necessary to ensure bond passage. Tax increases across the city remain broadly unpopular, even as facility and staffing needs grow, and private school families, particularly those on temporary professional assignments, are less likely to support tax-based school funding measures.

Safe Routes and Neighborhood Integration

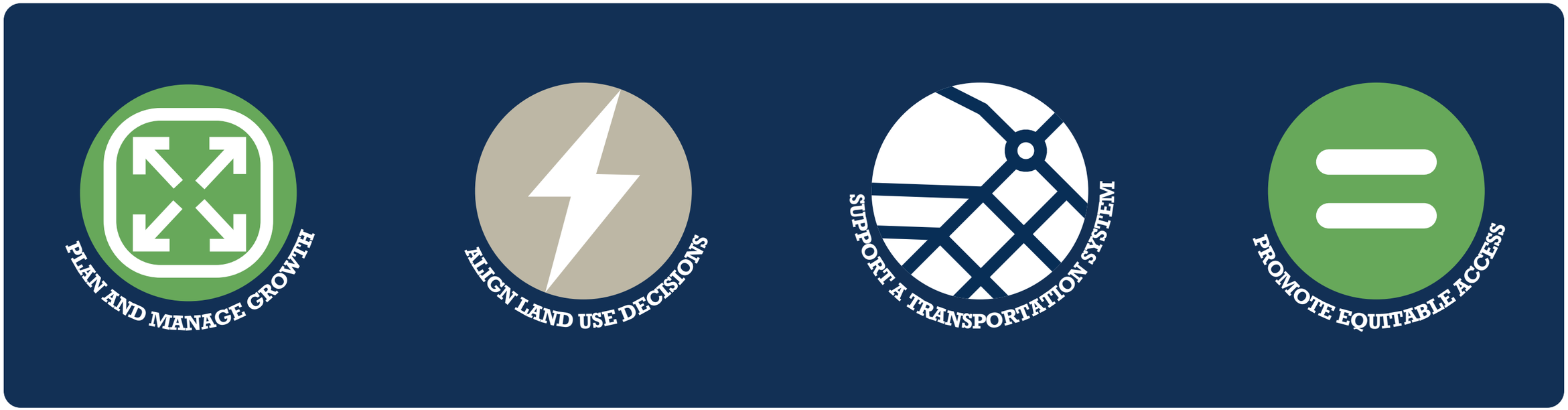
The physical connection between schools and their surrounding neighborhoods is another area of focus for the community. Engagement transcripts specifically called for "Safe routes to school." Survey respondents echoed this, noting safety concerns for children walking or biking. One respondent highlighted that "Our newest middle school doesnt even have sidewalk leading to it creating a very unsafe route to school for kids walking down Barrett Rd." Another suggested that the city needs to "repaint the crosswalks around schools... right before school starts instead of after school gets out in the spring."

This feedback underscores the importance of integrating schools into the broader transportation and neighborhood planning processes. Schools function best when they are accessible, safe, and embedded within the fabric of the community, serving as anchors for residential areas. Stakeholder sessions reinforced these concerns, with district leaders describing specific access challenges at schools such as Ben Steele (characterized as chaotic drop-off conditions), Castle Rock Middle School in the Heights, and Will James (where the principal developed a circulation plan to address car congestion in the absence of busing). The district noted that geographic barriers, particularly the Rimrocks separating the Heights, create natural transportation challenges that complicate safe access for students.

3.4 SURVEY Q6: RANK THE IMPORTANCE OF THESE ISSUES WHEN CONSIDERING THE FUTURE OF BILLINGS.







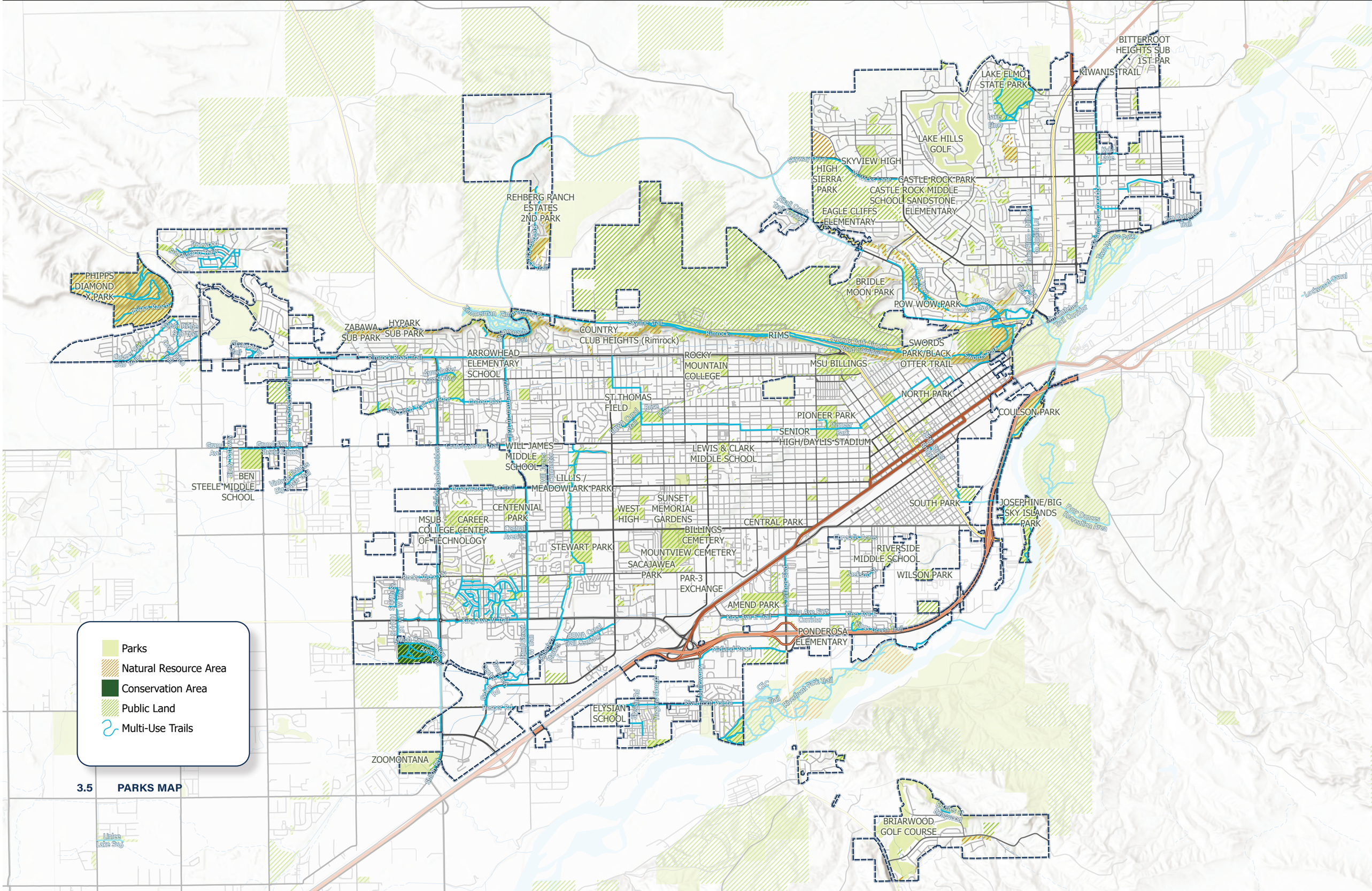
ACHIEVING PLAN THEMES

The public's message about schools is ultimately about the relationship between growth and responsibility. Billings has grown rapidly, particularly on the West End, and the school system has struggled to keep pace. Residents understand this connection clearly, and many are frustrated that the city has allowed residential development to proceed without ensuring that the educational infrastructure required to serve new families is in place. Over the next 20 years, the city has an opportunity to change that pattern by treating school capacity as a genuine constraint on growth, not an afterthought to it. Under MLUPA, a development cannot currently be denied based solely on school impact; however, this framework could be leveraged as a tool to require new development to more directly address school capacity needs through conditions of approval, land dedication, or financial contributions. The City should work with SD2 to put greater pressure on development to help address school infrastructure demands.

The conversation about funding reflects a broader tension in the community between the desire for quality public services and resistance to tax increases. Rebuilding trust around school funding will require transparency, accountability, and a serious conversation about restructuring school funding and whether the current model, which places the burden almost entirely on existing property owners, is the right approach for a growing city. Exploring how new development can more directly contribute to the educational infrastructure it creates demand for is a necessary part of that conversation. The district is actively working to educate the community about facility needs and build support for future bond measures, and the City should support these efforts as a partner rather than positioning the school funding challenge as a problem the district faces alone.

The physical relationship between schools and their neighborhoods matters as much as the buildings themselves. A school that children cannot safely walk or bike to is a school that reinforces car dependency and isolates itself from the community it serves. Ensuring that sidewalks, crosswalks, and safe routes are built as a standard part of any new school project or surrounding development is a straightforward investment with lasting benefits for children, families, and neighborhoods alike. Expanded transit service and creative transportation solutions, including potential MetTransit route alignment with school needs and chaperone programs, should also be explored to reduce reliance on private vehicle drop-off and busing.

Looking further ahead, the siting of future schools should be treated as one of the most consequential land use decisions the city makes. Schools shape neighborhoods, anchor communities, and influence property values and quality of life for decades. Identifying and protecting future school sites in high growth areas now, before land costs make it prohibitive, is one of the most important steps the City and Schools can take to ensure that future growth is truly sustainable. This is not a City problem alone to solve; it requires genuine partnership and collaboration between the City, SD2, and other school districts in the planning area. Equitable access also means addressing the distinct challenges faced by schools serving high-mobility populations, including indigenous students on the south side, and ensuring that transportation barriers in areas like the Heights do not limit educational opportunity.


Parks
Natural Resource Area
Conservation Area
Public Land
Multi-Use Trails
PHIPPS DIAMOND X PARK
REHBERG RANCH ESTATES 2ND PARK
ZABAWA SUB PARK
HYPARK SUB PARK
COUNTRY CLUB HEIGHTS (Rimrock)
ARROWHEAD ELEMENTARY SCHOOL
ROCKY MOUNTAIN COLLEGE
MSU BILLINGS
ST.THOMAS FIELD
WILL JAMES MIDDLE SCHOOL
LILLIS / MEADOWLARK PARK
LEWIS & CLARK MIDDLE SCHOOL
BEN STEELE MIDDLE SCHOOL
CENTENNIAL PARK
MSUB - CAREER COLLEGE CENTER OF TECHNOLOGY
WEST HIGH
SUNSET MEMORIAL GARDENS
CENTRAL PARK
STEWART PARK
BILLINGS CEMETERY
MOUNTVIEW CEMETERY
SACAJAWEA PARK
PAR-3 EXCHANGE
ELYSIAN SCHOOL
ZOOMONTANA
LAKE ELMO STATE PARK
BITTERROOT HEIGHTS SUB 1ST PAR
KIWANIS TRAIL
SKYVIEW HIGH
HIGH SIERRA PARK
LAKE HILLS GOLF
CASTLE ROCK PARK
CASTLE ROCK MIDDLE SCHOOL
SANDSTONE ELEMENTARY
EAGLE CLIFFS ELEMENTARY
BRIDLE MOON PARK
POW WOW PARK
SWORDS PARK/BLACK OTTER TRAIL
NORTH PARK
COULSON PARK
PIONEER PARK
SENIOR HIGH/DAYLIS STADIUM
SOUTH PARK
JOSEPHINE/BIG SKY ISLANDS PARK
RIVERSIDE MIDDLE SCHOOL
WILSON PARK
AMEND PARK
PONDEROSA ELEMENTARY
BRIARWOOD GOLF COURSE
Lockwood Canal
Four Dances Recreation Area
Linlee Lake Subj

3.5 **PARKS MAP**



53

MILE TRAIL SYSTEM

27.1

ACRES OF PARKLAND PER 1000 RESIDENTS

47

DEVELOPED PARKS

PARKS AND RECREATION

The parks and open space system in Billings is a core element of the community's identity and quality of life. Residents consistently rank access to public lands, trails, and natural areas as one of the city's greatest assets, reflecting a deep-seated appreciation for the region's unique landscape. The system, managed by the City of Billings Parks, Recreation, and Public Lands Department, provides a diverse array of opportunities for active and passive recreation, conserves critical environmental resources, and contributes significantly to the city's economic vitality and appeal. It encompasses an expansive network of over 3,000 acres, including 47 developed parks, extensive natural areas along the Yellowstone River and Rimrocks, and a 53-mile trail system that connects neighborhoods and landmarks.

As Billings continues to grow and mature, ensuring the parks system evolves to meet the needs of an increased and more diverse population is a fundamental concern of the community. This requires an approach that considers resource expansion and addresses the long-term sustainability of existing assets. This section summarizes the city's current inventory of parks and recreational facilities, evaluates how well these resources meet community needs based on established benchmarks, and provides high-level policy recommendations to guide future investment, development, and stewardship.

"There's a reason we live in Montana and not LA — keeping green space matters."

Community Survey Comment

EXISTING RESOURCES

The Billings parks and recreation system is a complex network of indoor and outdoor facilities, active and passive spaces, and natural and developed landscapes. These resources are categorized to serve distinct functions, from small, localized green spaces to large, regional destinations.

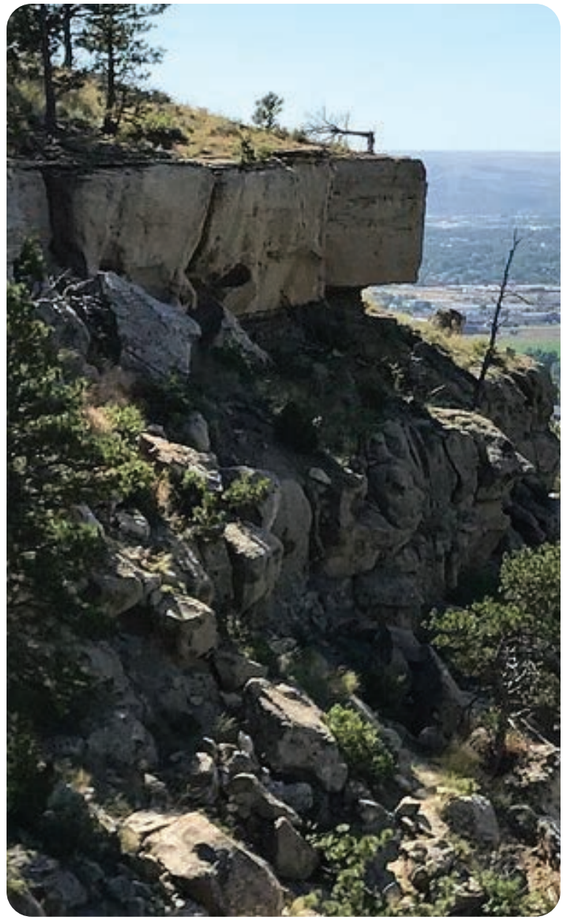
OUTDOOR PASSIVE RESOURCES

Passive recreation and the preservation of natural landscapes form the foundation of the Billings open space network. The system includes approximately 1,477 acres of undeveloped, natural park areas and over 1,200 acres classified as Natural Resource/Conservation Parks. These lands are vital for protecting wildlife habitat, preserving scenic viewsheds, and providing residents with opportunities for low-impact activities such as walking, wildlife viewing, and reflection. Key passive resources include:



The Yellowstone River Corridor:

This area represents a central opportunity for conservation and recreation, offering a vital greenway through the urban landscape. Parks like Coulson and Riverfront provide direct access to the river, though stakeholders have consistently called for a more cohesive and accessible riverfront trail system.



The Rimrocks:

As a defining geological feature, the Rimrocks offer unique passive recreation opportunities, with areas like Swords Park providing panoramic views and trails. These lands are critical to the city's identity and require careful stewardship.



Pocket and Neighborhood Parks:

While primarily designed for active use, these smaller parks also serve a passive function by providing green, shaded spaces within residential areas. The parks act as visual amenities and places for informal community gathering.

OUTDOOR ACTIVE RESOURCES

Active recreation is supported by a wide range of facilities distributed across the city's 1,223 acres of developed parkland. These resources accomodate organized sports, casual play, and individual fitness. The 2017 Parks and Recreation Master Plan provides a detailed inventory, which includes:

Sports Fields and Courts:

The system contains numerous athletic fields for baseball, softball, and soccer, primarily located in large community parks and dedicated sports complexes like Amend and Stewart Parks. It also includes over 65 basketball courts and 35 tennis courts, many of which are co-located with schools.



Trails:

The 53-mile trail network is a vital recreational asset in Billings, with 54% of households identifying it as the most critical facility to their needs. This network includes major paved arteries like the Marathon Loop and Swords Park Trail, as well as soft-surface trails in natural areas like Zimmerman Park. These trails serve both recreational and transportation functions, connecting people to parks, work, and school.



Playgrounds and Water Features:

With 94 playgrounds, the city meets the needs of its youngest residents. During summer months, two outdoor swimming pools (Rose Park and South Park), along with several smaller spray grounds and wading pools, provide relief from the heat and are among the most demanded program areas.



Specialized Facilities:

The city also manages unique active-use sites, including four disc golf courses, two dedicated dog parks, and the Downtown Skate Park, which cater to specific recreational communities.



INDOOR RESOURCES

An identified gap in the city's recreational portfolio is the lack of indoor facilities. The 2017 Master Plan identified a deficiency of over 100,000 square feet of indoor recreation space. Existing indoor resources include the Billings Community Center, North Park Recreation Center, and the Zimmerman Center, which primarily serve seniors and targeted community programs. Based on prior parks planning, there is significant need based demand for an indoor recreation and wellness center, including amenities like an indoor pool, climbing wall, and walking track, in Billings. This need will be partially addressed by the Amend Park Recreation Center which is opening later this year and will have indoor courts and a striped walking "track". A new ice rink,also will be provide through a public/private partnership.



LEVELS OF SERVICE

While the volume of acreage of the Billings' park system is impressive, a deeper analysis based on established benchmarks and community feedback reveals some gaps between existing resources and public needs. The 2017 Parks and Recreation Master Plan established a Level of Service (LOS) framework to measure these gaps and guide future development.

Benchmarks and Level of Service (LOS)

The city's overall parkland provision of 27.09 acres per 1,000 residents exceeds the national average and the plan's recommended standard of 22.45 acres However, this aggregate figure does not fully account for needs in specific park types and amenities. Key findings from the LOS analysis include:

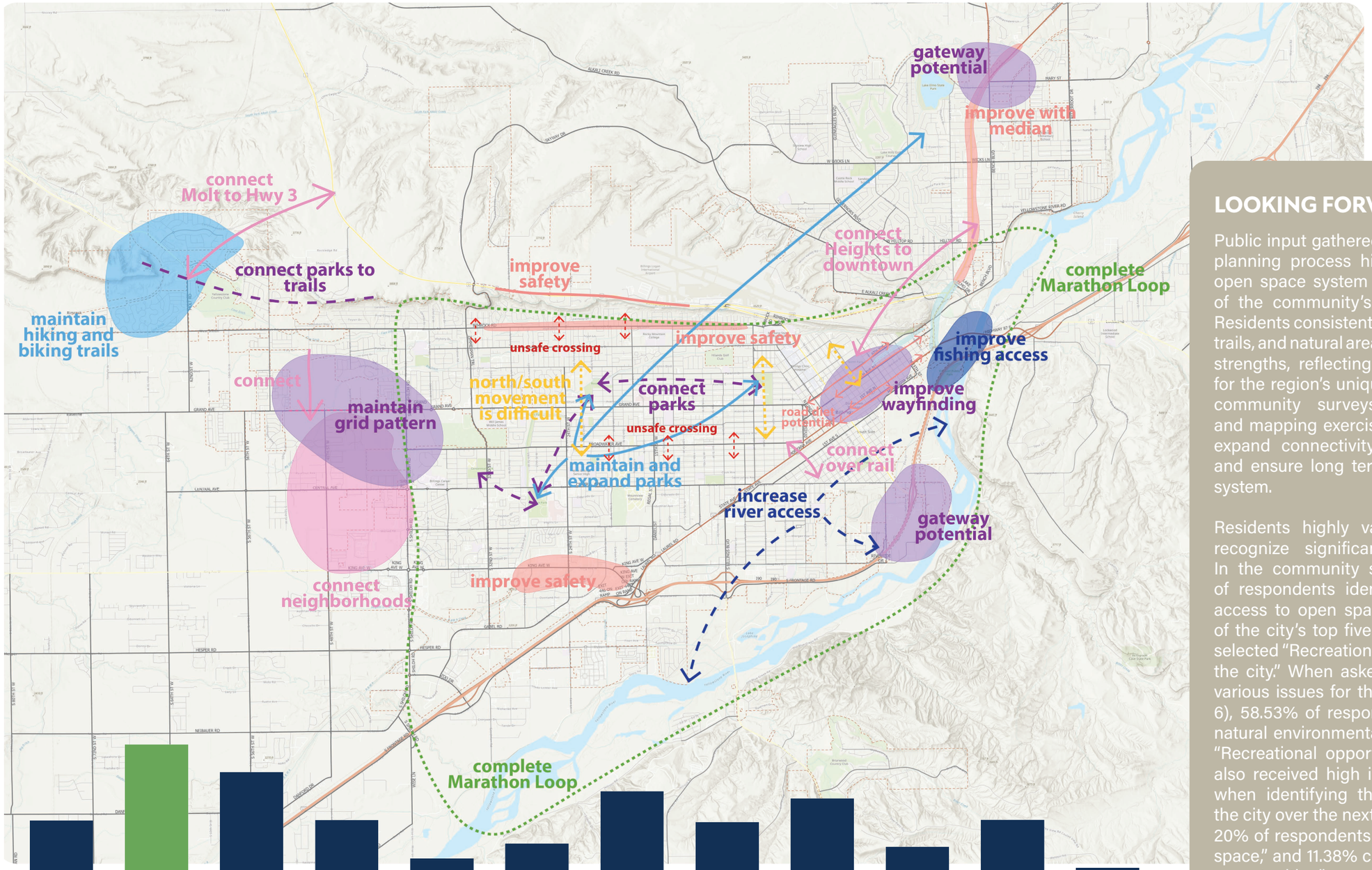
- Community Parks: The system has a current deficit of 80 acres of community parkland, a need projected to grow to 150 acres by 2032. Larger, multi-amenity parks are essential for serving broad sections of the city and hosting organized activities.
- Neighborhood Parks: While the overall acreage of neighborhood parks meets the standard, their distribution is uneven, leaving newer, fast-growing areas in the Heights and the West End underserved.
- Indoor Recreation Space: As noted, this is the most significant deficit, with a need for over 120,000 additional square feet to meet the standard of 1.0 square foot per person.
- Specific Outdoor Amenities: There is identified need in facilities such as reservable picnic shelters, regulation-sized sports fields, dog parks, and skate parks.

COMMUNITY PRIORITIES AND UNMET NEEDS

Public input from surveys and focus groups provides a qualitative lens that reinforces the quantitative LOS findings. The highest-priority needs identified by the community are not necessarily for more parkland, but for better and more diverse facilities within that land. According to the 2017 Master Plan survey, the top investment priorities are:

1. Walking and Biking Trails: Despite the extensive network, demand for more connections, new trails, and improved maintenance remains the highest priority.
2. Small Neighborhood Parks: Residents value accessible, close-to-home green spaces and desire improvements to existing ones.
3. Indoor Recreation Center: The lack of year-round indoor facilities is a top concern.
4. Off-Leash Dog Parks: With only two dedicated sites, the demand for more dog parks is significant.
5. Covered Picnic Shelters: These simple amenities are one of the most requested additions to existing parks.

More recent stakeholder feedback from 2025 confirms these priorities and adds a strong emphasis on long-term maintenance and sustainability. Community leaders expressed concern that the system is a "ticking time bomb" if new development continues to add low-value, high-maintenance "leftover" parkland, such as undevelopable hillsides and stormwater retention ponds, without a dedicated funding source for their perpetual upkeep.



3.6 SURVEY Q5: WHAT DO YOU CONSIDER TO BE THE TOP FIVE GREATEST ASSETS OF BILLINGS?

LOOKING FORWARD

Public input gathered through the comprehensive planning process highlights that the parks and open space system in Billings is a core element of the community's identity and quality of life. Residents consistently view access to public lands, trails, and natural areas as among the city's greatest strengths, reflecting a deep-seated appreciation for the region's unique landscape. Feedback from community surveys, engagement workshops, and mapping exercises reveals a strong desire to expand connectivity, improve existing facilities, and ensure long term maintenance of the parks system.

Residents highly value outdoor amenities but recognize significant areas for improvement. In the community survey (Question 5), 59.79% of respondents identified "The abundance and access to open space and public lands" as one of the city's top five greatest assets, and 49.44% selected "Recreational opportunities in and around the city." When asked to rank the importance of various issues for the future of Billings (Question 6), 58.53% of respondents rated "Preserving the natural environmental" as "Very important," while "Recreational opportunities" and "Open spaces" also received high importance ratings. However, when identifying the biggest challenges facing the city over the next 20 years (Question 8), nearly 20% of respondents pointed to the "Loss of open space," and 11.38% cited "Not enough recreational opportunities."

CORE ISSUES AND OPPORTUNITIES

Trails and Connectivity

The desire for a more robust and connected trail system emerged as one of the most prominent themes in the public feedback. The community input map clearly illustrates this priority, with specific calls to maintain hiking and biking trails, connect parks to trails, and complete the Marathon Loop. Residents also highlighted the need to connect specific areas, such as the Heights to downtown, and to improve wayfinding and safety across the network.

Survey results reinforce the focus on active recreation. When asked how they would like to move around Billings 20 years from now, 56.39% of respondents chose "By foot (sidewalks and pathways)," and over 49% selected some form of bicycle travel. Regarding infrastructure priorities, 41.90% of respondents rated "Walking trails and greenways" as "Very important." Workshop feedback echoed these sentiments, with requests for safe routes to school and the completion of specific routes like the 5th Avenue Corridor and Ditch Trail. The existing 53-mile trail network is a vital asset, but the public is clear that expanding connections, adding new trails, and improving maintenance must remain top priorities.

Park Maintenance and Sustainable Funding

While the community desires new amenities, there is a stronger mandate to take care of what already exists. A recurring theme in the survey comments and engagement responses is the need for sustainable funding and better maintenance of current parks. One survey respondent noted the challenge of "Not being able to afford maintenance on what we already have built," while an engagement board comment stated, "Stop building until you can maintain."

This concern is tied to the city's funding mechanisms. Survey comments referenced the defeat of a recent park levy, indicating a need to find alternative or more broadly supported funding strategies. Stakeholder feedback warned that the system could become a "ticking time bomb" if new development continues to add high maintenance "leftover" parkland without dedicated funding for perpetual upkeep. The community's message is clear: future park development must be paired with realistic, long-term maintenance plans.

Indoor Recreation and Aquatic Facilities

A significant gap identified by the public is the lack of indoor recreational facilities and aquatic centers. Engagement from the mural boards specifically called for indoor aquatic facilities as a long-range goal. Survey comments frequently mentioned the need for an "indoor community aquatics facility," an "Olympic swimming pool," and "more indoor recreation for kids," particularly during the long winter months.

This public perception aligns directly with the findings of the 2017 Parks and Recreation. While Billings has an impressive volume of outdoor parkland, the lack of a comprehensive indoor recreation and wellness center remains a top concern and a high priority for future investment.

River Access and Natural Areas

The Yellowstone River and the Rimrocks are defining features of Billings, and the public wants better access to and preservation of these natural assets. The community input map highlights desires to increase river access, improve fishing access, and to revive the Yellowstone River Plan. Survey respondents asked, "do we utilize the river like we could?" and suggested that Billings could have "nice stores, restaurants and walking paths by the river."

Similarly, the preservation of the Rimrocks and large natural areas like Zimmerman Park and Riverfront Park is highly valued. The system includes approximately 1,477 acres of undeveloped, natural park areas, and the community wants to ensure these spaces are protected from overdevelopment while remaining accessible for low impact activities like hiking and wildlife viewing.





ACHIEVING PLAN THEMES

The public's vision for parks and recreation in Billings is ultimately a vision for the kind of city Billings wants to be over the next 20 years. Residents are asking the city to grow in a way that honors what makes it distinctive: the river, the Rims, the trails, and the open spaces that set Billings apart from other communities its size. Protecting and investing in these assets is not simply a parks issue. It is a statement about how growth should be managed, what infrastructure means in a western city, and who the city is growing for.

The trail network is one of the clearest examples of where parks and transportation intersect. Completing connections, closing gaps, and making routes safe for all ages and abilities would serve residents not just as recreational users but as people trying to get to school, work, and daily destinations without a car. This kind of investment builds a more connected, resilient city and extends the value of the park system far beyond the boundaries of any individual park.

The community's insistence on maintenance before expansion reflects a mature understanding of fiscal responsibility. A city that adds parkland faster than it can care for it is not building a better system; it is deferring costs onto future residents. Ensuring that new development contributes meaningfully to the parks it generates demand for, and that funding mechanisms are in place before ground is broken, is essential to the long term health of the system.

Equity runs through nearly every parks-related comment in the public record. Residents in the Heights and on the West End want the same quality of access to parks, trails, and recreational facilities that other parts of the city enjoy. An indoor recreation and aquatics center, in particular, would serve residents across the city and across the seasons, addressing a gap that has persisted for decades and that the community has consistently identified as a priority.



BILLINGS 2045



CONNECTING COMMUNITY

Transportation networks are the physical framework that binds a city together. In Billings, the transportation system not only supports the daily movement of residents and goods but also shapes the city's growth patterns, economic vitality, and overall quality of life. As Billings continues to expand, managing this growth requires a thoughtful approach to mobility that balances the needs of vehicles, pedestrians, bicyclists, and transit users. This section provides an overview of the transportation landscape in Billings, exploring the existing planning framework, community priorities, and how future mobility can align with the city's long-term goals.

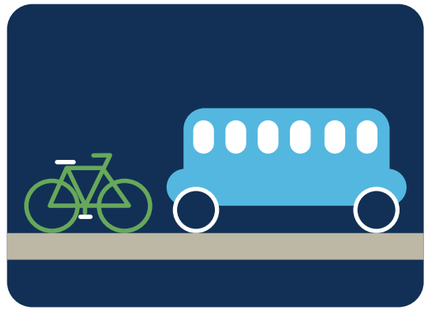
This comprehensive plan relies on current transportation plans and initiatives in Billings and the surrounding area to inform the plan content, rather than relying on independent analyses. The narrative below synthesizes findings from these established documents and community engagement to provide a cohesive vision for transportation in Billings.



EXISTING CONDITIONS

Billings serves as a major regional hub, and its transportation infrastructure reflects this critical role. The city's network encompasses a variety of modes, including vehicular roadways, active transportation facilities, and public transit systems. The City of Billings lies within the Billings Metropolitan Planning Organization (MPO). The MPO is responsible for coordinating regional transportation planning and decision-making for the Billings Urban Area. The Transportation Policy Coordinating Committee serves as the designated MPO and works in partnership with local governments, transportation agencies, and community stakeholders to guide the development, operation, and long-term improvement of the region's transportation network.

The transportation network requires significant investment to maintain and expand. Over the next 20 years, the costs to design, construct, operate, and maintain all elements of the committed and recommended projects in the Long Range Transportation Plan (LRTP) are estimated at over $803.4 million.



725

MILES OF SIDEWALK IN BILLINGS

$803M

ESTIMATED COST OF TRANS. PROJECTS THROUGH 2045

36

PEOPLE FATALLY OR SERIOUSLY INJURED IN TRAFFIC CRASHES EACH YEAR

THE PLANNING FRAMEWORK

Transportation planning in Billings is guided by a robust framework of ongoing initiatives and strategic documents. Many of these transportation planning documents were completed by the MPO and provide the detailed analysis and project prioritization necessary to maintain and improve the city's mobility network.

THE LONG RANGE TRANSPORTATION PLAN (LRTP)

A foundational document for the city's mobility future is the Billings Metropolitan Planning Organization 2023 Long Range Transportation Plan and its subsequent amendments. Updated every five years, the LRTP assesses long-term transportation needs and identifies projects to address them over a 20-year horizon. The plan focuses on maintaining mobility, supporting economic growth, and managing the fiscal realities of infrastructure expansion. It identifies hundreds of millions of dollars in transportation needs, including major roadway improvements, intersection upgrades, and trail projects necessary to accommodate projected population growth.

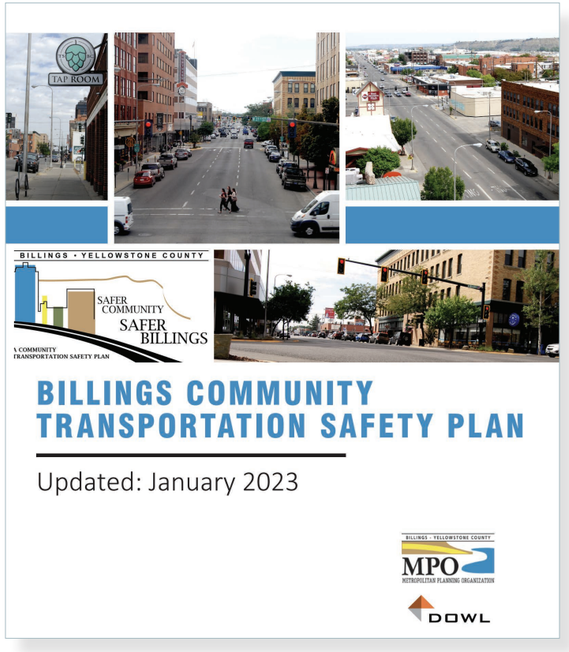


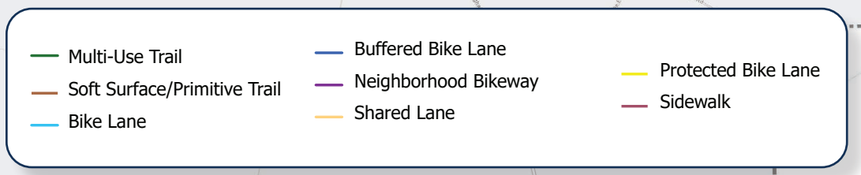
COMMUNITY TRANSPORTATION SAFETY PLAN (CTSP)

Safety is a paramount concern for the transportation network. The Billings Community Transportation Safety Plan provides a data-driven approach to reducing roadway fatalities and serious injuries. Originally adopted in 2016 and updated recently, the CTSP aligns with the state's Vision Zero initiative, aiming to eliminate traffic-related deaths and serious injuries. The plan identifies key focus areas based on crash data, including:

- Unrestrained vehicle occupants
- Impaired driving
- Inattentive driving and speeding
- Young drivers

The CTSP outlines specific strategies for each focus area, such as enhancing enforcement, increasing education, and expanding safe transportation alternatives.





4.1 PEDESTRIAN ACCOMMODATIONS

4.2 TRANSIT ROUTES

Bus Line

- 1 Downtown Circulator
- 3 Crosstown
- 5 Grand
- 7 Broadwater
- 9 Central South
- 10 Southside
- 13 King Ave West
- 16 Heights to Downtown
- 18 Heights East
- 18 Heights West
- 19 Midtown
- 21 North Westend
- 23 South Westend
- Stops
- MET Transfer Center







KEY FINDINGS

The LRTP and related studies highlight several key findings and deficiencies across different transportation modes that must be addressed to support Billings' future.

Roadway Improvements and Congestion

The primary mode of travel in Billings remains the personal vehicle. The roadway functional classification system includes Interstates, arterials, collectors, and local roads. As the city's population is projected to grow to approximately 155,000 by 2045, significant pressure will be placed on this network. The LRTP identifies critical needs to address intersections operating at Level of Service (LOS) E or F, which indicate severe congestion. Key strategies include addressing high Equivalent Property Damage Only (EPDO) intersections and segments to improve traffic flow and safety.

Pedestrian and Bicycle Facilities

Active transportation is a growing priority for the Billings planning area given local demand and expectations. Currently, the area features 670 miles of sidewalks and 86 miles of trails, including 50 miles of shared-use paths. However, the LRTP identifies significant needs for constructing new sidewalks, maintaining existing ones, and enhancing crosswalks, particularly through the implementation of Safe Routes to Schools programs. For bicyclists, the city maintains 40.5 miles of bikeway facilities, including 33.5 miles of dedicated bicycle lanes. Future priorities include constructing new bikeways and improving intersection treatments to facilitate safer travel for non-motorized users.

Public Transit

Billings Metropolitan Transit (MET) provides public transit service through 15 fixed routes and 10 paratransit demand-response routes. MET operates a fleet of 25 fixed-route buses and 15 paratransit vehicles, primarily utilizing two transfer centers: the Stewart Park Transfer Center and the Downtown Transfer Center. There are plans for a third transfer center in the Heights neighborhood. The LRTP and the MET Transit Development Plan highlight the need to improve pedestrian and bicycle access to transit stops. Additionally, there are long-term goals to increase annual transit ridership and explore zero-emission vehicles for the transit fleet. Already, several electric vehicles have been added to the fleet.





LOOKING FORWARD

As Billings plans for the next 20 years, emerging technologies and regional freight networks will play an increasingly vital role in shaping the transportation landscape. The LRTP highlights the need to adapt to these evolving demands to maintain economic competitiveness and transportation system sustainability.

ELECTRIC VEHICLES AND CHARGING INFRASTRUCTURE

The transition toward electric vehicles (EVs) is continuing, and Billings must prepare for this shift. The LRTP sets an objective to increase electric vehicle registrations by 50% over 2022 levels by the end of 2027. Achieving this will require a robust expansion of EV charging infrastructure across the city. Partnering with the Montana Department of Transportation (MDT) on the Electric Vehicle Infrastructure Deployment Plan, and staying up-to-date on the National Electric Vehicle Infrastructure (NEVI) program will be crucial to ensure that public and private charging stations are equitably distributed and capable of meeting future demand.

FREIGHT, RAIL & AIR OPERATIONS

Billings is a critical node in the regional freight network, with significant volumes of goods moving through the city via truck, rail, and air. Billings Logan International Airport serves as a dominant regional air cargo hub, supporting major freight carriers such as UPS and FedEx and providing vital connections for time-sensitive goods throughout Montana and the surrounding region. The LRTP emphasizes the importance of exploring designated freight routes to minimize conflicts between heavy vehicles and passenger traffic, particularly in growing residential and commercial areas. Furthermore, the city must address the safety and congestion impacts of at-grade railroad crossings. Exploring opportunities for at-grade crossing elimination or grade separation will be a priority to improve traffic flow, enhance freight mobility, and improve safety for all road users.

FUTURE TRAVEL DEMAND AND SYSTEM PERFORMANCE

Understanding how travel patterns will change is essential for prioritizing future investments. The LRTP utilizes a travel demand model to forecast conditions in 2045, based on projected population and employment growth.

VEHICLE MILES TRAVELED (VMT) AND MODE SHIFT

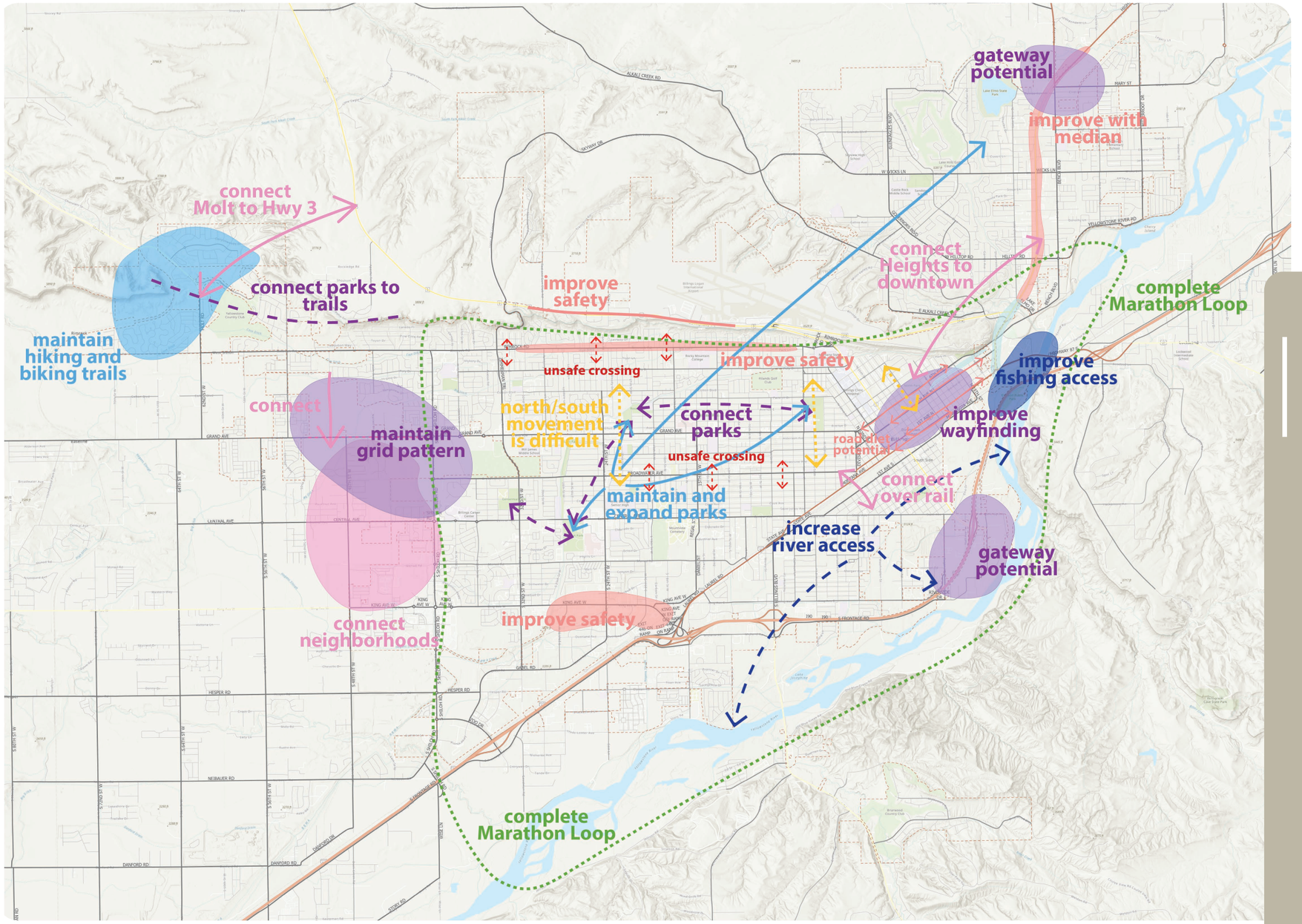
Despite projected population growth, the LRTP sets an ambitious objective to reduce overall Vehicle Miles Traveled (VMT) by 10% between 2023 and the end of 2027. This reduction is anticipated to be achieved through a concerted effort to shift travel behavior toward active transportation and transit. By creating complete, walkable neighborhoods and improving the reliability of MET Transit, the city aims to reduce the community's reliance on single-occupancy vehicles and ultimately the need for very costly transportation infrastructure in the long term.

ADDRESSING CAPACITY CONSTRAINTS

Even with a shift toward alternative modes, certain roadway segments and intersections will face capacity constraints by 2045. The LRTP identifies several key corridors where traffic volumes are expected to exceed capacity, leading to increased congestion and delays. Proactive planning is required to address these bottlenecks through targeted intersection improvements, access management strategies, and the expansion of the arterial network where appropriate. However, the plan emphasizes that capacity expansions must be balanced with the need to maintain community character and protect vulnerable road users.

A ROADMAP FOR GROWTH

As Billings continues to grow, the community has articulated a clear vision for the future of its transportation system. Through extensive public engagement, including surveys, mapping exercises, and community workshops, residents have highlighted key priorities and areas for improvement.

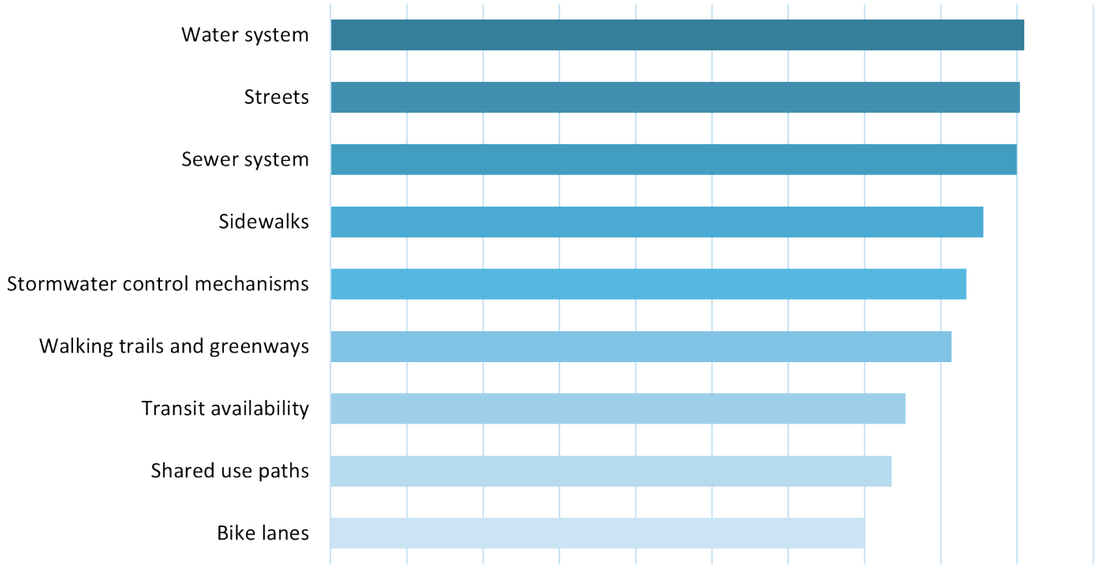


BILLINGS 2045 COMMUNITY SURVEY Q7:

What changes in Billings – both positive and negative – have you noticed over the past ten years?

- "Walking and biking trails added. More frequent bus stops and route expansion."
- "More bike lanes, renovation of public parks, opening of new retails"
- "More trails, better home-grown service businesses"
- "Downtown Billings has really found its way in the modern day. The historical urban area with good walkability and a good variety of retail, dining, museums, markets, and theaters make for a good look at what the rest of Billings could be like."
- "More paths and trails for walking and biking. We LOVE these! It's one of the most important thing for us."
- "expansion of multimodal options - transportation for everyone"
- "Round abouts all over seem like a good flow for traffic and to not have a traffic lights. More green space availability. The bike trails all over the city connecting the heights to west end is nice. 32nd street bike trails are also nice."





4.3 **BILLINGS 2045 COMMUNITY SURVEY Q9: HOW IMPORTANT IS IT FOR THE CITY TO CREATE, MAINTAIN, OR IMPROVE THE FOLLOWING INFRASTRUCTURE?**

COMMUNITY PRIORITIES

Public input reveals a strong desire for a transportation system that is safe, accessible, and multimodal. The community recognizes that as the city expands, relying solely on vehicular travel is neither physically nor fiscally sustainable. Key themes from the community engagement process include:

IMPROVED ACTIVE TRANSPORTATION AND CONNECTIVITY

Residents consistently expressed a need for better walking and biking infrastructure. In the community survey, walkability was ranked as an important issue for the future of Billings, with many respondents valuing the ability to walk to parks, schools, and local markets. However, feedback from community workshops highlighted the difficulty of navigating busy streets on foot or by bike.

The Connectivity and Recreation mapping exercise revealed specific desires to address unsafe crossings, strengthen north-south connectivity, and better link neighborhoods to parks, trails, and the Yellowstone River. Completing regional trail loops, such as the Marathon Loop, and improving wayfinding were recurring themes.

SAFETY FIRST

Safety remains a paramount concern across all modes of travel. The community strongly supports the goals of the CTSP to reduce speeding, improve intersection safety, and implement “Safe Routes to School” programs to protect children walking or biking to educational facilities.

ENHANCED PUBLIC TRANSIT

There is significant support for expanding and improving MET Transit services. Engagement transcripts show residents requesting more accessible bus routes, later operating hours, and Sunday service. Some participants even expressed long-term interest in exploring diversified transportation options, such as an express route from the West End to downtown or a future light rail system.

ADDRESSING TRAFFIC AND CONGESTION

As the city expands, particularly on the West End, traffic circulation has become a growing concern. In the Billings 2045 community survey, over 80% of respondents ranked traffic circulation as “Very Important” or “Important” when considering the future of Billings. Residents emphasized the need for wider arterial roads serving new subdivisions and better coordination of traffic flow. The sentiment is clear: infrastructure improvements must keep pace with residential and commercial development.

ACHIEVING PLAN THEMES

The feedback gathered from the community directly informs the transportation strategies needed to achieve the broader goals of the Billings 2045 Land Use Plan. Transportation goals are deeply interconnected with land use, housing, and economic development.



To realize transportation goals, future investments must prioritize multimodal infrastructure. This means not only maintaining and expanding the roadway network to alleviate congestion but also dedicating resources to complete gaps in the sidewalk and trail systems. By focusing on active transportation and enhancing transit services, the city can provide residents with viable alternatives to driving, thereby reducing traffic impacts, lowering household transportation costs, and promoting a healthier community.



Transportation and land use are inextricably linked. The community's call to "upzone close to transportation corridors" reflects an understanding that denser, mixed-use development should be concentrated where transportation infrastructure can support it. By coordinating land use planning with transportation investments, the city can encourage more walkable neighborhoods, reduce the need for long commutes, and ensure that infrastructure is utilized efficiently. This approach is essential for fiscal sustainability, as outward sprawl increases the cost of extending and maintaining road networks.



Equitable transportation means ensuring that all residents, regardless of age, ability, or income, have access to safe and reliable mobility options. Expanding transit services, improving pedestrian safety in established neighborhoods, and ensuring that active transportation networks connect all parts of the city are critical steps toward achieving this goal.

By addressing these priorities and aligning transportation investments with the community's vision, Billings can build a connected, safe, and sustainable transportation network that supports the city's continued prosperity and enhances the quality of life for all its residents.





BILLINGS 2045



COMMUNITY CHARACTER

5

The physical fabric of Billings, including the layout of its streets, the architecture of its buildings, the integration of natural features, and the distinct identities of its neighborhoods, collectively defines its community character. This character is visible in the city's historic downtown, established residential areas, commercial corridors, parks, civic spaces, industrial districts, and the natural landmarks that shape the city's setting.

Community character is not static. It reflects Billings' history and has been shaped over time by economic change, transportation improvements, technological advancements, and evolving planning priorities. Each period of growth has left a mark on the city, from older gridded neighborhoods and historic buildings to newer subdivisions, employment centers, and auto-oriented corridors.

Understanding how Billings has grown, and recognizing the unique qualities of its diverse neighborhoods, is essential for guiding future development. New growth and reinvestment should strengthen the places residents value, respond to neighborhood context, and enhance the city's identity while supporting a more connected, livable, and resilient Billings.














HISTORIC DEVELOPMENT PATTERNS

Billings' development pattern reflects the classic trajectory of a western American city, shaped by successive waves of growth that have left a layered and legible imprint on the landscape. Each era of expansion introduced new forms, scales, and organizing logics that continue to define the character of the city's distinct neighborhoods today.

The city's origins are rooted in the arrival of the Northern Pacific Railroad in 1882, which established Billings as a regional hub and gave rise to its historic downtown core. Platted in a traditional rectilinear grid, the downtown and its surrounding neighborhoods were designed for pedestrian movement and efficient land subdivision. Dense commercial development lined the primary streets, with buildings constructed close to the sidewalk edge to create continuous, active frontages. The architecture of this era drew heavily on local materials, most notably the buff-colored sandstone quarried from the Rimrocks, which lent the historic core a distinctive visual character that remains evident in many of its surviving civic and commercial buildings. The grid street network established during this founding period provided a highly connected framework that continues to support walkability and mixed-use activity in the central city.

As the city grew throughout the early and mid-20th century, development expanded outward from the core in a pattern that largely preserved the logic of the original grid. Neighborhoods established during this era, including those surrounding the downtown and along the North Elevation, reflect the residential ideals of the period: walkable, tree-lined streets canopied by mature elms and cottonwoods, smaller and more modestly scaled lots, front porches oriented toward the public realm, and a rich variety of historic housing styles ranging from Craftsman bungalows to Colonial Revival foursquares. These neighborhoods were built at a human scale, with corner stores, neighborhood schools, and transit stops woven into the fabric of everyday life. The result is a collection of established central neighborhoods that retain a strong sense of place and historic continuity, and that continue to be among the most sought-after residential environments in the city.

In the latter half of the 20th century, the widespread adoption of the automobile and the construction of the interstate highway system fundamentally altered the city's growth trajectory. Access to personal vehicles reduced the premium placed on proximity and walkability, while federal highway investment opened vast tracts of land on the urban periphery to development. In Billings, this shift was most pronounced in the westward expansion of the city and in the growth of the Heights to the northeast. Development in these areas followed the prevailing suburban model of the postwar era, organized around curvilinear street networks, cul-de-sacs, and collector roads designed to channel traffic efficiently rather than to support pedestrian movement. Lot sizes grew larger, setbacks deepened, and land uses were carefully separated, with residential subdivisions, commercial centers, and civic facilities each occupying their own distinct zones rather than being integrated into a mixed-use fabric.

This era also gave rise to the auto-oriented commercial corridor as the dominant form of retail and service development. Strips of highway-facing commercial uses, anchored by large surface parking lots and accessed primarily by car, replaced the pedestrian-scaled storefronts of the earlier downtown model. These corridors prioritized vehicular access and ease of parking over pedestrian connectivity, streetscape quality, or architectural continuity. While they have served important economic functions, they have also contributed to a fragmented and discontinuous public realm in many parts of the city, particularly along the major arterials of the West End and the Heights.

Together, these successive layers of development tell the story of a city in transition, one that carries the strengths of its walkable historic core alongside the challenges of a built environment that, in its more recent chapters, was designed primarily around the automobile. Understanding this layered history is essential to making informed decisions about how Billings grows and reinvests in the decades ahead.



1882

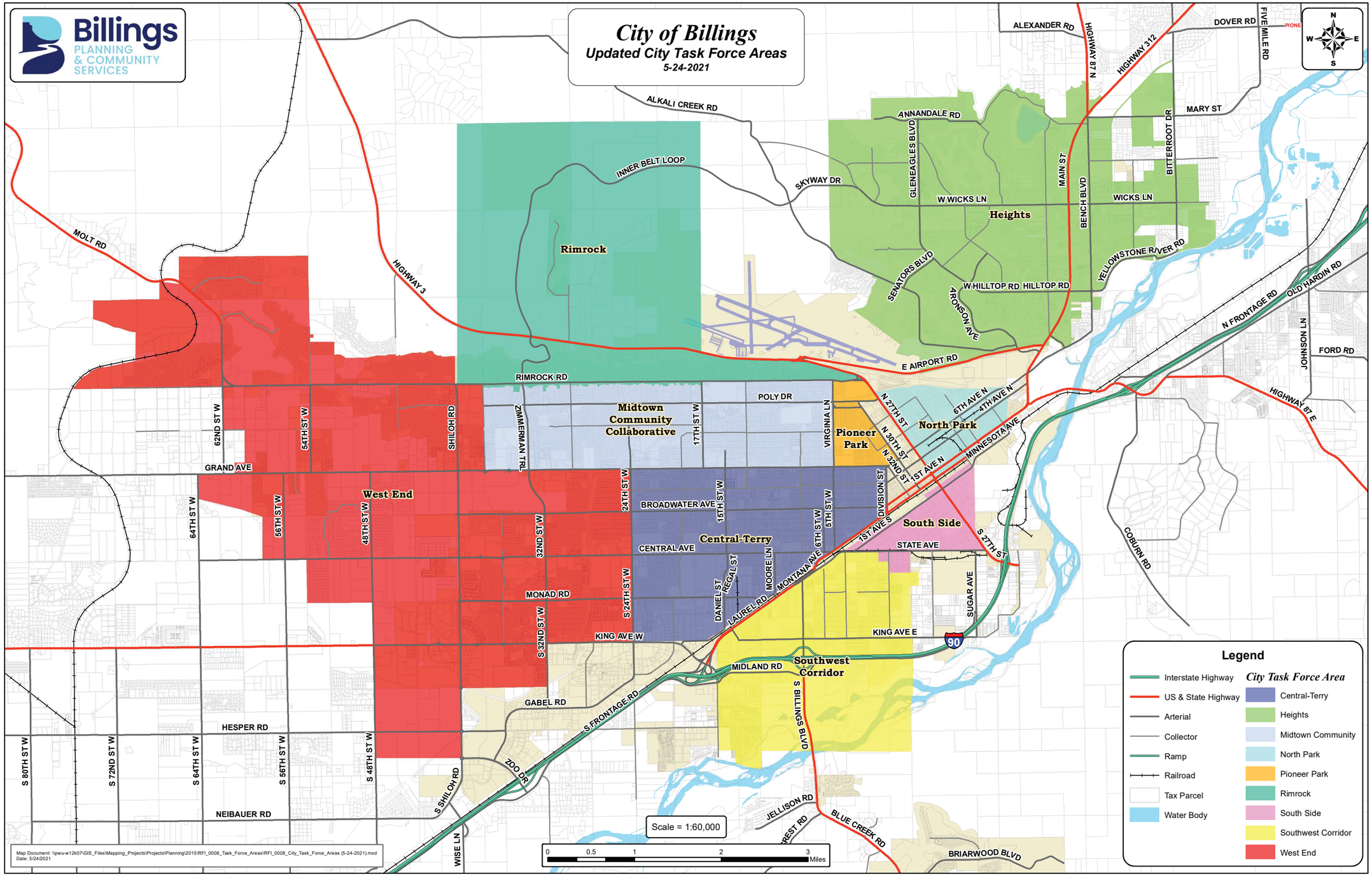
THE NP RAILROAD ARRIVED IN BILLINGS

9

NEIGHBORHOOD TASK FORCES TODAY

71%

OF RESIDENTIAL LAND IS OCCUPIED BY SINGLE-FAMILY HOMES



5.1 NEIGHBORHOOD TASK FORCE AREAS

NEIGHBORHOOD TASK FORCE AREAS

The Billings Neighborhood Task Forces are essential community-driven groups designed to empower residents to actively shape the future of the places they call home. Originally established to guide the distribution of Community Development Block Grant funds, these task forces have evolved into vital forums for civic engagement, neighborhood advocacy, and community action. By providing a dedicated space for residents and business owners to voice concerns, share ideas, and collaborate on local improvements, the task forces play a crucial role in preserving the distinct character and historic identities of Billings' diverse neighborhoods . Whether advocating for safer streets, supporting neighborhood-scale commercial development, or promoting complete, connected communities, the task forces ensure that future growth and reinvestment reflect the unique context and priorities of each area, ultimately fostering a more livable and cohesive city.

RIMROCK NEIGHBORHOOD TASK FORCE

The Rimrock Neighborhood Task Force area is generally bounded by Rimrock Road to the south, extending from 38th Street West east to Virginia Lane along the south side of the roadway and from Shiloh Road/40th Street West east to North 27th Street along the north side of Rimrock Road. The eastern boundary follows the west side of North 27th Street from Rimrock Road north to Highway 3, then continues north through the eastern parcels of Billings Logan International Airport until reaching the northern boundary. The northern boundary extends west along a line just north of Billings Logan International Airport and Rehberg Ranch Estates until it intersects with the western boundary. The western boundary follows the east side of Shiloh Road/40th Street West from Rimrock Road north to the northern boundary, encompassing the neighborhoods and community assets within the Midtown area. The Rimrock Neighborhoods Task Force is a forum for the concerns of residents living in the Rimrock areas. Issues and topics explored are selected by the board, with the intention of creating neighborhood cohesion, safety, and better quality of life.

MIDTOWN COMMUNITY COLLABORATIVE

The Midtown Community Collaborative (MCC) was created to maintain and improve the quality, safety and character of the Midtown Community. The MCC provides opportunities for education, cooperation, communication and celebration. The Midtown Community Collaborative (MCC) Task Force area generally encompasses the Midtown neighborhood of Billings and is bounded by Rimrock Road to the north, Virginia Lane to the east, Grand Avenue to the south, and 38th Street West to the west. The area includes established residential neighborhoods, Rocky Mountain College, and surrounding commercial and community-serving uses that form the core of Billings' Midtown district.

NORTH PARK TASK FORCE

The North Park Task Force was created in the 1970s to represent the community in decisions about CDBG (Community Development Block Grant) fund distribution. Since its initial inception, the Task Force has dealt with a diverse assortment of neighborhood issues and concerns.

The North Park Neighborhood Task Force area is centered on the historic North Park neighborhood north of downtown Billings. The area is generally bounded by North 27th Street on the west, Minnesota Avenue on the south, and extends north towards the Rims, with the eastern boundary following the neighborhood edge east of 4th Avenue North toward the railroad corridor and adjacent industrial areas. The neighborhood encompasses a mix of established residential blocks, neighborhood parks, and community-serving facilities, reflecting one of Billings' oldest residential districts. Its location between downtown and the Heights provides an important connection between central Billings and surrounding neighborhoods while preserving the character and identity of the North Park community.



WEST END TASK FORCE

The West End Neighborhood Task Force (WENTF) area encompasses much of west-central Billings. It is generally bounded by 24th Street West on the east, Rimrock Road and the base of the Rimrocks on the north, areas north of King Avenue West and the Southwest Corridor Task Force on the south, and extends west to approximately 64th Street West and beyond in some locations. The area includes many of the residential neighborhoods and subdivisions that make up Billings' modern West End. The mission of the WENTF is "to protect, preserve and develop our respective neighborhoods. We will accomplish this by: addressing safety issues within our neighborhood, acting as a sounding board for issues of neighborhood interest or concern, disseminating information to the citizens in our area that might be of relevance to them, working in concert with local, state and federal agencies in the dispersal of funds that maintain or improve our community, and specifically, the designated area of our task force."

CENTRAL TERRY TASK FORCE

The Central-Terry Task Force was originally created during the mid-70s, as a way for the City of Billings to provide Community Development Block Grant funds into each neighborhood for appropriate projects. Since it's creation, this Task Force has grown to include many other types of neighborhood concerns and improvements, and consistently address issues that effect the quality of their neighborhood and surrounding community.

NEIGHBORHOOD TASK FORCE AREAS (CONT.)

SOUTHWEST CORRIDOR TASK FORCE

The Southwest Corridor Task Force was created in the early 1990s in response to the growing problems with the roadway interchanges and associated issues. Since that time, the task force has become more diverse body that handles many issues for the Southwest community. The Task Force encompasses a large portion of southwest Billings. The area is generally bounded by Laurel Road and Montana Avenue to the north, extending east to approximately South Billings Boulevard, with King Avenue West forming a significant transportation corridor through the northern portion of the area. The eastern boundary follows South Billings Boulevard southward, while the southern boundary extends along the Yellowstone River corridor and adjacent open lands. The western boundary generally follows the city limits and undeveloped lands west of Midland Road. The Southwest Corridor includes a mix of established residential neighborhoods, commercial areas, agricultural properties, open space, and developing growth areas, reflecting the diverse land uses and ongoing development that characterize southwest Billings. Its location along major transportation routes and the Yellowstone River makes it an important area for coordinating growth, infrastructure improvements, and neighborhood planning efforts.

PIONEER PARK TASK FORCE

Positioned between the North Side and the Heights, the Pioneer Park Task Force area is a compact neighborhood characterized by modest residential development and a transitional role between the older central city and the more suburban communities to the northeast. While not defined by a single dominant cultural narrative, the Highlands reflects the mid-century residential expansion of Billings and shares in the broader cultural geography shaped by the Rimrock formations that define the city's northern edge.

The task force was created in the early 1990s to address the problems of the encroaching Medical Corridor into their community. When the medical community and neighborhood established themselves, the task force evolved into a resource for civic/community communication and many projects were completed.



HEIGHTS TASK FORCE

Located to the northeast and separated from the rest of the city by topography and infrastructure, the Heights is a distinct community featuring a mix of mid-century and modern suburban development. It maintains its own commercial centers, schools, and community amenities, functioning in many
respects as a self-contained district within the broader city. The Purpose of this task force is to improve the quality of life and promote community spirit through the improvement of the Heights area, the planning of new developments, the upgrading of housing and streets, and the development of public infrastructure and facilities. The Heights developed primarily after World War II, when returning veterans and young families were drawn to the affordable, open land above the Rimrocks. This postwar origin has shaped a strong, independent community identity: residents identify closely with the Heights as a place apart, and the neighborhood's physical separation from the valley below has reinforced a culture of selfsufficiency and local loyalty. The Rimrock edge at Zimmerman Park, with its panoramic views of the Yellowstone Valley, is both a recreational landmark and a defining symbol of the Heights' elevated character.

SOUTH SIDE TASK FORCE

The Southside Task Force was originally created in the 1970s as a representative body for the community to decide where to spend the city's CDBG (Community Development Block Grant) funds. Since that time, the task force has become increasingly diverse in its undertakings, and has emerged as a powerful force in the city.

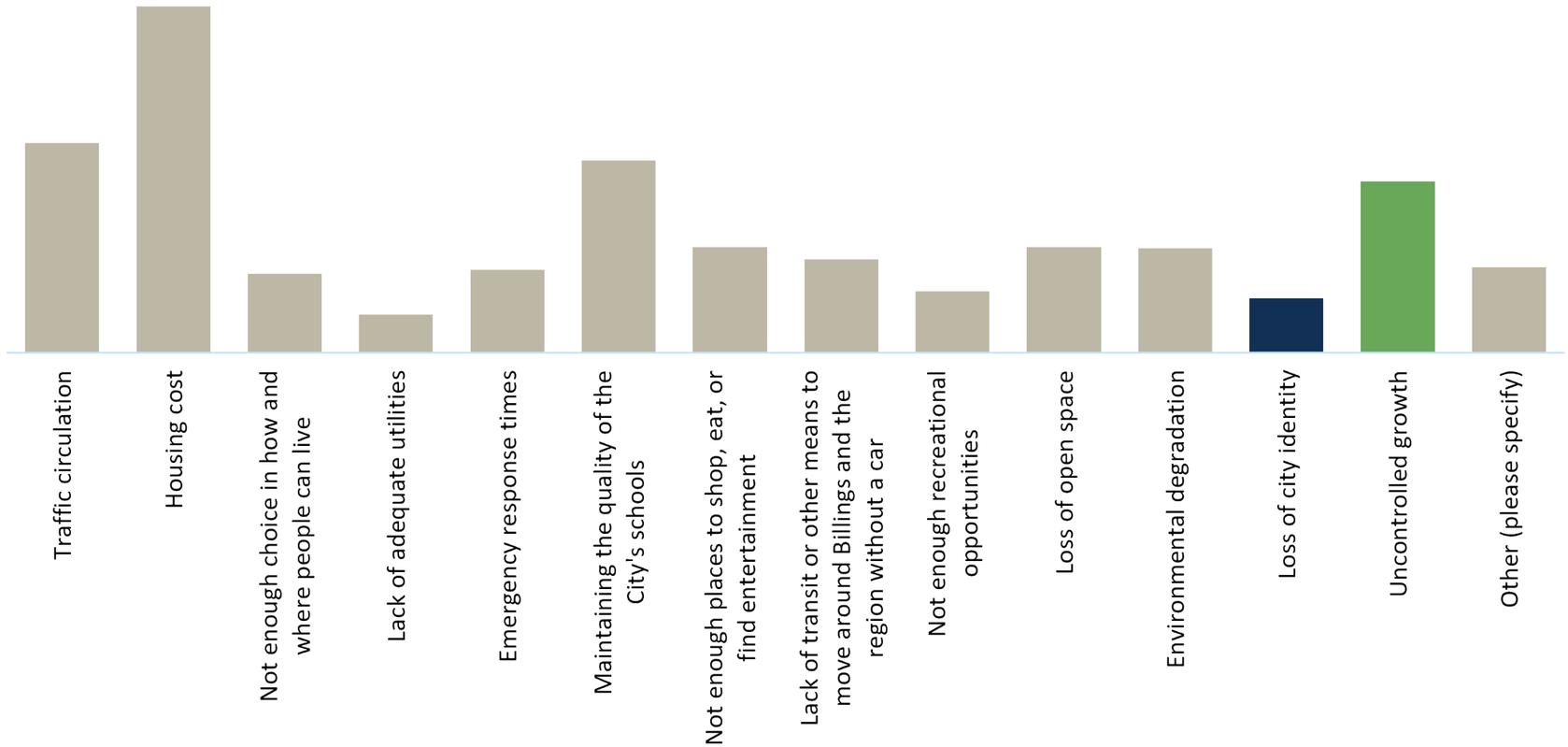
The South Side Neighborhood Task Force area encompasses the historic South Side neighborhood located south of downtown Billings and north of the Yellowstone River. The area is generally bounded the intersection of 1st Avenue South and State Avenue to the west, State Avenue to the south, and South 27th Street to the east, extending north to approximately 1st Avenue South. The eastern boundary follows South 27th Street southward toward the Yellowstone River corridor, while the neighborhood's southern edge generally follows State Avenue and adjacent transportation corridors. The South Side Task Force area includes a mix of long-established residential neighborhoods, local businesses, community institutions, and industrial uses that reflect the area's historic role in Billings' development. Its proximity to downtown, major transportation routes, and the Yellowstone River makes it an important neighborhood for preserving community character while supporting revitalization and investment opportunities.



LOOKING FORWARD

The physical fabric of Billings, including its streets, architecture, natural features, and distinct neighborhoods, collectively defines its community character. Public input gathered through the comprehensive planning process reveals that residents are deeply invested in how Billings looks, feels, and functions. While 71% of the city's residential land is currently dedicated to single-family detached housing and commercial uses are often concentrated along auto-oriented corridors, the community is asking for a more thoughtful, connected, and context-sensitive approach to future growth. This section synthesizes public feedback to offer a forward-looking vision for preserving and enhancing the character of Billings over the next 20 years.

General feedback shows that residents value the city's historic assets but are concerned about generic development patterns. In the community survey, 31.48% of respondents identified "Historic character, culture and heritage assets" as one of the city's top five greatest assets, while 14.38% selected "I like the way Billings looks and feels." However, when asked to rank the importance of various issues for the future of Billings, 50.48% rated "Quality of development" as "Very important," and 41.58% gave the same rating to "City appearance." Conversely, when identifying the biggest challenges facing the city over the next 20 years, only 10% of respondents pointed to the "Loss of city identity," though 31.74% cited "Uncontrolled growth."



5.2 SURVEY Q8: WHAT ARE THE BIGGEST CHALLENGES FACING BILLINGS OVER THE NEXT 20 YEARS?

"Downtown Billings has really found its way in the modern day. The historical urban area with good walkability and a good variety of retail, dining, museums, markets, and theaters make for a good look at what the rest of Billings could be like... I think on Broadway alone you can feel the soul of Billings, MT."

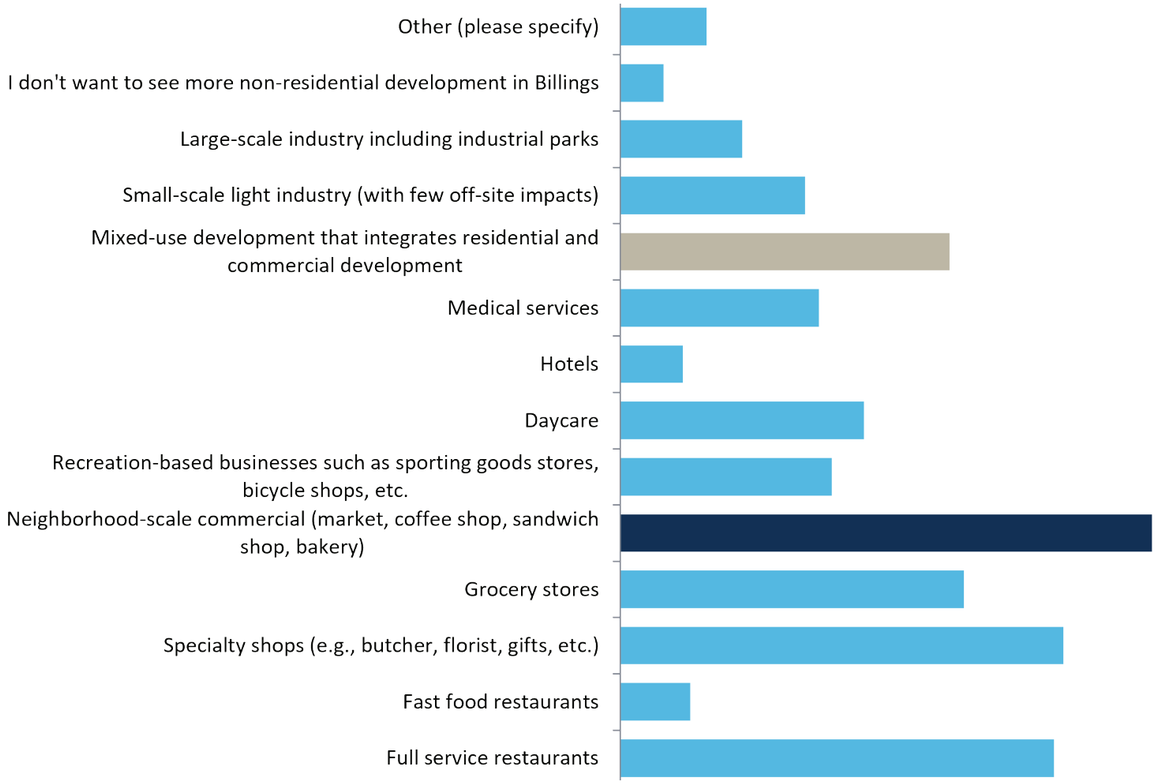
Community survey response when asked what changes in Billings have been noticed over the past ten years?

ASSETS AND OPPORTUNITIES

Downtown Vitality and Historic Identity

Downtown Billings is widely recognized as the cultural and historical heart of the city. Engagement comments note that "Downtown and the Rims are iconic Billings." Survey respondents frequently praised recent downtown improvements, citing the addition of bike lanes, walkability, and the preservation of historic ambiance.

However, the public also expressed deep concerns about downtown's current trajectory. Comments frequently mentioned vacant storefronts, safety issues, and a "dying downtown." Residents want to see fewer empty business spaces and a renewed focus on making the central core a safe, vibrant, and shared destination for all residents. The desire to protect the city's historic properties, which 31.84% of survey respondents rated as "Very important," is closely tied to this vision of a thriving downtown that honors its railroad-era roots while adapting to modern needs.



Neighborhood Identity and Complete Communities

Residents value the unique characteristics of their specific neighborhoods, from the historic charm of the central city (like the North Elevation and South Side) to the distinct identity of the Heights and the newer subdivisions on the West End. A recurring theme in the public input is the desire for "complete neighborhoods," meaning areas where residents can access daily needs within a short walk or bike ride.

When asked what types of commercial development they would like to see more of, a striking 62.78% of respondents selected "Neighborhood-scale commercial (market, coffee shop, sandwich shop, bakery)." Additionally, 38.87% supported "Mixed-use development that integrates residential and commercial development." Survey comments reflected a desire for "smaller scale neighborhood markets, bakeries, coffee shops, restaurants, parks with outdoor live music that smaller areas of the city can enjoy [...] we're becoming frighteningly isolated from [one] another." The community is asking the city to move away from rigid separation of uses and toward a model that integrates daily services directly into the residential fabric.

Addressing Sprawl and Auto-Oriented Corridors

The public record shows significant frustration with recent development patterns characterized by urban sprawl and auto-oriented commercial corridors. Survey respondents frequently criticized the proliferation of "chain/box stores," "strip malls," and "car washes and casinos," noting that these developments make Billings look "like every other city in the usa." One respondent warned against "the loss of our local culture in pursuit of a faceless, generic, corporate visage the city is trying to head towards."

The late 20th-century development prioritized vehicular access over pedestrian connectivity, resulting in a fragmented public realm along major arterials in the West End and the Heights. The community is calling for a shift in how these corridors are designed, advocating for better landscaping, improved pedestrian safety, and a transition away from "empty concrete parking lots" toward more visually appealing and human-scaled development.

5.3 SURVEY Q14: WHAT TYPES OF COMMERCIAL DEVELOPMENT WOULD YOU LIKE TO SEE MORE OF IN BILLINGS?



ACHIEVING PLAN THEMES

The public's vision for community character is ultimately about ensuring that as Billings grows, it does not lose the qualities that make it unique. Residents are asking the city to reject generic, cookie-cutter development in favor of architecture and neighborhood design that respond to the local context, whether that is the historic grid of the central city, the agricultural heritage of the rural edges, or the distinct topography of the Heights. Prioritizing context-sensitive design and investing in the vitality of downtown are not merely aesthetic choices; they are essential strategies for retaining the city's soul and economic competitiveness in a changing region.

The overwhelming demand for neighborhood-scale commercial spaces, such as the corner coffee shop, the local bakery, and the small market, signals a fundamental shift in how residents want to live. People want to spend less time driving across town for basic needs and more time connecting with their neighbors. Integrating these small-scale services into existing and future residential areas is a direct investment in the quality of life citywide, ensuring that every neighborhood can function as a complete, vibrant community rather than just a collection of houses.

This shift toward complete neighborhoods is inextricably linked to how people move through the city. A neighborhood cannot truly function as a community hub if its streets are unsafe or if it is isolated by high-speed arterials. By redesigning commercial corridors to prioritize human beings over fast-moving traffic, and by insisting that new development supports walkability and varied transit options, the city can stitch its fragmented landscape back together.

The Future Land Use Map was designed to acknowledge the community desire to further support and allow neighborhood services and mixed use development





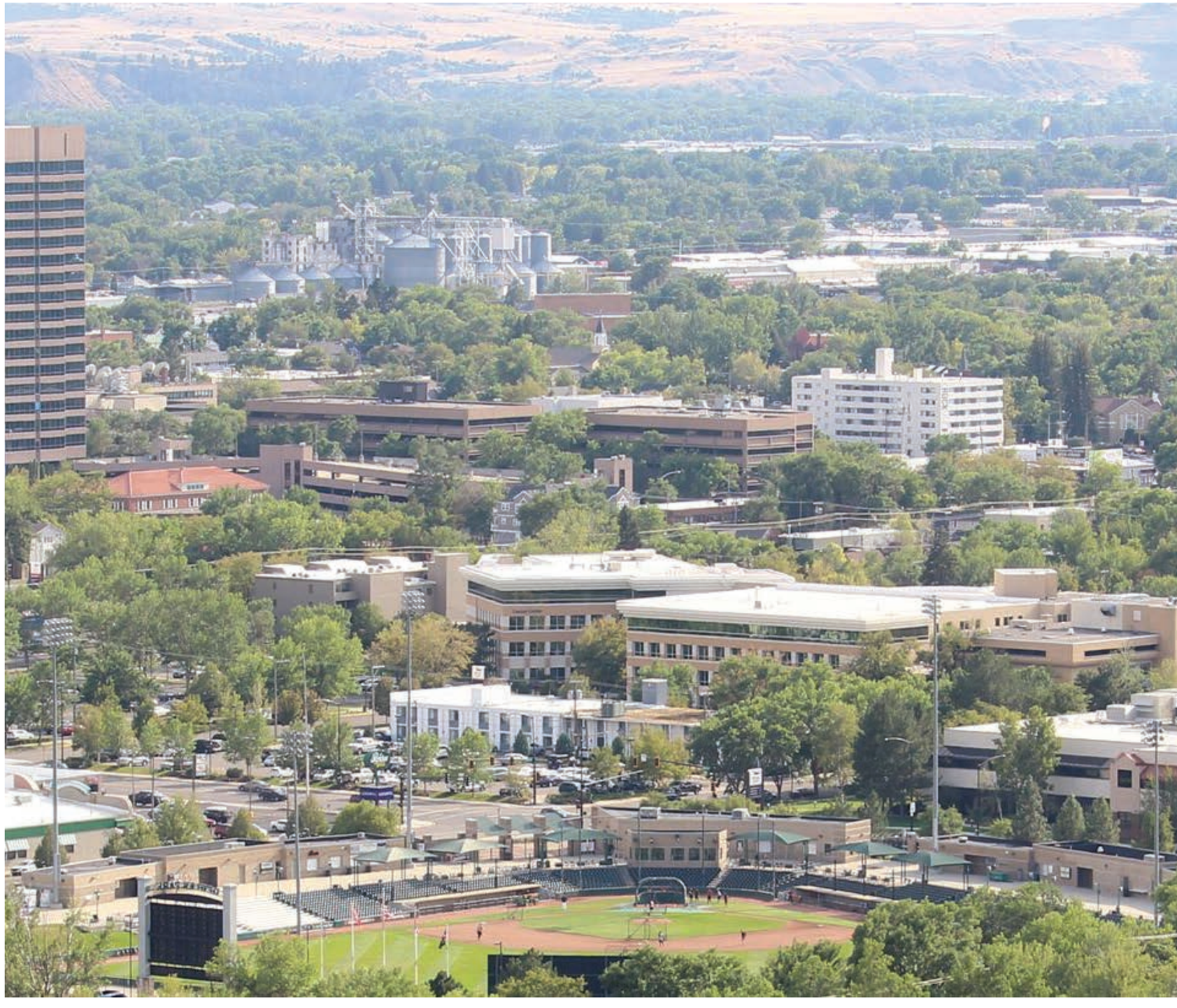


5.4 NEIGHBORHOOD COFFEE SHOPS IN BILLINGS





BILLINGS 2045



6

FROM PRESENT TO FUTURE

PLACETYPES

In Billings, a placetype is a descriptive framework used to define the character, function, and experience of both the natural and built environment. Traditional land use categories focus primarily on how land is used. Placetypes expand on this by also addressing development intensity, building scale, site design, and how an area relates to its surroundings.

Each placetype helps explain how a part of the city fits within the larger community. It identifies the types of amenities that support daily activities, the general form and pattern of development, and the overall character people can expect to experience. This approach provides guidance for how areas should grow and change while maintaining a consistent and recognizable identity.

For Billings, a set of placetypes has been established to guide future growth and reinvestment. These placetypes reflect existing development patterns as well as the community's vision for how different areas should evolve. As the city continues to grow, a combination of infill development, redevelopment, and outward expansion will be needed to support new housing, jobs, and services. The placetype framework helps ensure that these changes strengthen community character, improve connectivity, and support long-term livability.

Rather than prescribing rigid outcomes, the placetype system provides a flexible structure. It recognizes current conditions while setting clear expectations for future improvements. This allows Billings to accommodate change without losing the qualities that define its neighborhoods, commercial areas, and open spaces.

OVERVIEW OF THE BILLINGS PLACETYPE FRAMEWORK

The placetypes for Billings are based on local conditions, community input, and projected growth trends. Earlier planning efforts, including the West Billings Plan, helped inform this framework. The placetypes have since been refined to apply across the entire city and reflect a wider range of development contexts.

Billings includes established neighborhoods, evolving commercial corridors, industrial districts, and significant open space resources. The placetype framework recognizes this diversity while supporting appropriate transitions between different areas. Public input emphasized the importance of maintaining neighborhood character, improving access to services and amenities, and guiding infill and new development so it fits within the existing pattern of the city.

The following placetypes represent current and desired future conditions across Billings:

- Rural Residential and Agricultural
- County Neighborhoods
- Suburban Residential*
- Urban Residential Limited
- Urban Residential
- Urban Residential Mixed
- Urban Node
- Commercial Mixed
- Downtown Urban
- Employment and Industrial
- Open Space
- Public Institutional

These placetypes have been applied across the city to reflect existing land use patterns and development character. This provides a baseline understanding of how Billings functions today.

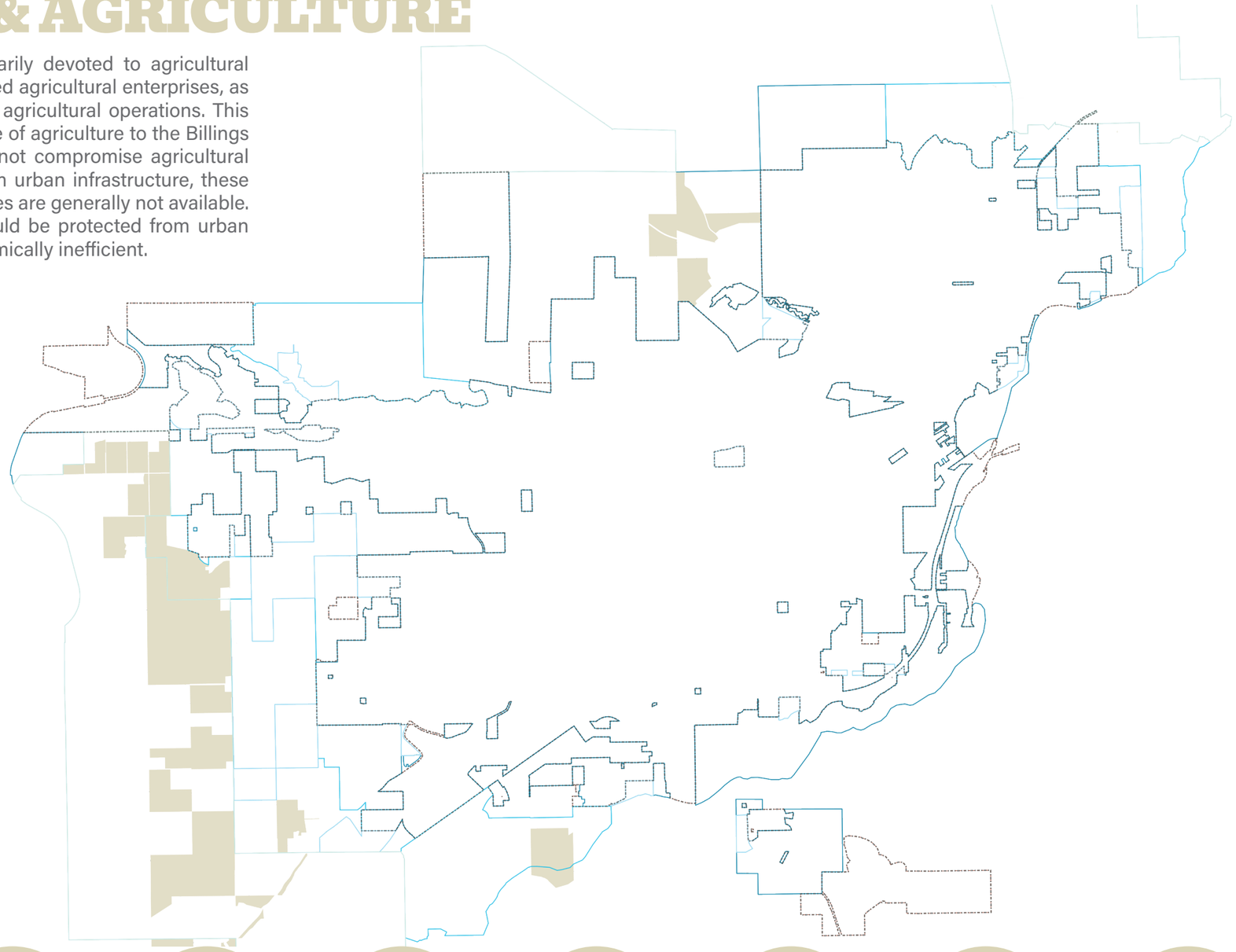
The framework also identifies where change is expected over time. Future growth will be directed to key opportunity areas, including redevelopment sites, strategic corridors, and expanding edges of the city. The Future Placetype Map illustrates how different areas are expected to evolve over the planning horizon and helps guide decisions related to land use, infrastructure, and investment.

This operating plan map does not reflect any changes resulting from public feedback collected on the Billings 2045 Land Use Plan and Future Land Use Map. Summary maps for each placetype follow; the full composite map can be found in Appendix B of this plan.

*This placetype has been added at the request of the City Council following public outreach events conducted April 6-9.

RURAL RESIDENTIAL & AGRICULTURE

The Rural Residential & Agriculture category encompasses lands primarily devoted to agricultural production, including crop cultivation, livestock operations, and value-added agricultural enterprises, as well as very low-density residential development that is compatible with agricultural operations. This category recognizes the economic, cultural, and environmental importance of agriculture to the Billings region while accommodating limited residential development that does not compromise agricultural viability. Due to the low-density nature of development and distance from urban infrastructure, these areas are all outside the City Limits and public water and wastewater utilities are generally not available. This category is appropriate for areas where agricultural operations should be protected from urban encroachment and where the extension of urban services would be economically inefficient.



PRIMARY USES & BUILDING TYPES

- Crop production and livestock operations
- Agricultural support facilities (barns, equipment storage, grain storage)
- Single-unit detached residences
- Manufactured homes
- Accessory dwelling units
- Agricultural worker housing
- Hobby farms, ranchettes ad equestrian facilities

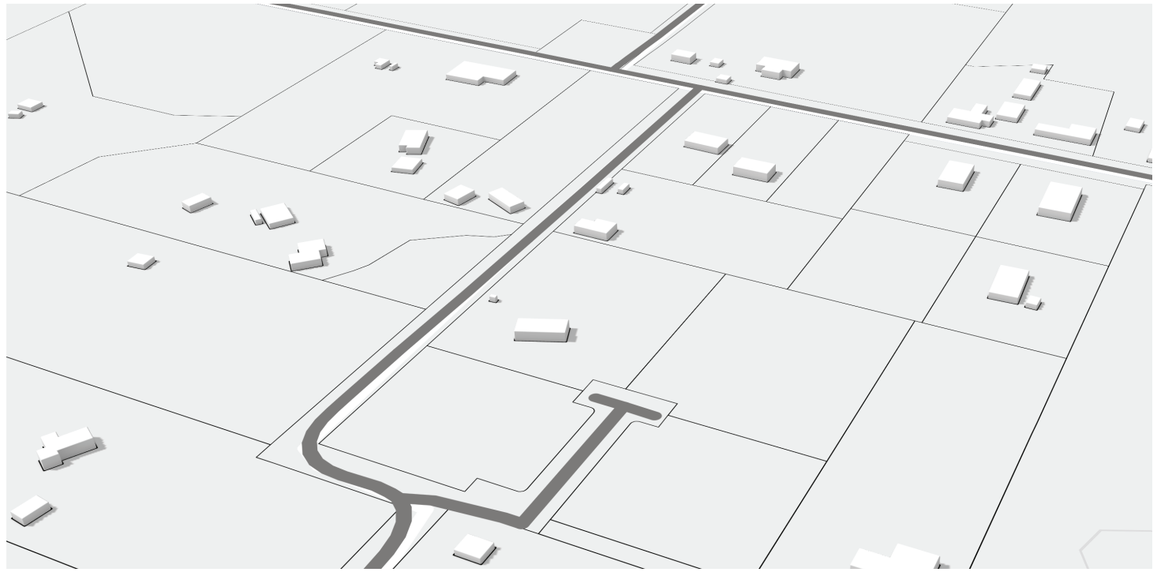
SECONDARY USES & BUILDING TYPES

- Agricultural tourism
- Value-added agricultural processing
- Agricultural education facilities
- Home-based businesses (compatible with rural character)
- Renewable energy production
- Conservation easements and wildlife habitat preservation
- Limited outdoor recreation

RRA

PLACETYPE FEATURES

Density	Generally one dwelling unit per acre or less.
Lot Size	Lot sizes are typically one acre or larger, with 5-40 acres preferred for agricultural operations.
Building Height	Structures are generally low-rise, with residential buildings around 35 feet and agricultural structures up to 45 feet.
Setbacks	Deep setbacks are characteristic, typically 25-35 feet from the front and 25-50 feet from side and rear property lines to maintain an open, rural feel.
Character	Site design should prioritize the preservation of the existing agricultural landscape and natural vegetation. Formal, manicured landscaping is not required.
Buffering	Encourage the use of landscape buffers and screening to mitigate potential conflicts between agricultural operations and residential uses.
Parking	On-site parking is typically accommodated on gravel or pervious surfaces appropriate to the rural context.
Miscellaneous	Promote the use of low-impact development techniques that preserve natural drainage patterns.



MOBILITY & CONNECTIVITY

- The transportation network is primarily composed of rural roads that follow the section line grid, designed to accommodate both passenger vehicles and large agricultural equipment.
- Connectivity should be maintained for agricultural access while connecting to the larger road network.
- Pedestrian and bicycle facilities are generally not provided, reflecting the rural, low-density nature of the area.



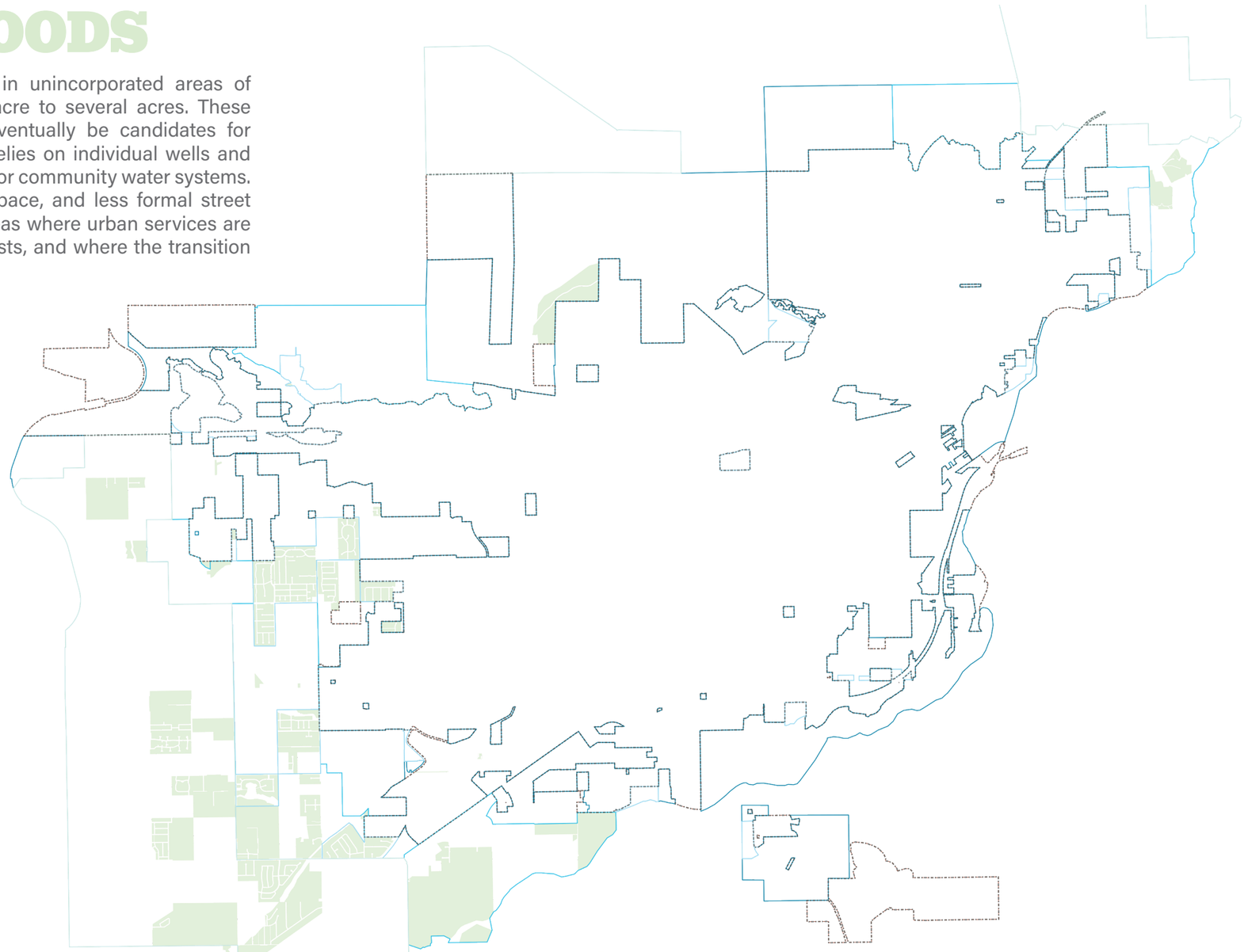






COUNTY NEIGHBORHOODS

County Neighborhoods represent low-density residential development in unincorporated areas of Yellowstone County, characterized by lot sizes ranging from one-third acre to several acres. These neighborhoods often develop along existing county roads and may eventually be candidates for annexation as the city expands. Development in this category typically relies on individual wells and septic systems, though some areas may have access to rural water districts or community water systems. The character is distinctly suburban-rural, with larger lots, more open space, and less formal street networks than urban residential areas. This category is appropriate for areas where urban services are not immediately available but where residential development pressure exists, and where the transition from rural to urban land uses should occur gradually over time.



PRIMARY USES & BUILDING TYPES

- Single-unit detached residences
- Manufactured homes
- Accessory dwelling units
- Small-scale agricultural uses

SECONDARY USES & BUILDING TYPES

- Home-based businesses (compatible with rural character)
- Bed and breakfast establishments
- Day care facilities
- Recreational facilities and open space
- Community gardens
- Equestrian facilities (personal use)
- Small-scale renewable energy systems

PLACETYPE FEATURES

Density	Densities are low, generally ranging from 0.33 to 0.99 dwelling units per acre.
Lot Size	Lots are typically large, with a general minimum of one-third of an acre.
Building Height	Buildings are typically limited to a maximum height of around 34 feet (3 stories).
Setbacks	Setbacks are generous, around 10-30 feet in the front and 10-25 feet on the side and rear, to maintain a spacious, semi-rural character.
Character	Encourage landscaping that utilizes drought-tolerant and native species. A significant portion of each lot should be maintained as landscaped or natural open space.
Buffering	Where these neighborhoods abut more intensive agricultural or industrial uses, landscape buffers should be used to provide a transition.
Parking	Provide adequate on-site parking, typically two spaces per home. The use of pervious surfaces is encouraged.
Miscellaneous	Promote the use of low-impact development techniques that preserve natural drainage patterns.



MOBILITY & CONNECTIVITY

- These neighborhoods are connected to the larger road network via collectors or arterials, with internal streets that may be paved or gravel.
- Future development should be planned to allow for future pedestrian and bicycle connectivity if the area is annexed and urbanized.
- Sidewalks are not required in unzoned area, but rights-of-way should be preserved for future installation.



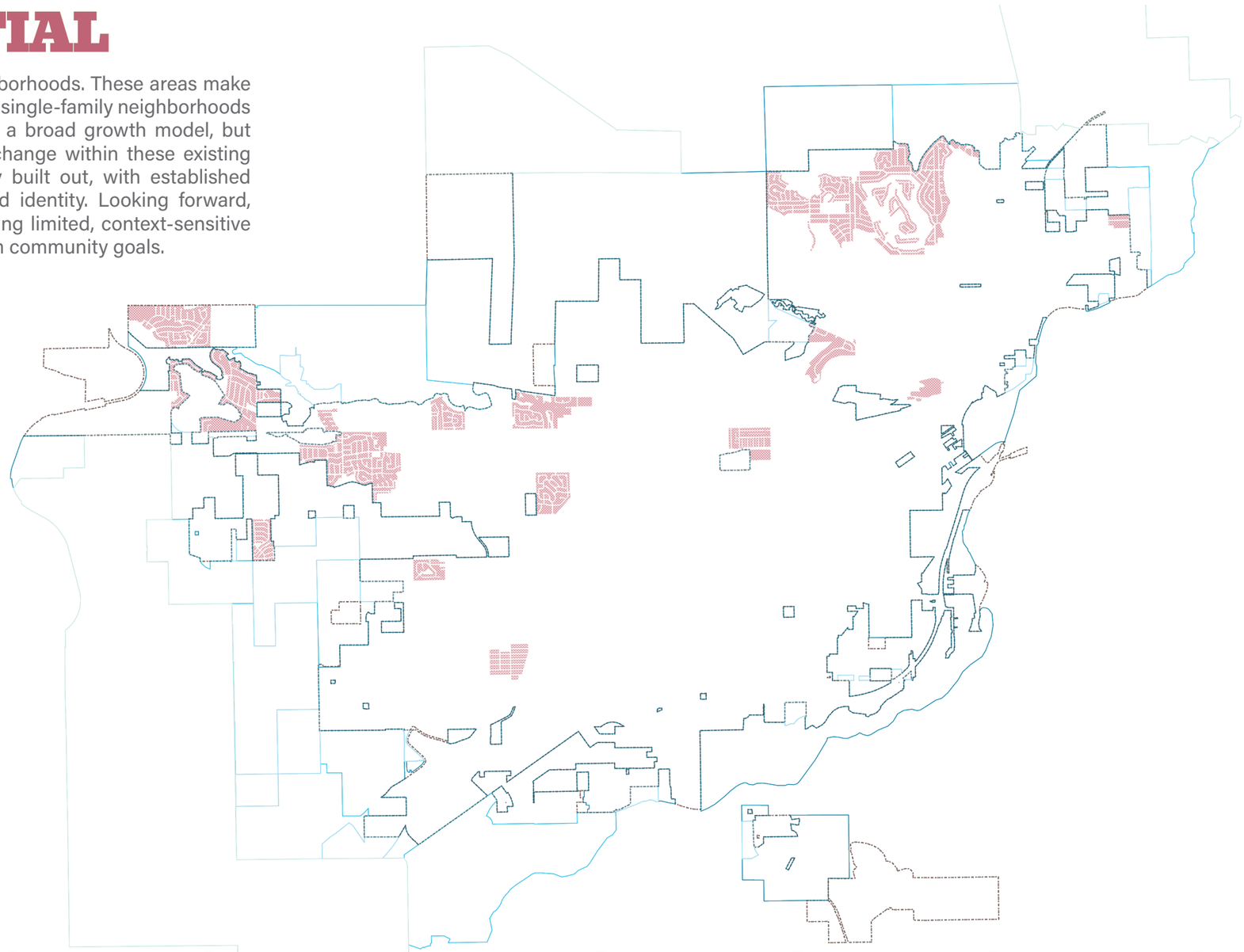






SUBURBAN RESIDENTIAL

Suburban Residential areas represent primarily existing, established neighborhoods. These areas make up a portion of the city's current residential fabric and are defined by stable, single-family neighborhoods with consistent development patterns. This placetype is not intended as a broad growth model, but rather as a framework to recognize, preserve, and incrementally guide change within these existing neighborhoods. Suburban Residential areas are typically fully or largely built out, with established infrastructure, mature landscaping, and a strong sense of neighborhood identity. Looking forward, this placetype focuses on maintaining neighborhood stability while allowing limited, context-sensitive evolution to address housing needs, infrastructure efficiency, and long-term community goals.



PRIMARY USES & BUILDING TYPES

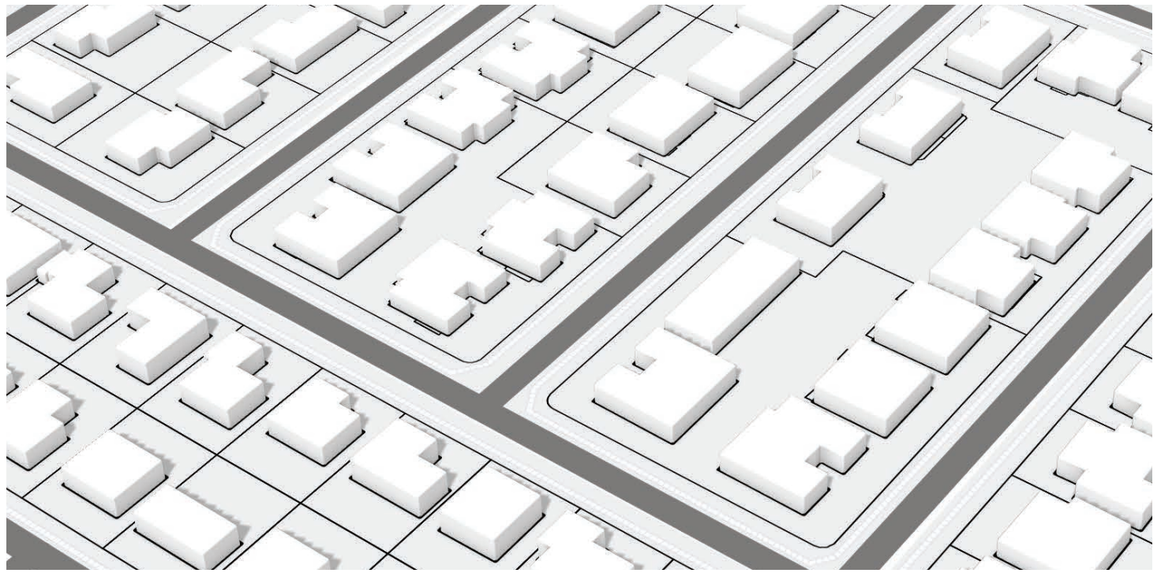
- Single-unit detached residences
- Accessory dwelling units

SECONDARY USES & BUILDING TYPES

- Existing duplexes and townhomes
- Neighborhood parks and open space
- Schools and civic uses embedded within neighborhoods

PLACETYPE FEATURES

Density	Densities are low to moderate, generally ranging from 2 to 6 dwelling units per acre.
Lot Size	Lots are typically medium in size, generally ranging from 7,000 to 15,000 square feet, with some variation based on subdivision age and location.
Building Height	Buildings are typically limited to a maximum height of around 30–35 feet.
Setbacks	Setbacks are uniform, typically 20 feet in the front and 5-20 feet on the sides and rear, creating a consistent streetscape.
Character	Preserve the established suburban neighborhood character, including consistent building scale, yard patterns, and mature landscaping. Encourage reinvestment and landscaping that incorporates drought-tolerant and regionally appropriate species.
Buffering	Where Suburban Residential areas abut higher-intensity uses or major corridors, landscape buffering, fencing, or transitional building forms should be used to protect neighborhood character and reduce impacts.
Parking	Provide adequate on-site parking, typically two spaces per dwelling unit, primarily in garages or driveways. Minimize visual impacts of front-loaded garages where feasible.
Miscellaneous	Promote incremental, context-sensitive infill and redevelopment that is compatible with existing neighborhood form. Encourage infrastructure reinvestment and low-impact development techniques where feasible within established conditions.



MOBILITY & CONNECTIVITY

- The street network consists of paved neighborhood streets with multiple connections to the city's collector and arterial road system.
- Sidewalks are required to ensure a safe environment for pedestrians.
- Bicycle connectivity to local destinations like schools and parks should be provided via low-traffic streets or shared-use paths.









URBAN RESIDENTIAL LIMITED

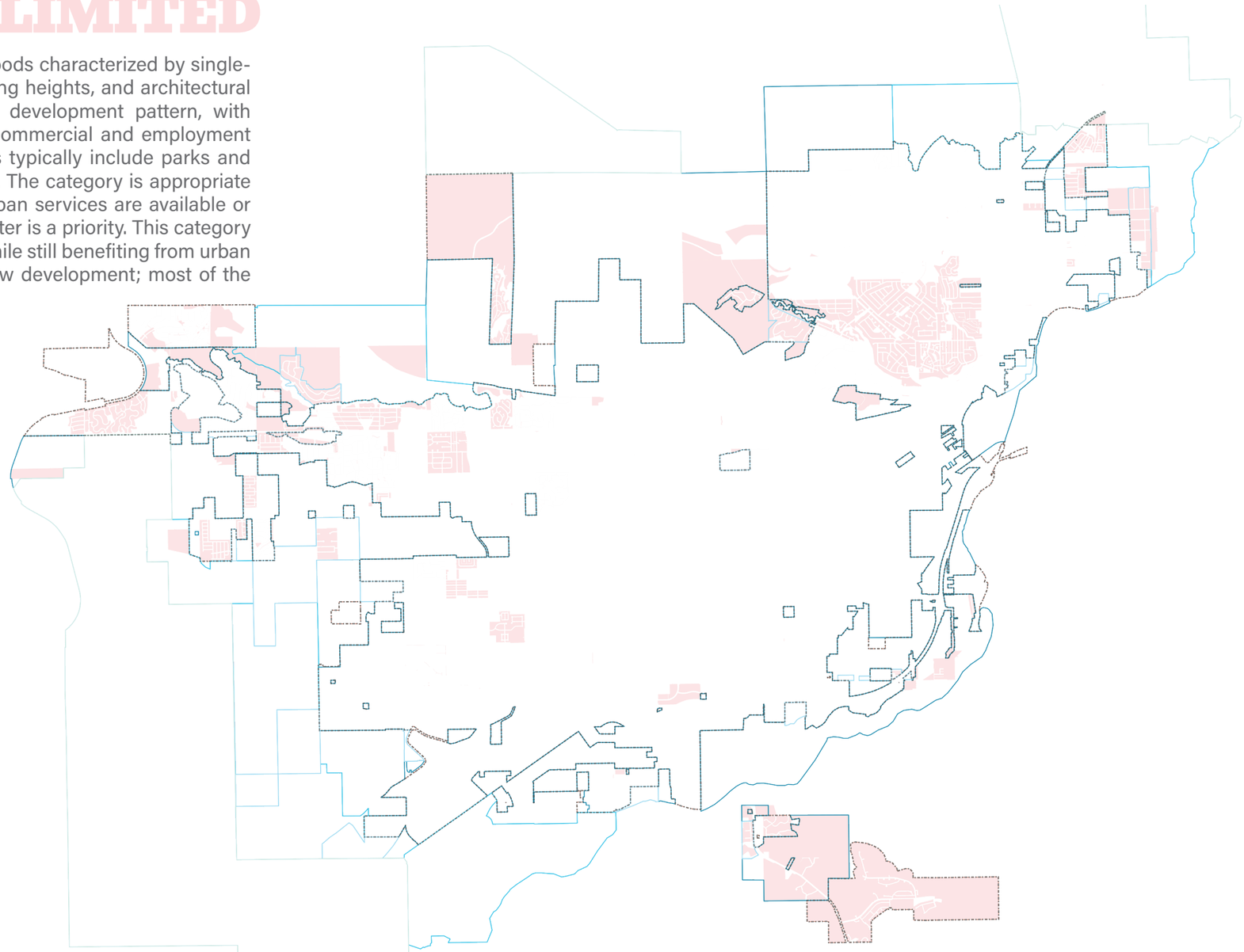
Urban Residential Limited encompasses established suburban neighborhoods characterized by single-family detached homes on individual lots, with consistent setbacks, building heights, and architectural character. This category represents the traditional American suburban development pattern, with curvilinear streets, cul-de-sacs, and separation of residential uses from commercial and employment areas. Public water and sewer services are provided, and neighborhoods typically include parks and other community amenities within reasonable walking or driving distance. The category is appropriate for areas where low-density residential development is desired, where urban services are available or planned, and where the preservation of single-family neighborhood character is a priority. This category is typified by larger lots with private yards, and a residential environment while still benefiting from urban infrastructure and services. These neighborhoods are less common in new development; most of the areas classified as URL are existing neighborhoods in the City.

PRIMARY USES & BUILDING TYPES

- Single-unit residential
- Duplexes
- Accessory dwelling units

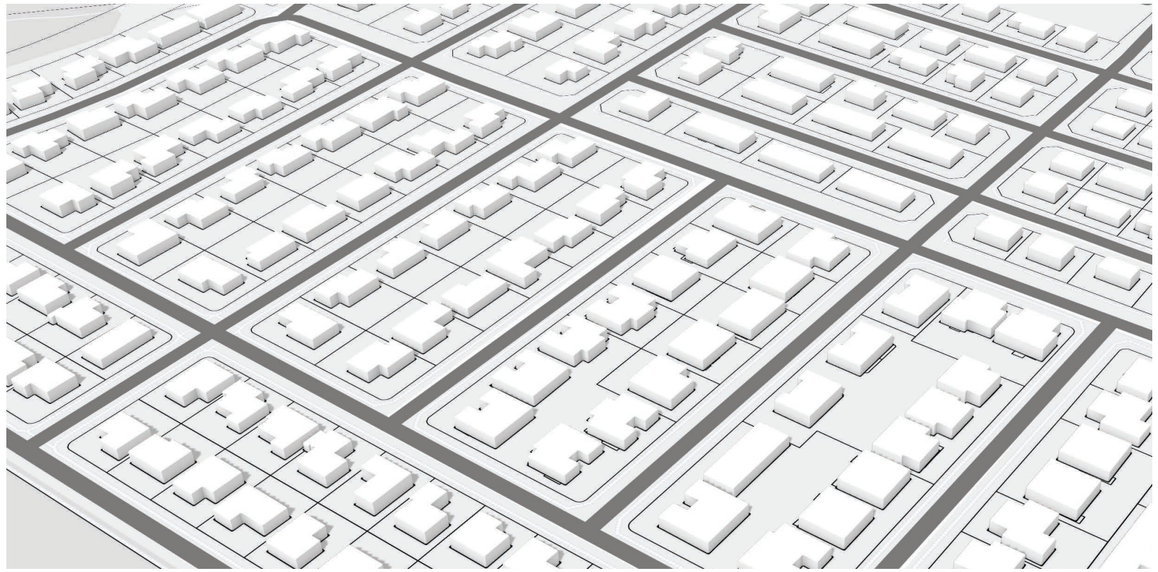
SECONDARY USES & BUILDING TYPES

- Parks and playgrounds
- Places of assembly
- Community centers
- Home occupations
- Day care facilities
- Bed and breakfast establishments
- Urban agriculture



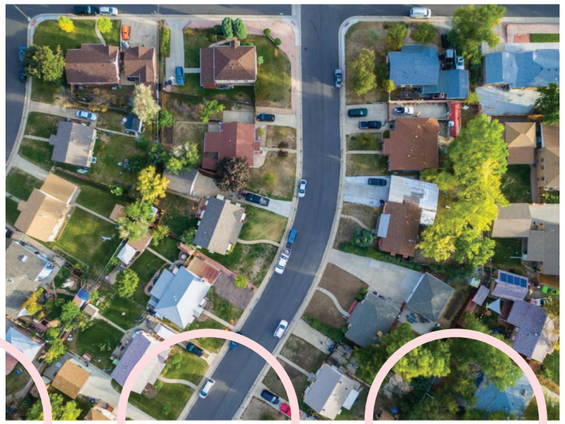
PLACETYPE FEATURES

Density	A low-density suburban pattern, with densities generally ranging from 3.5 to 7 dwelling units per acre.
Lot Size	Typical lot sizes range from 5,000 to 15,001 square feet.
Building Height	Building heights are consistent, generally around 30-35 feet (3 stories).
Setbacks	Setbacks are uniform, typically 20 feet in the front and 5-20 feet on the sides and rear, creating a consistent streetscape. Build-to zones may be used.
Character	Encourage well-maintained landscapes that contribute to an attractive streetscape. A significant portion of the lot, particularly the front yard, should be landscaped.
Buffering	Where adjacent to non-residential uses, landscape buffers should be used to screen and soften the transition.
Parking	Policy supports providing two off-street parking spaces per home, typically in a garage and driveway.
Miscellaneous	All utilities should be placed underground to improve the visual quality of the neighborhood.



MOBILITY & CONNECTIVITY

- The street network consists of paved neighborhood streets with multiple connections to the city's collector and arterial road system.
- Sidewalks are required to ensure a safe environment for pedestrians.
- Bicycle connectivity to local destinations like schools and parks should be provided via low-traffic streets or shared-use paths.









URBAN RESIDENTIAL

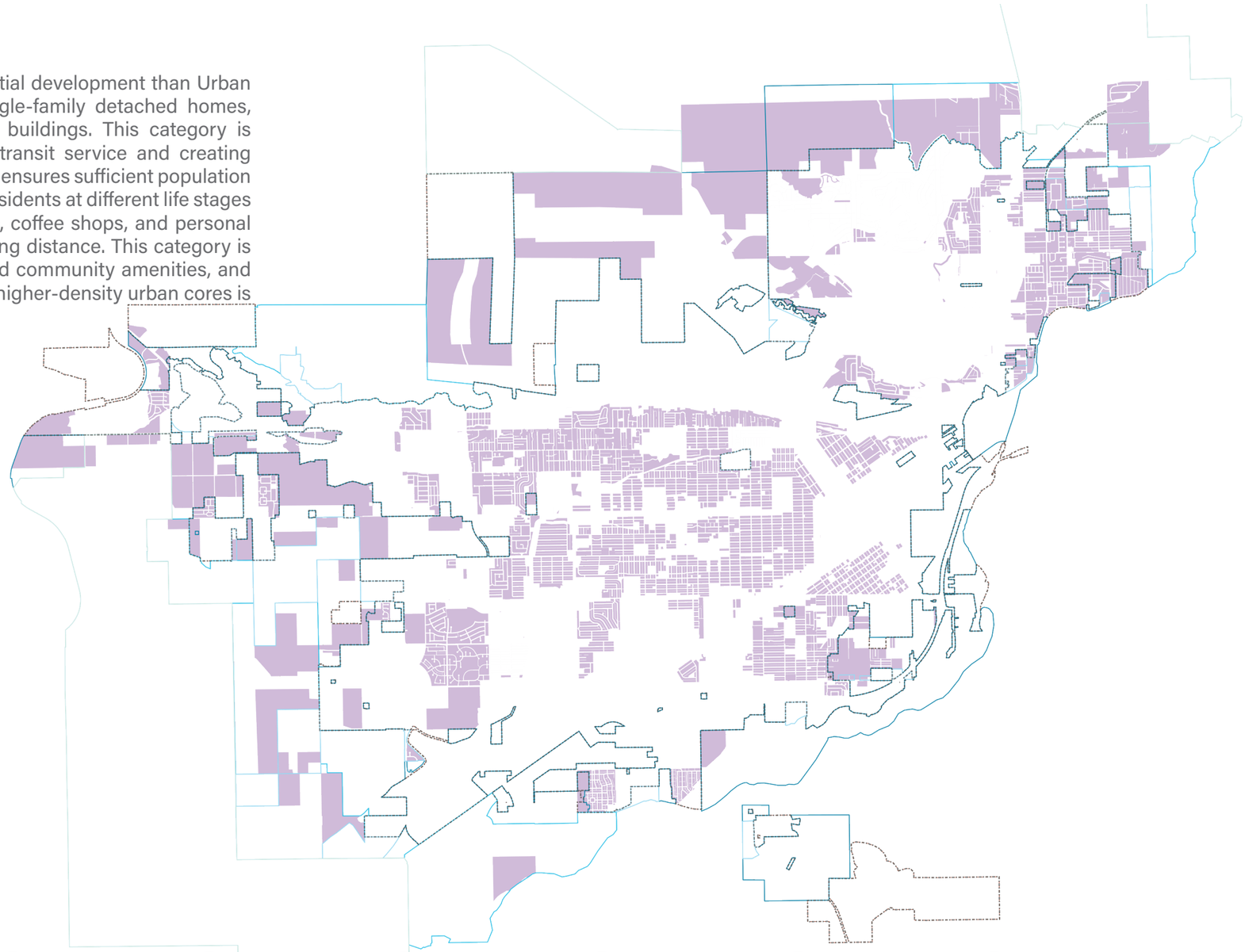
Urban Residential represents a more diverse and compact form of residential development than Urban Residential Limited, incorporating a mix of housing types including single-family detached homes, duplexes, triplexes, fourplexes, townhomes, and small-scale multifamily buildings. This category is designed to provide housing choice and affordability while supporting transit service and creating walkable neighborhoods with convenient access to daily needs. The density ensures sufficient population to support bus transit, while the mix of housing types provides options for residents at different life stages and income levels. Neighborhood commercial uses such as corner stores, coffee shops, and personal services are permitted on a limited basis to serve daily needs within walking distance. This category is appropriate for areas along transit corridors, near employment centers and community amenities, and in locations where a transition between lower-density suburban areas and higher-density urban cores is desired.

PRIMARY USES & BUILDING TYPES

- Single-unit residential
- Duplexes, triplexes & fourplexes
- Townhomes
- Accessory dwelling units
- Live-work units
- Neighborhood parks and plazas

SECONDARY USES & BUILDING TYPES

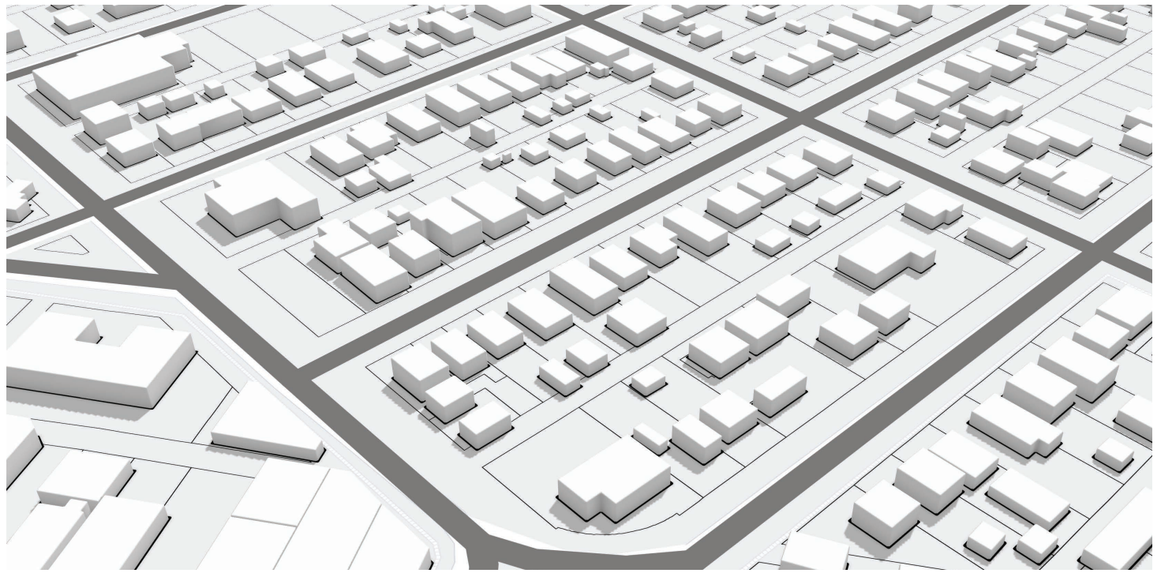
- Neighborhood commercial (corner stores, coffee shops, bakeries)
- Professional offices and personal services (dental, legal, salons)
- Places of assembly
- Home occupations
- Day care facilities
- Small-scale group homes
- Short-term rentals
- Urban agriculture



UR

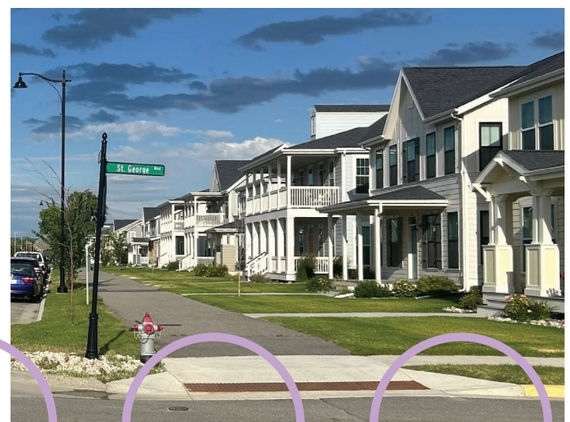
PLACETYPE FEATURES

Density	A moderate density range of 6 to 16 dwelling units per acre is encouraged to support transit and walkability.
Lot Size	Lot sizes vary by housing type, generally starting at 4,000 sq ft for single-family and increasing for multifamily structures.
Building Height	Building heights are generally up to 35-40 feet (3 stories).
Setbacks	Setbacks are reduced, with build-to zones of 5-20 feet, to create a more pedestrian-oriented streetscape.
Character	Encourage pedestrian-oriented landscaping with a strong emphasis on street trees. Front yard design should help define the public and private realm through low walls, fences, or hedges.
Buffering	Where more intensive multifamily buildings are located next to single-family homes, buffers, greater property line setbacks and stepped stories should be used to ensure compatibility.
Parking	Policy should support a flexible approach to parking, with reduced off-street requirements (e.g., 1-1.5 spaces per unit) and the use of on-street parking.
Miscellaneous	The use of green infrastructure, such as rain gardens and permeable pavement, is strongly encouraged. All utilities should be placed underground to improve the visual quality of the neighborhood.



MOBILITY & CONNECTIVITY

- The street network should be highly interconnected with short block lengths (300-400 feet) to create a walkable environment.
- Sidewalks are required.
- A network of bike lanes and shared-use paths should connect the neighborhood to the wider city.
- Streets should be designed with traffic calming measures to prioritize pedestrian safety.









URBAN RESIDENTIAL MIXED

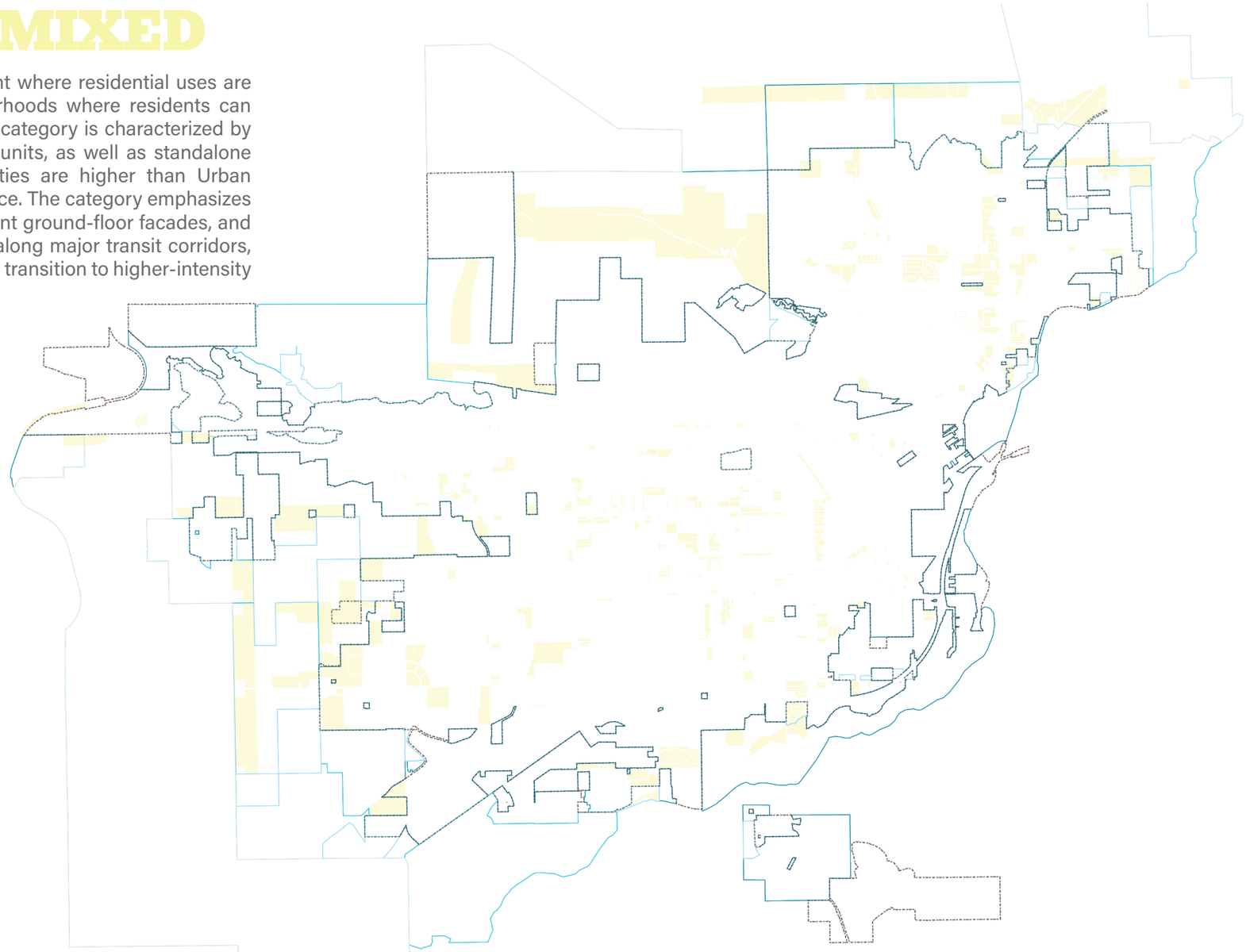
Urban Residential Mixed represents a vibrant, walkable urban environment where residential uses are integrated with commercial and office uses, creating complete neighborhoods where residents can live, work, and access daily services without relying on automobiles. This category is characterized by buildings with ground-floor commercial uses and upper-floor residential units, as well as standalone residential buildings in close proximity to commercial corridors. Densities are higher than Urban Residential to support a greater mix of uses and more frequent transit service. The category emphasizes pedestrian-oriented design, with buildings close to the sidewalk, transparent ground-floor facades, and active uses that engage the street. This category is appropriate for areas along major transit corridors, adjacent to Urban Nodes and employment centers, and in locations where a transition to higher-intensity development is desired.

PRIMARY USES & BUILDING TYPES

- Single-unit residential
- Duplexes and multi-unit residential (apartments, condominiums)
- Accessory dwelling units
- Townhomes and rowhouses
- Live-work units
- Mixed-use buildings (residential above commercial)
- Senior housing
- Public space (parklets, public plazas, pocket parks)

SECONDARY USES & BUILDING TYPES

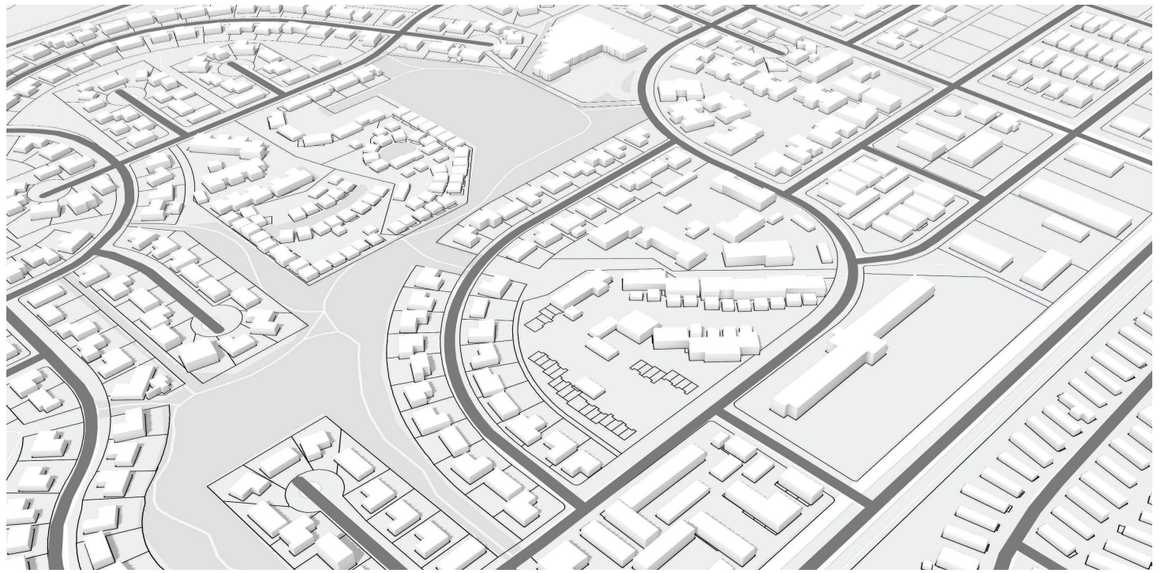
- Retail (grocery stores, boutiques, personal services)
- Offices (medical, dental, legal, financial, real estate)
- Restaurants & cafes
- Coworking spaces and business incubators
- Community facilities (libraries, community centers, health clinics)
- Cultural uses (galleries, performance spaces, studios)
- Short-term accommodations



URM

PLACETYPE FEATURES

Density	Higher densities of 12 to 24 dwelling units per acre are appropriate to support a mix of uses and frequent transit.
Lot Size	Lot sizes are flexible, generally starting around 5,000 sq ft, with smaller configurations possible for townhomes.
Building Height	Building heights are typically in the range of 45 to 55 feet (4 stories).
Setbacks	Buildings should be built close to the sidewalk (0-10 foot setback) to create a continuous, active street edge.
Character	Site design should focus on creating an active and engaging pedestrian realm. Encourage the use of street trees, green walls, and rooftop gardens in place of traditional yard space.
Buffering	Where this category abuts lower-density residential zones, a landscape buffer should be provided to ensure a graceful transition.
Parking	Policy encourages reduced parking ratios (e.g., 1 space per unit) and the use of structured parking that is either screened or wrapped with active uses.
Miscellaneous	The use of green roofs, rain gardens, and permeable pavement should be a standard practice. All utilities should be placed underground to improve the visual quality of the neighborhood.



MOBILITY & CONNECTIVITY

- A highly walkable environment is a key policy goal, supported by short blocks, wide sidewalks (6-8 feet) and shared use pathways to connect community amenities and commercial areas .
- The area should be served by frequent transit.
- Major corridors should feature complete streets design with protected bike lanes.
- Ample bicycle parking and connections to the citywide bicycle network are essential.









URBAN NODE

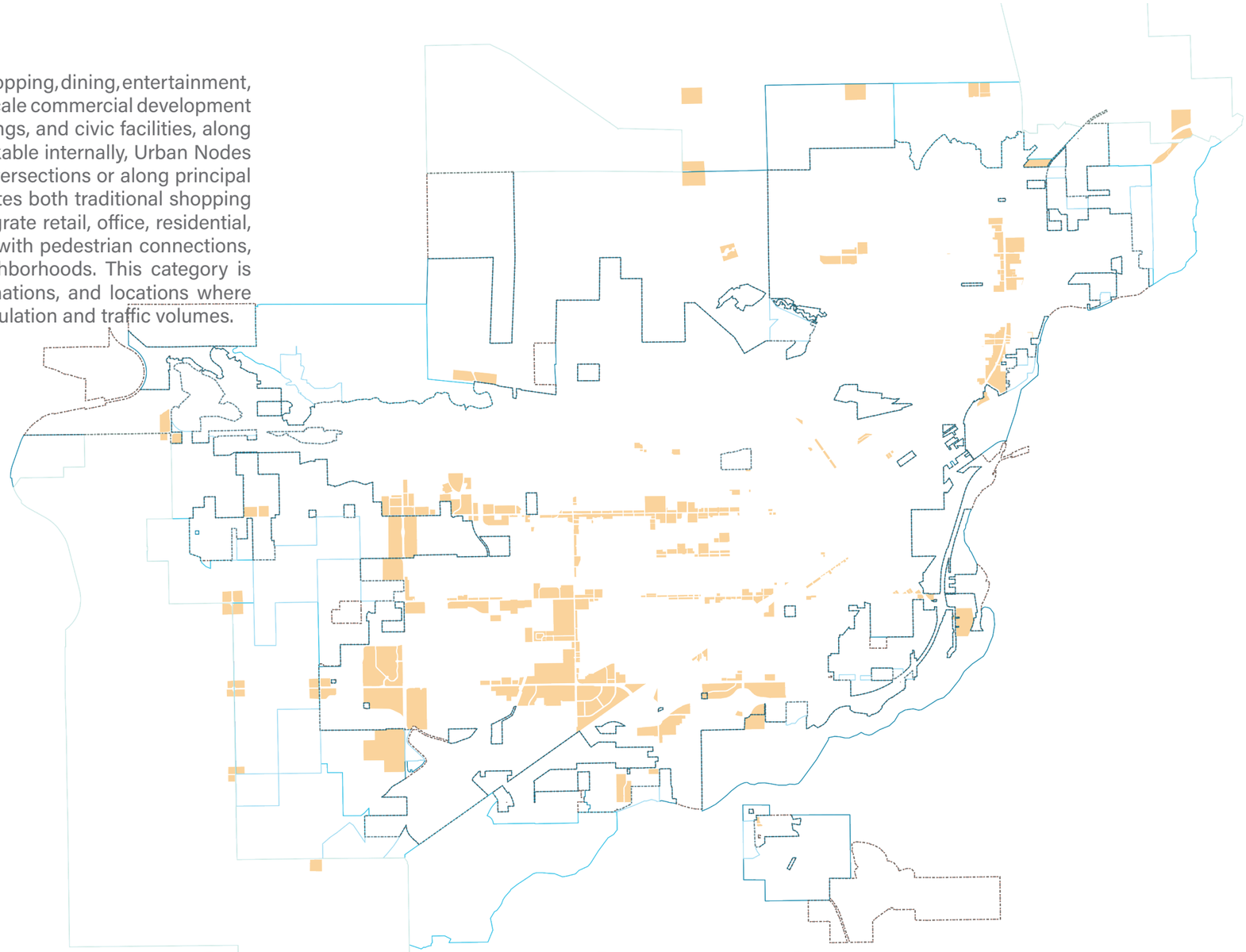
Urban Nodes represent major activity centers that serve as destinations for shopping, dining, entertainment, employment, and civic functions. These nodes are characterized by larger-scale commercial development including shopping centers, big-box retail, restaurants, hotels, office buildings, and civic facilities, along with supporting higher-density residential uses. While designed to be walkable internally, Urban Nodes are primarily accessed by automobile and are typically located at major intersections or along principal arterials with high visibility and traffic volumes. The category accommodates both traditional shopping center formats and newer mixed-use town center developments that integrate retail, office, residential, and public spaces. Urban Nodes should be designed as complete places with pedestrian connections, public gathering spaces, and transitions to surrounding residential neighborhoods. This category is appropriate for major commercial intersections, regional shopping destinations, and locations where significant commercial development can be supported by surrounding population and traffic volumes.

PRIMARY USES & BUILDING TYPES

- Shopping centers and retail complexes
- Big-box retail and department stores
- Grocery stores and supermarkets
- Restaurants (sit-down and fast food)
- Hotels and conference facilities
- Offices and business parks
- Multifamily residential (mid-rise apartments and condominiums)
- Civic and cultural facilities

SECONDARY USES & BUILDING TYPES

- Entertainment venues and recreational facilities
- Banks and financial institutions
- Automobile-oriented uses (gas stations, car washes, auto repair)
- Day care centers and educational facilities
- Public plazas and gathering spaces
- Transit centers and park-and-ride facilities
- Structured parking facilities



PLACETYPE FEATURES

Density	Where residential is included, densities should be 16 dwelling units per acre or greater.
Lot Size	Lots are typically large, 10,000 sq ft or more, to accommodate large-format development
Building Height	Building heights generally range up to 55 feet (5 stories), with opportunities for taller buildings (up to 75 feet) with design review
Setbacks	Setbacks are flexible but should encourage buildings to be oriented towards the street where feasible, with parking to the side or rear.
Character	Encourage high-quality landscaping, particularly along street frontages and within parking areas, to create a more attractive and comfortable environment.
Buffering	A substantial landscape buffer (e.g., 25 feet) with screening should be provided where these nodes are adjacent to residential areas.
Parking	Policy supports shared parking arrangements between different uses to improve efficiency. Parking lots should be broken up with landscaped islands.
Miscellaneous	It is a key policy to ensure safe and direct pedestrian walkways connect buildings, parking areas, and transit stops.



MOBILITY & CONNECTIVITY

- These areas should have excellent access to the arterial and collector street network.
- The internal street network should be designed to prioritize pedestrian safety with well-marked crosswalks and other traffic calming features.
- Nodes should serve as hubs for transit service, with high-quality shelters and amenities.
- Bicycle and pedestrian connections to surrounding neighborhoods are encouraged.









COMMERCIAL MIXED

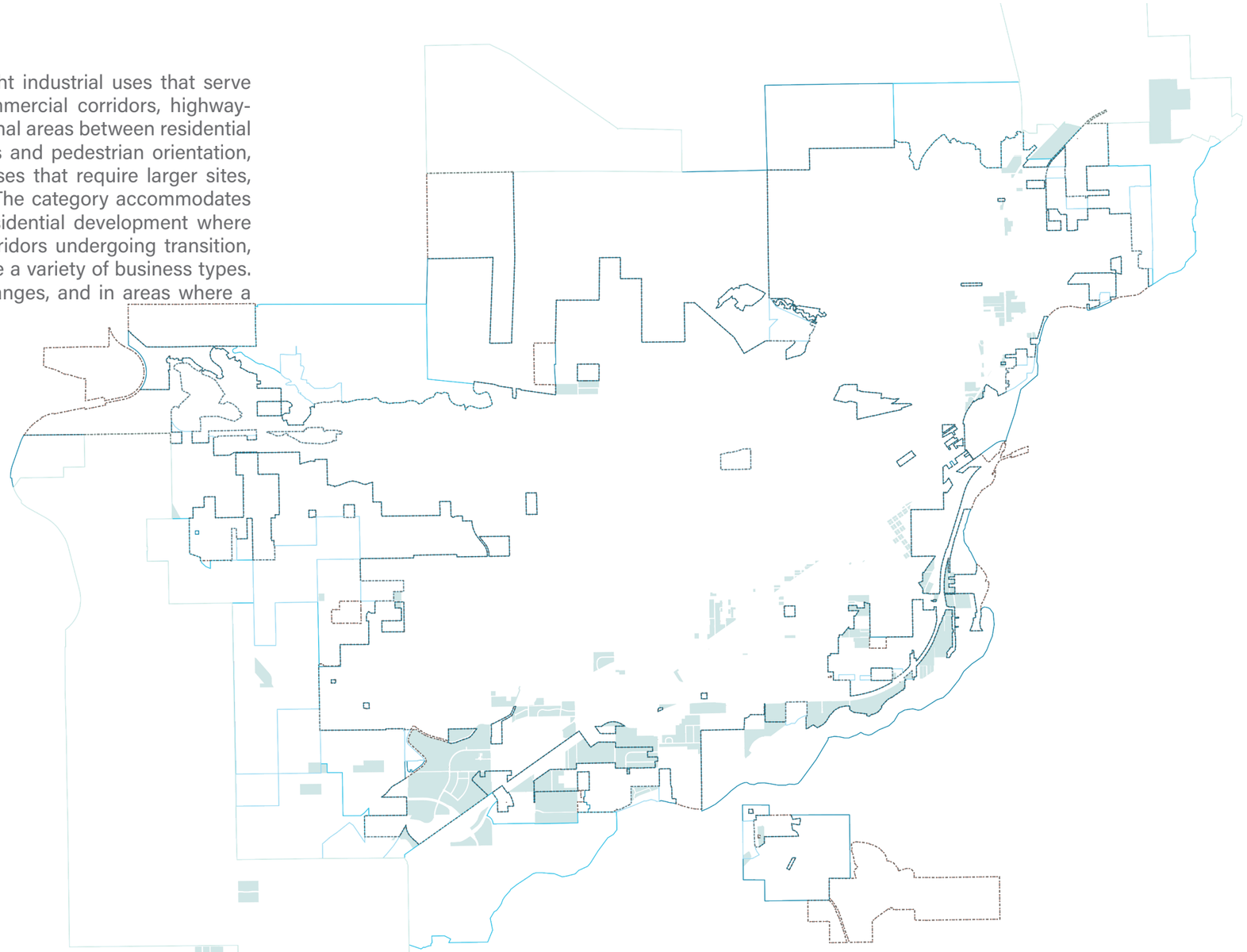
Commercial Mixed encompasses a diverse range of commercial and light industrial uses that serve both local and regional markets. This category includes traditional commercial corridors, highway-oriented commercial development, service commercial areas, and transitional areas between residential and industrial uses. Unlike Urban Nodes which emphasize a mix of uses and pedestrian orientation, Commercial Mixed areas are primarily auto-oriented and may include uses that require larger sites, outdoor storage, or are less compatible with residential neighborhoods. The category accommodates retail, office, service, and light industrial uses, as well as supporting residential development where appropriate. Commercial Mixed areas may include older commercial corridors undergoing transition, new highway-oriented development, or flex spaces that can accommodate a variety of business types. This category is appropriate along major arterials, near highway interchanges, and in areas where a buffer between residential and industrial uses is needed.

PRIMARY USES & BUILDING TYPES

- Retail stores and shopping centers
- Restaurants and bars
- Professional and business offices
- Hotels and motels
- Service commercial and contractor shops
- Self-storage facilities
- Wholesale and distribution
- Light manufacturing
- Flex space and business parks

SECONDARY USES & BUILDING TYPES

- Multifamily residential
- Automobile sales and service
- Gas stations and convenience stores
- Outdoor recreation retail (RV sales, boat sales, sporting goods)
- Fitness centers and recreational facilities
- Renewable energy facilities



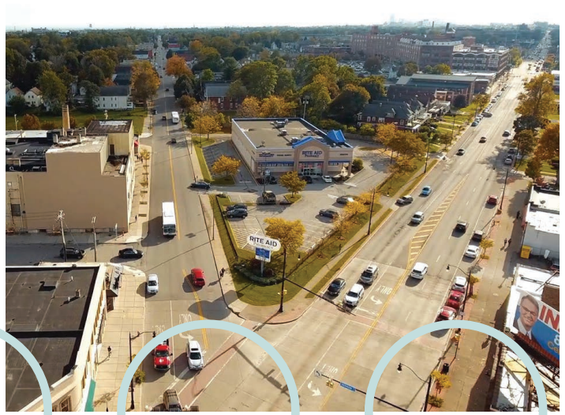
PLACETYPE FEATURES

Density	Where residential is included, densities should be 12 dwelling units per acre or greater.
Lot Size	Lot sizes are flexible, generally 5,000 sq ft or larger.
Building Height	Building heights are typically up to 45 feet (4 stories), with the potential for taller buildings (up to 60 feet).
Setbacks	Setbacks are flexible, but should include deeper buffers (e.g., 20 feet) when adjacent to residential areas.
Character	Encourage landscaping to soften the auto-oriented character of these areas, particularly along street frontages.
Buffering	A robust landscape buffer with a screening wall or fence is a key policy where these areas abut residential zones.
Parking	Policy supports providing adequate on-site parking for a mix of uses. Parking lots should include landscaping to break up large expanses of pavement.
Miscellaneous	Any outdoor storage areas should be screened from public view.



MOBILITY & CONNECTIVITY

- These areas are typically located on collector or arterial streets with a focus on managing access to minimize traffic conflicts.
- Sidewalks are required along all street frontages.
- Internal pedestrian connections should link buildings to transit stops.
- Transit service should be provided along major corridors.









DOWNTOWN URBAN

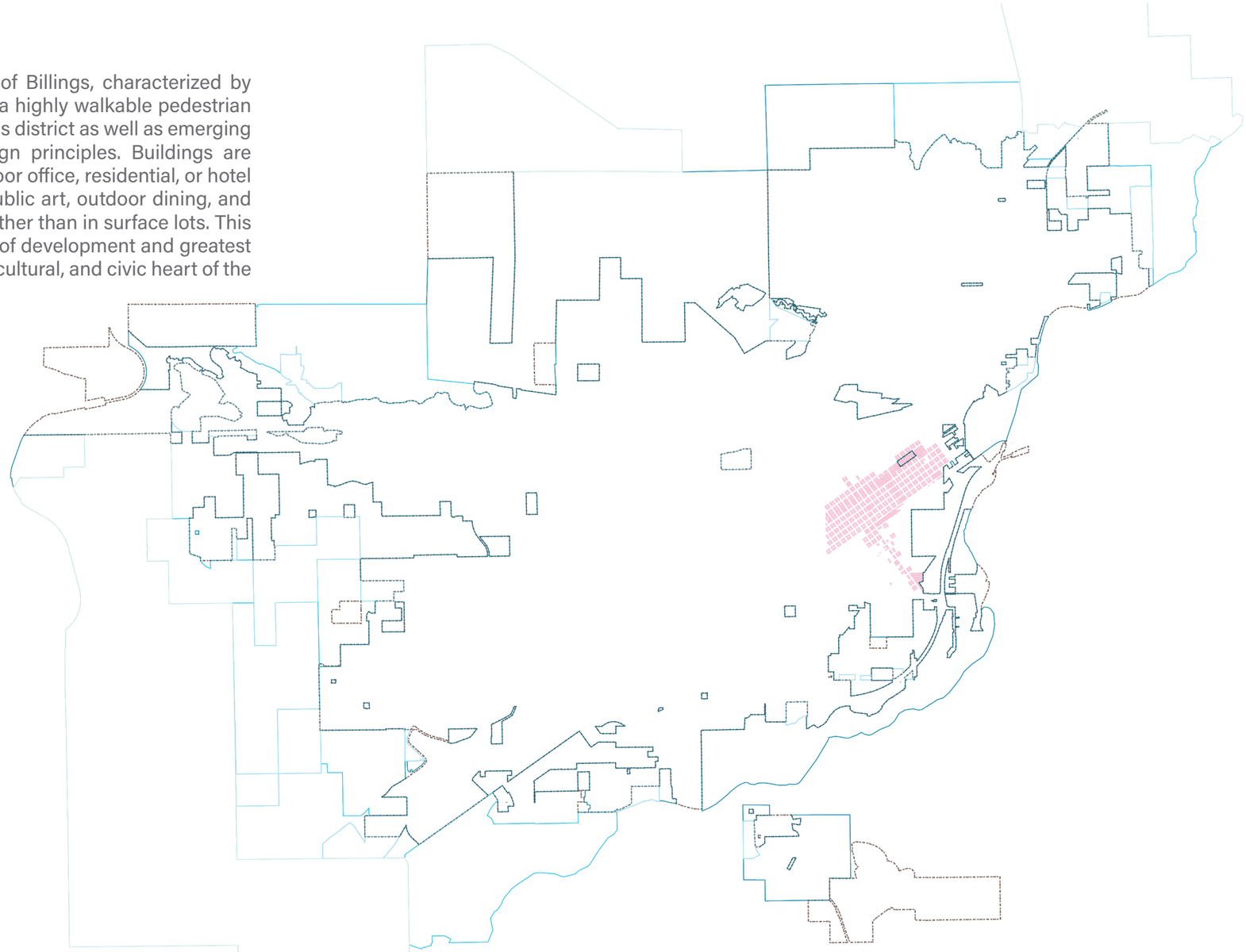
Downtown Urban represents the historic and contemporary urban core of Billings, characterized by multi-story buildings built to the sidewalk, a fine-grained mix of uses, and a highly walkable pedestrian environment. This category encompasses the traditional downtown business district as well as emerging urban neighborhoods and mixed-use districts that embody urban design principles. Buildings are predominantly multi-story with ground-floor commercial uses and upper-floor office, residential, or hotel uses. The public realm is emphasized with wide sidewalks, street trees, public art, outdoor dining, and gathering spaces. Parking is provided primarily in structures or on-street rather than in surface lots. This category is appropriate for the downtown core where the highest intensity of development and greatest diversity of uses is desired. Downtown Urban areas serve as the economic, cultural, and civic heart of the community.

PRIMARY USES & BUILDING TYPES

- Mixed-use buildings (retail/office/residential)
- Multi-story office buildings
- High-density residential (apartments, condominiums, lofts)
- Hotels and conference facilities
- Restaurants, cafes, and bars
- Retail and boutique shops
- Cultural facilities, civic and government buildings
- Financial institutions

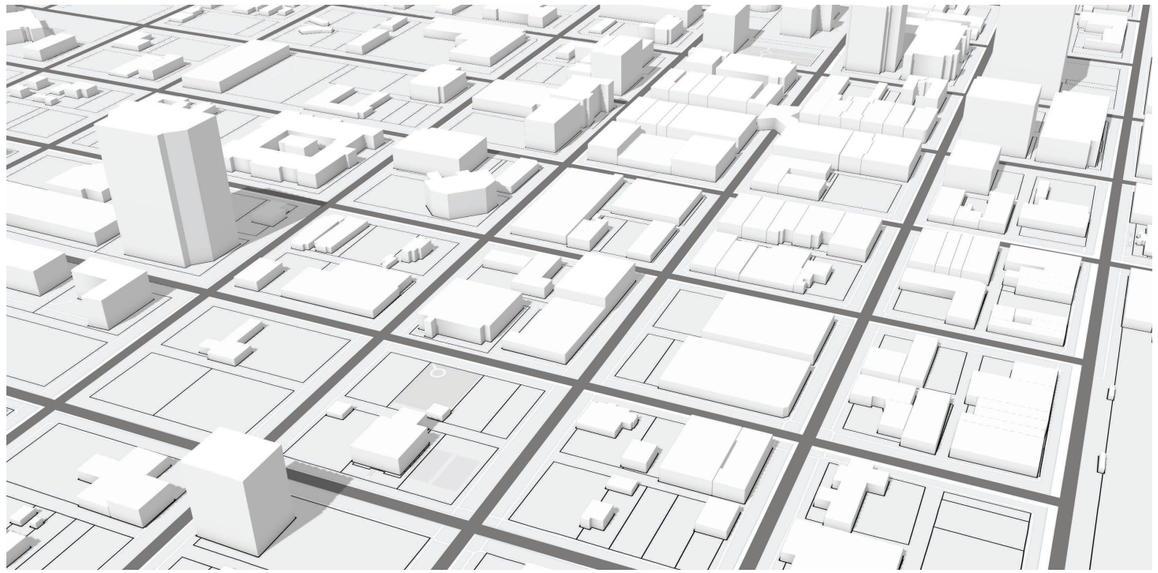
SECONDARY USES & BUILDING TYPES

- Entertainment venues
- Medical and dental offices
- Coworking and maker spaces
- Public markets and food halls
- Public plazas and parks
- Transit stations and mobility hubs
- Structured parking facilities
- Urban agriculture (rooftop gardens, vertical farms)



PLACETYPE FEATURES

Density	This category supports the highest residential densities in the city, starting at 16 dwelling units per acre with no maximum.
Lot Size	There is no minimum lot size; consolidation of lots is encouraged.
Building Height	Building heights are generally in the 6-8 story range (up to 75 feet), with the potential for taller buildings without height restrictions.
Setbacks	Buildings must be built directly to the sidewalk (zero-foot setback) to create a continuous urban street wall.
Character	Site design policy focuses on the quality of the public realm. Instead of traditional landscaping, encourage the use of street trees in grates, planters, green walls, and rooftop gardens.
Buffering	Where this category abuts lower-density residential zones, a landscape buffer should be provided to ensure a graceful transition.
Parking	Policy strongly encourages shared, structured parking. Surface parking is discouraged. On-street parking is a valued resource.
Miscellaneous	Promote the use of innovative green infrastructure, such as underground detention and green roofs. Wide sidewalks are essential, furnished with benches, bike racks, and public art.



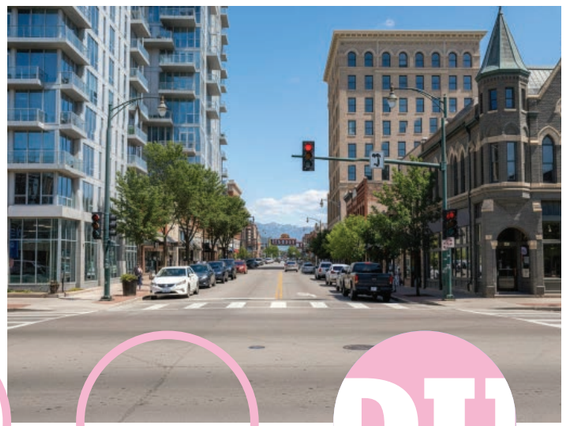
MOBILITY & CONNECTIVITY

- The highest priority is to create a safe, comfortable, and interesting pedestrian environment.
- The street network should feature complete streets with protected bike lanes and transit priority measures.
- Downtown should be the hub of the regional transit network.
- Support for bike share and scooter share facilities is encouraged.









EMPLOYMENT & INDUSTRIAL

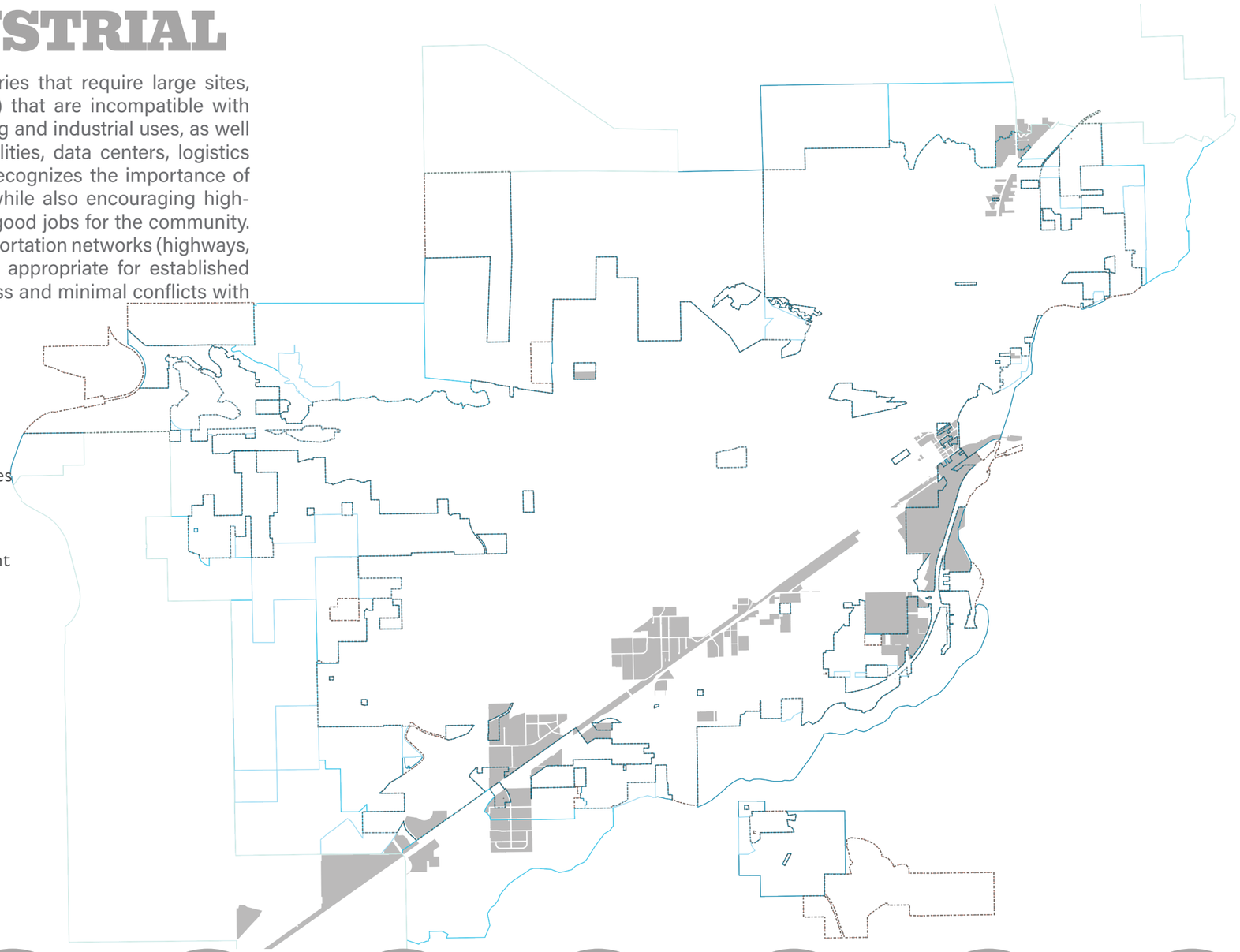
Employment & Industrial areas are dedicated to businesses and industries that require large sites, specialized infrastructure, or generate impacts (noise, traffic, odors, etc.) that are incompatible with residential neighborhoods. This category includes traditional manufacturing and industrial uses, as well as modern employment centers such as research and development facilities, data centers, logistics and distribution centers, and energy production facilities. The category recognizes the importance of preserving industrial land for economic development and job creation, while also encouraging high-quality development that minimizes environmental impacts and provides good jobs for the community. Employment & Industrial areas should be located with good access to transportation networks (highways, rail, air) and should be buffered from residential areas. This category is appropriate for established industrial areas, new business parks, and locations with good freight access and minimal conflicts with residential uses.

PRIMARY USES & BUILDING TYPES

- Manufacturing, production, and processing
- Warehousing, distribution, logistics, and freight operations
- Research, development, laboratories, and technology/data facilities
- Construction, contractor yards, equipment storage, and outdoor storage areas
- Wholesale trade, industrial sales, and recycling/waste management

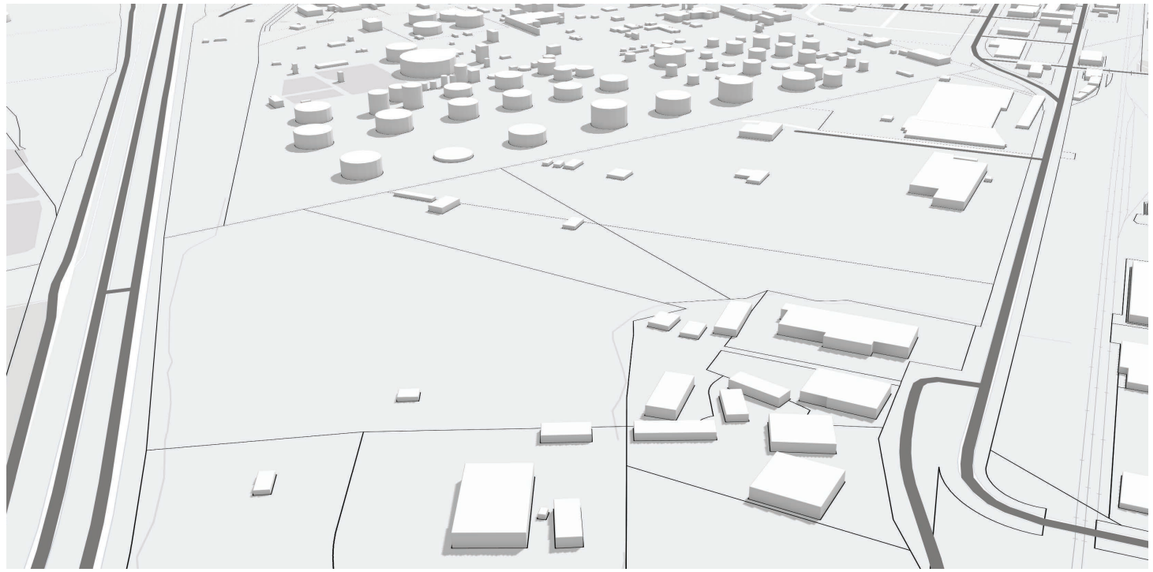
SECONDARY USES & BUILDING TYPES

- Office and administrative support spaces
- Flex/light industrial, maker spaces, and artisan production
- Breweries, wineries, and distilleries (with tasting rooms)
- Indoor recreation and training/educational facilities
- Energy production and infrastructure
- Vehicle storage, truck stops, and fleet services
- Employee amenities and limited accessory retail



PLACETYPE FEATURES

Density	Residential uses are generally not appropriate in this category.
Lot Size	Lots are typically large, 10,000 sq ft or more, to accommodate industrial operations.
Building Height	Building heights are generally up to 70 feet, with flexibility for taller structures required for specific industrial processes.
Setbacks	Generous setbacks are required, particularly a deep buffer (e.g., 20 feet) when adjacent to residential zones.
Character	Encourage landscaping along street frontages and adjacent to residential areas to screen industrial activities and improve visual character.
Buffering	A substantial, densely planted landscape buffer is a key policy to mitigate impacts on adjacent residential zones.
Parking	Policy supports providing adequate on-site parking for employees and fleet vehicles, as well as safe and efficient loading areas.
Miscellaneous	All outdoor storage must be screened from public view.



MOBILITY & CONNECTIVITY

- These areas must have excellent access to the regional transportation network, including highways, rail, and air.
- The street network should be designed to safely accommodate heavy truck traffic.
- Transit service should be provided to major employment centers, especially during peak hours.









OPEN SPACE

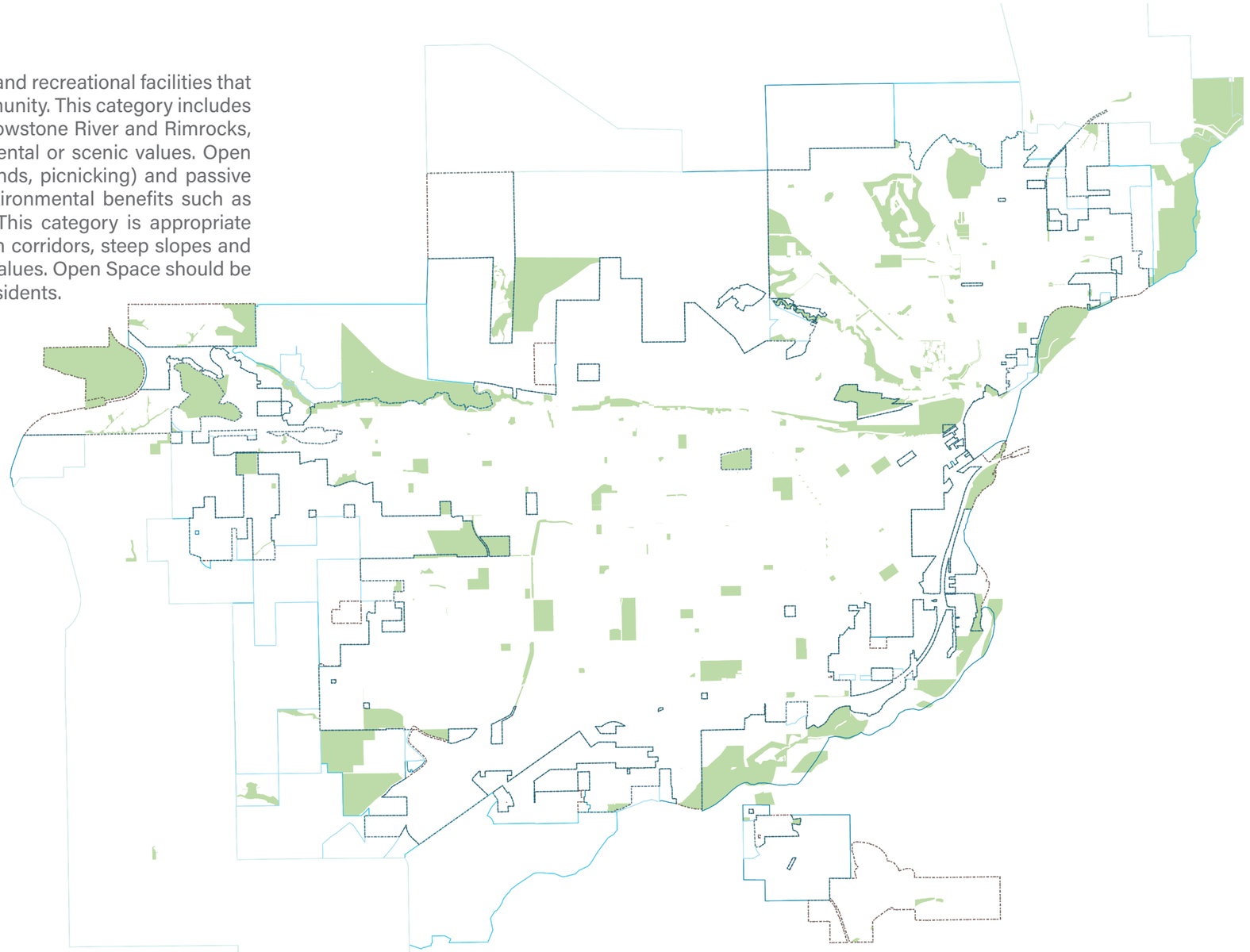
Open Space encompasses public parks, natural areas, conservation lands, and recreational facilities that provide environmental, recreational, and quality-of-life benefits to the community. This category includes regional parks with sports fields and facilities, natural areas along the Yellowstone River and Rimrocks, trail corridors, and sensitive lands that should be preserved for environmental or scenic values. Open Space areas provide opportunities for active recreation (sports, playgrounds, picnicking) and passive recreation (walking, wildlife viewing, nature appreciation), as well as environmental benefits such as stormwater management, wildlife habitat, and air quality improvement. This category is appropriate for public lands dedicated to parks and recreation, floodplains and riparian corridors, steep slopes and geologic hazards, and lands with significant scenic, cultural, or ecological values. Open Space should be distributed throughout the community to provide equitable access to all residents.

PRIMARY USES & BUILDING TYPES

- Parks and open space
- Sports and active recreation facilities
- Natural areas and conservation lands
- Trail systems and corridors

SECONDARY USES & BUILDING TYPES

- Recreation and community facilities
- Specialized recreation features
- Cultural and gathering spaces
- Community agriculture
- Support and operational facilities
- Temporary events and festivals



OS

PLACETYPE FEATURES

Density	Not applicable. Buildings and structures should cover a very small percentage of the site (e.g., less than 5%).
Lot Size	Not applicable.
Building Height	Structures should be low-profile (e.g., under 25-35 feet aside from larger recreational facilities) and subordinate to the natural landscape.
Setbacks	Not applicable.
Character	The primary policy is to preserve and enhance the natural landscape. Encourage the use of native vegetation and habitat restoration.
Buffering	Not applicable.
Parking	Where parking is necessary, the use of pervious surfaces is encouraged, and lots should be well-landscaped.
Miscellaneous	Promote the preservation of natural drainage patterns and the use of green infrastructure.



MOBILITY & CONNECTIVITY

- A key policy is to ensure parks and open spaces are well-connected to surrounding neighborhoods via a network of sidewalks and trails.
- Trail systems should connect parks to other community destinations like schools and commercial areas.
- Regional parks should be accessible by transit.





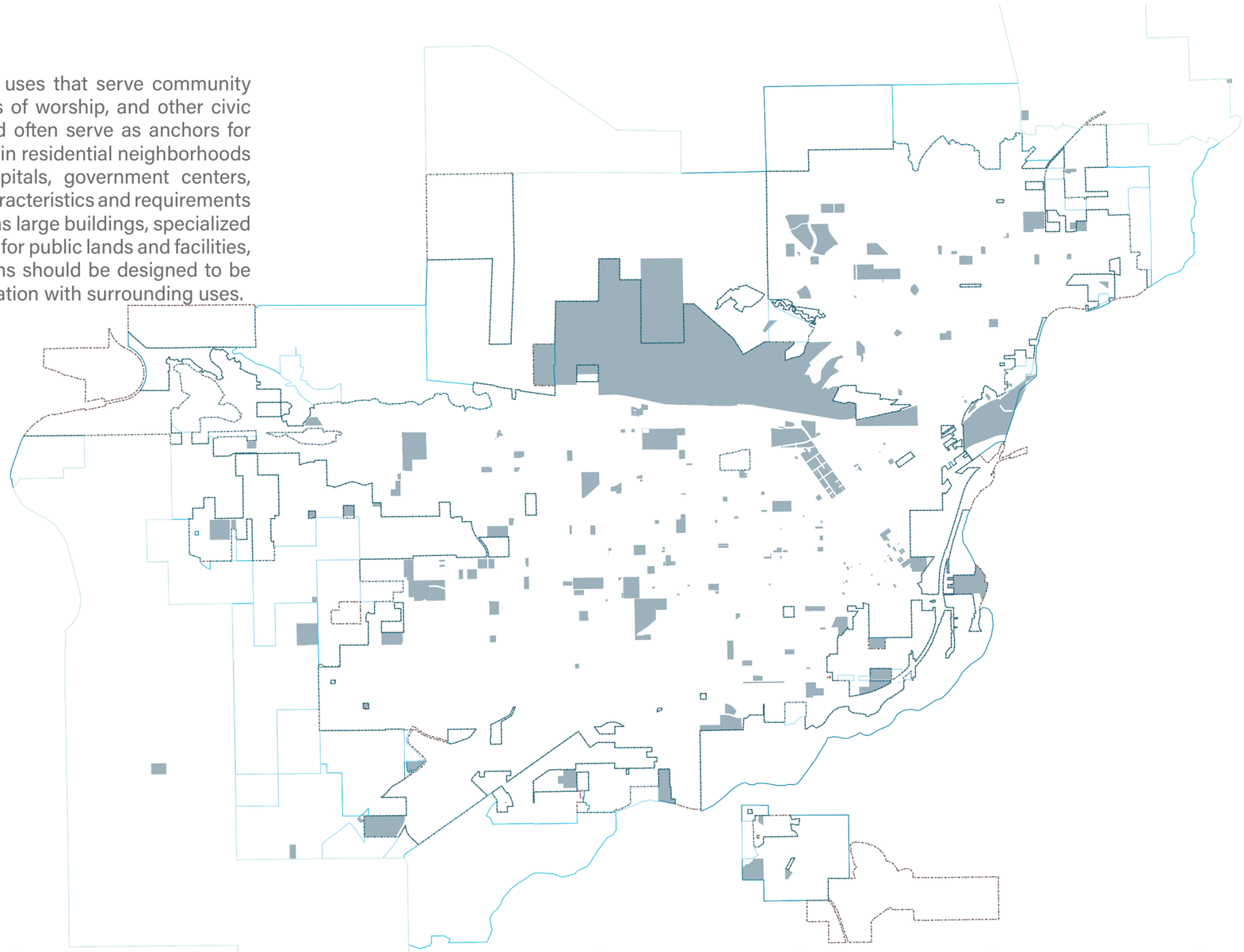




OS

PUBLIC INSTITUTION

Public Institution encompasses a wide range of public and quasi-public uses that serve community needs, including schools, libraries, government facilities, hospitals, places of worship, and other civic and institutional uses. These facilities are essential to community life and often serve as anchors for neighborhoods and activity centers. Public institutions may be located within residential neighborhoods (schools, libraries, fire stations) or in more centralized locations (hospitals, government centers, universities). The category recognizes that institutional uses have unique characteristics and requirements that may not fit within standard residential or commercial categories, such as large buildings, specialized parking needs, and irregular hours of operation. This category is appropriate for public lands and facilities, as well as private institutions that serve public purposes. Public institutions should be designed to be good neighbors, with attention to building scale, parking, traffic, and integration with surrounding uses.



PRIMARY USES & BUILDING TYPES

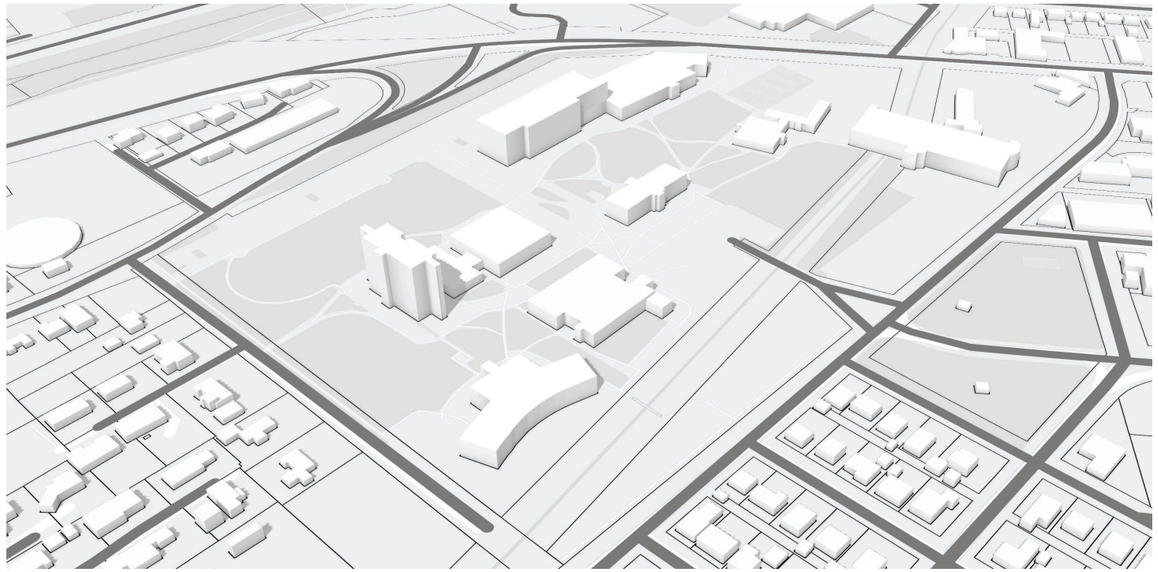
- Educational facilities
- Public safety and emergency services
- Government and civic buildings
- Community and recreation facilities
- Higher education and major institutional uses
- Healthcare facilities

SECONDARY USES & BUILDING TYPES

- Religious, cultural, and civic assembly uses
- Cemeteries and memorial park
- Utility and infrastructure facilities
- Support and accessory uses
- Public safety training and associated outdoor recreation areas

PLACETYPE FEATURES

Density	Varies widely based on the specific use.
Lot Size	Varies widely based on the specific use.
Building Height	Building heights are generally up to 45 feet, but can be taller for major institutions like hospitals or universities (up to 50 feet) with appropriate design and buffering.
Setbacks	Setbacks should be designed to ensure compatibility with the surrounding context, with deeper buffers provided next to residential areas.
Character	Encourage high-quality site design that creates a welcoming and attractive campus-like environment.
Buffering	A landscape buffer is a key policy to ensure compatibility with adjacent residential uses.
Parking	Policy supports providing adequate on-site parking to serve the institution's needs while minimizing impacts on surrounding neighborhoods.
Miscellaneous	Not applicable.



MOBILITY & CONNECTIVITY

- Institutions should have safe and convenient pedestrian and bicycle access from the surrounding community.
- Major institutions should be served by transit.
- For schools, providing safe routes for walking and biking is a high priority.











BILLINGS 2045



FROM PLAN TO REALITY

PLAN IMPLEMENTATION

A comprehensive land use plan is a community's blueprint for the future, establishing a shared, community-wide vision and defining the goals that will guide physical, economic, and social growth and investment over time. To be truly impactful, however, a plan requires a robust implementation strategy that turns ideas into action.

National best practices in comprehensive planning emphasize that implementation should not be an afterthought but a central component of the planning process. The American Planning Association and allied professional organizations highlight several key principles for effective implementation:

- **Action-Oriented Matrices.** Translating broad goals into specific, measurable, achievable, relevant, and time-bound (SMART) objectives. An implementation matrix is the standard tool for organizing these actions, identifying top priorities, responsible parties, timelines, and measures of success.
- **Integration with Capital Improvements.** A community's capital improvement program creates a vital bridge between the comprehensive plan and the actual construction of public improvements. Aligning the City of Billings' CIP with the land use plan and future land use map ensures that infrastructure investments support the desired growth patterns, prioritizing utility upgrades in areas targeted for infill development or annexation.
- **Regulatory Updates.** Recognizing that private sector investment drives much of a city's physical change, the plan must guide how the community vision will be translated into updates to zoning and subdivision regulations.
- **Continuous Monitoring and Evaluation.** Establishing clear metrics to track progress allows the City to adjust strategies as conditions change. Annual reporting and regular comprehensive reviews (such as MLUPA's five-year requirement) ensures the plan stays relevant and accountable.

The implementation phase bridges the gap between long-term aspirations and tangible results. Without a structured implementation framework, local governments risk losing the momentum generated during the public engagement process, leaving plans to fall short in achieving their intended outcomes due to insufficient funding, lack of political will, or unclear responsibilities. Establishing a clear, predictable, and measurable implementation strategy ensures that the goals established in the Billings 2045 Land Use Plan are systematically achieved through coordinated public and private actions.



REGULATORY CONTEXT: THE MONTANA LAND USE PLANNING ACT (MLUPA)

The adoption of the Montana Land Use Planning Act (MLUPA) in 2023 fundamentally shifted the planning paradigm for qualifying municipalities in the state, including the City of Billings. MLUPA was designed to replace outdated, inconsistent, and duplicative land use statutes with a more streamlined and predictable framework. For Billings, which meets the population threshold of over 5,000 residents within a county of over 70,000 residents, compliance with MLUPA is mandatory and carries specific statutory deadlines.

Under MLUPA, the land use plan serves as the foundational document guiding subsequent regulatory and capital investment decisions. Specifically, Montana Code Annotated (MCA) § 76-25-216 mandates that the land use plan must include an implementation section that "establishes meaningful and predictable implementation measures for the use and development of land within the jurisdiction based on the contents of the land use plan and future land use map".

To comply with MLUPA, the Billings 2045 Land Use Plan implementation framework has been based on the following:

1. **Regulatory Analysis:** As part of the planning process, the City's development regulations, specifically the zoning and subdivision codes, were analyzed for consistency with plan goals and alignment with future growth potential. Specifically, the zoning regulations informed the development of future placetype classifications, and inconsistencies between existing zoning districts and the intent of established placetypes have been addressed through recommended changes to the zoning specifically in this implementation strategy. Furthermore, the City's zoning and subdivision application and review processes, including public engagement methods and requirements, were evaluated to ensure conformance with the required changes in statute; recommendations on these changes have also been outlined in the strategy below.
2. **Infrastructure Alignment:** When thinking about future growth potential for Billings over the next twenty years, it was imperative that future infrastructure investment and necessary improvements were considered as part of the growth equation. This plan and implementation strategy builds upon past and ongoing efforts, including the City's long-range transportation plan, the transportation corridor planning process that is still underway, the West End and Heights neighborhood planning efforts, and inputs from utility and service providers engaged throughout this process. Priority additions and amendments to the City's capital improvements plan have been identified, to align with the future land use map and policy objectives set forth in this plan.
3. **Future Expansion:** Where and how the City of Billings grows was a key concern among stakeholders and the public. This implementation strategy highlights future priorities areas for growth, supported by the future land use map and aligned with infrastructure expansion and improvements necessary to support growth out, as well as up. Balancing horizontal growth with urban infill is a key consideration of this plan, based on community input throughout the process and sound fiscal and service delivery considerations of the City, and the implementation strategy set forth in the following pages seeks to articulate that balance and provide a road map for success., and the implementation strategy set forth in the following pages seeks to articulate that balance and provide a road map for success.

INTEGRATING COMMUNITY PRIORITIES INTO IMPLEMENTATION

The public outreach process for the Billings 2045 Land Use Plan revealed strong community consensus around several key issues:

Housing Affordability and Choice. With the median home sale price increasing by over 50% between 2018 and 2023, a current deficit of 10,000 residential units, and projected demand for 26,200 units by 2045 to address growing population and unmet need, implementation actions must prioritize regulatory reforms that reduce barriers to housing production. Implementation actions include zoning amendments to allow diverse housing types and incentivizing infill development, in alignment with the future land use map, are two critical strategies and reflected in public comments received during the process.

Managing Growth and Infrastructure. Public feedback highlighted concerns about urban sprawl, loss of agricultural land, and the fiscal strain of expanding infrastructure to the west and north. Implementation strategies balance capital improvements in support of existing neighborhoods and establish clear policies for the logical, phased extension of services.

Parks, Recreation, and Open Space. The community expressed a strong desire for enhanced trail connectivity, preservation of natural areas like the Rims and the Yellowstone River waterfront, and equitable access to parks. The implementation matrix includes specific capital projects for trail completion and regulatory tools for open space dedication in new developments.

The implementation framework has been organized in alignment with these issues, as expressed by the plan's vision statement introduced in Chapter 1. Implementation strategies have been organized and prioritized according to the following community values:

- Managed Growth and Fiscal Resilience
- Enhanced Connectivity
- Expanded Housing Opportunity
- Equitable Access and Participation
- Protection of Community Assets
- Community Identity and Vitality

This structure has been put in place to ensure that specific policy and regulatory actions reinforce the goals and interests expressed by the community.

IMPLEMENTATION ACTION MATRIX

The core of this strategy is the comprehensive Implementation Action Matrix. This matrix categorizes actions according to the community values expressed above and assigns specific parameters to each action. To ensure the City's efforts are both strategic and impactful, the implementation matrix is centered around a clear, priority-based framework. This approach moves beyond a simple list of goals to create a dynamic action plan that distinguishes between immediate needs, intermediate objectives, and long-term ambitions. It provides a clear sequence of operations, allowing the City to focus resources, coordinate efforts, and build momentum over the life cycle of this plan. The matrix does not obligate the City to spend money on any of the strategies

Matrix Components:

- Action Item: A specific, actionable task (e.g., "Amend zoning code to allow for middle housing types by-right in residential zones").
- Plan Goal/Theme Alignment: The overarching goal the action supports (e.g., "Enhanced Connectivity").
- Action Type: Categorization of the tool used (e.g., Regulatory, Capital Investment, Programmatic, Partnership/Study).
- Lead Department/Agency: The entity primarily responsible for executing the action (e.g., Planning & Community Services, Public Works, Parks & Recreation).
- Supporting Partners: Other city departments, external agencies, or community organizations that are critical partners for successful implementation.
- Timeframe:
  - ◇ Immediate/Short-Term (1-3 years): Actions required for immediate MLUPA compliance, such as zoning updates.
  - ◇ Medium-Term (4-7 years): Actions requiring additional study, funding acquisition, or CIP integration.
  - ◇ Long-Term (8+ years): Complex, large-scale infrastructure projects or ongoing programmatic efforts.
  - ◇ Ongoing: Continuous administrative or operational practices.
- Potential Funding Sources: General fund, specific grants, impact fees, or public-private partnerships.
- Measures of Success: A barometer for the City to self-evaluate annually, confirm a strategy has been successfully implemented, and gauge overall impact.

MONITORING, EVALUATION, AND PLAN MAINTENANCE

The most effective plans are treated as living documents. By regularly monitoring progress, assessing the effectiveness of certain strategies, and shifting course if conditions warrant a reframing of priorities, the City will ensure that the Billings 2045 Land Use Plan remains a relevant and effective tool for years to come. The following measures are recommended to support this approach:

Annual Progress Report: Produce an annual, public-facing report, to present to the Planning Commission and the City Council, detailing which action items have been completed, which are underway, and the status of key performance indicators (e.g., number of housing units permitted by type, acres of parkland added). Highlight specific actions or strategies that should be added, or those that may need reprioritization based on evolving conditions.

The Five-Year Review: Establish set protocols for the mandatory MLUPA five-year review by the Planning Commission. This will include procedures for assessing new or increased impacts on local facilities, natural resources, and hazards, and determining whether a formal update to the land use plan or FLUM is necessary.

Amendment Procedures: Adopt clear guidelines on how the plan and FLUM can be amended outside of the five-year review cycle, to respond to unforeseen opportunities or challenges.

Plan Theme: Plan and manage growth to align fiscal sustainability with long-term community goals.

ACTION ITEM	ACTION TYPE	LEAD DEPARTMENT / AGENCY	SUPPORTING PARTNERS	TIME-FRAME	POTENTIAL FUNDING SOURCES	MEASURES OF SUCCESS
1.1 Per 2011 City Infill Policy - **Develop a Vacant and Underutilized Land Inventory and Monitoring System**: Create a GIS-based inventory of vacant, underutilized, and tax-delinquent parcels within the existing city limits to identify infill development opportunities and track progress toward infill goals.	Programmatic	Planning & Community Services	Finance, IT Services, Building Division, Big Sky Economic Development	Short-Term (1-3 yrs)	General Fund, Countywide Planning Levy, partner contributions	Inventory published and updated annually; number of infill parcels converted to productive use.
1.2 Continue Neighborhood Planning for Targeted Growth Areas: Ensure detailed sub-area plans for central Billings Heights, South Billings, and other high-growth areas (beyond the existing Heights and West Billings plans) remain updated in order to provide parcel-level guidance on land use, infrastructure phasing, and design expectations.	Programmatic / Partnership	Planning & Community Services	Public Works, Parks & Recreation, School Districts, City Council	Medium-Term (4-7 yrs)	Countywide Planning Levy, General Fund, Planning Grants	Number of neighborhood plans adopted; percentage of growth areas covered by sub-area plans.



Plan Theme: Align land use decisions with the capacity and long-term sustainability of infrastructure, public services, and facilities.

ACTION ITEM	ACTION TYPE	LEAD DEPARTMENT / AGENCY	SUPPORTING PARTNERS	TIME-FRAME	POTENTIAL FUNDING SOURCES	MEASURES OF SUCCESS
2.1 Integrate FLUM with Capital Improvements Program (CIP): Amend the CIP scoring criteria to prioritize infrastructure investments (water, sewer, stormwater, streets) in areas targeted for infill, redevelopment, and planned annexation according to the FLUM.	Capital Investment	Public Works	Planning & Community Services, Finance, City Council	Short-Term (1-3 yrs)	Enterprise Funds, Impact Fees	Revised CIP scoring matrix adopted; percentage of CIP funds directed to infill areas.
2.2 Establish Clear Infrastructure Sequencing Policies: Develop policies for the logical, phased extension of municipal services in the West End and Heights to prevent fragmented growth and reduce long-term maintenance costs.	Policy / Regulatory	Public Works	Planning & Community Services, City Council	Medium-Term (4-7 yrs)	General Fund	Updated infrastructure extension policy; reduction in leapfrog development.
2.3 Evaluate and Update Impact Fees: Conduct a comprehensive review of development impact fees to ensure growth pays its proportionate share of infrastructure expansion costs.	Programmatic / Study	Finance	Administration, City Council, Public Works, Planning & Community Services	Medium-Term (4-7 yrs)	General Fund, Impact Fee Revenue	Updated impact fee schedule and expanded program.
2.4 Update the City's Water and Sewer Master Plans to reflect FLUM growth projections, identify capacity constraints, and prioritize capital investments in areas targeted for infill and planned growth.	Capital Investment / Study	Public Works	Planning & Community Services, Finance	Short-Term (1-3 yrs)	Enterprise Funds, State Revolving Fund	Master plans updated and adopted; capital projects programmed consistent with FLUM.
2.5 Similar to the recomendations and code options in the EBURD Code, **Consider Developing Citywide Green Infrastructure Incentive Program**: Create incentives (fee credits, density bonuses) for private developments that incorporate green infrastructure elements (bioswales, permeable pavement, rain gardens) exceeding minimum stormwater requirements, leveraging the new stormwater utility to fund public demonstration projects.	Programmatic / Policy	Public Works	Planning & Community Services, Finance	Medium-Term (4-7 yrs)	Stormwater Utility Fees, EPA Grants, General Fund	Incentive program adopted; number of projects utilizing incentives; gallons of stormwater managed on-site.

Plan Theme: Support a transportation system that improves connectivity, safety, and access through multiple travel options.

ACTION ITEM	ACTION TYPE	LEAD DEPARTMENT / AGENCY	SUPPORTING PARTNERS	TIME-FRAME	POTENTIAL FUNDING SOURCES	MEASURES OF SUCCESS
3.1 Continue Implementation of "Complete Streets" Design Standards: Continue application of street design standards that safely accommodate pedestrians, cyclists, transit users, and motorists, particularly on major corridors and in growing subdivisions.	Regulatory/ Capital Investment	Public Works	Planning & Community Services, MPO, MET Transit	Short-Term (1-3 yrs)	General Fund, Enterprise Funds, State/Federal Grants, Developer Contribtions	Maintain and update Complete Streets Policy; miles of complete streets constructed.
3.2 Complete the Marathon Loop and Regional Trail Gaps: Prioritize funding and construction to close gaps in the 53-mile regional trail network, improving north-south connectivity and safe routes to schools and parks.	Capital Investment	Parks & Recreation	Public Works, Planning & Community Services, MPO, School Districts, Community Organizations	Medium-Term (4-7 yrs)	CIP, Federal/State/ Local Grants, Philanthropy	Miles of new trail constructed; completion of the Marathon Loop.
3.3 Expand Transit Service and Infrastructure: Work with MET Transit to expand bus service routes, improve stop amenities, and evaluate long-term high-capacity transit options along key mixed-use corridors.	Capital Investment / Programmatic	MET Transit	Public Works, Planning & Community Services, MPO	Medium-Term (4-7 yrs)	Federal Transit Grants, CMAQ Funds, Transit Levy	Increased transit ridership; number of improved transit stops.
3.4 Enhance Pedestrian Safety at Major Intersections: Continue program to identify and upgrade high-risk intersections with improved crosswalks, pedestrian refuge islands, and traffic calming measures to reduce barriers to active transportation.	Capital Investment	Public Works	Planning & Community Services, MPO, MET Transit	Ongoing	CIP, SRTS Program, Safe Streets For All Grant, Highway Safety Grants	Reduction in pedestrian/ cyclist accidents; number of intersections improved.
3.5 As part of a future update to the Billings MPO Pedestrian and Bicycle Master Plan, **Develop a Citywide Bicycle Network Plan** that identifies priority corridors and establishes a connected system of protected bike lanes, neighborhood greenways, shared-use paths, neighborhood bikeways, and other high comfort facilities. The plan should build on the existing trail system, close key network gaps, and improve connections between neighborhoods, employment centers, schools, parks, transit, and other destinations.	Programmatic / Capital Investment	Planning & Community Services, MPO	Public Works, Parks & Recreation, Community Organizations	Short-Term (1-3 yrs)	MPO PL, TA Grants	Updated Bicycle/Pedestrian Master Plan; identified areas for low level of stress of protected on-street bicycle facilities constructed annually.
3.6 Improve Arterial Connectivity in the Heights and West End through evaluation of the Billings MPO Functional Classification Map. By identifying future connections and approving through the Long Range Transportation Plan, future development in identified locations will be required to address arterial contribution.	Capital Investment	MPO, Planning & Community Services, Public Works	Emergency Services (Fire, Police, Sheriff), MDT	Short-Term (1-3 yrs)	MPO PL	Number of new arterial connections identified and preserved for future development.
3.7 Develop Continue Implementation of the Billings Area Wayfinding Signage Plan for Active Transportation: Design and install a unified wayfinding system for pedestrians and cyclists that identifies routes, distances, and destinations to encourage non-motorized travel throughout the city.	Programmatic / Capital Investment	Public Works, Parks & Recreation	Parks & Recreation, Planning & Community Services, Downtown Partnership	Medium-Term (4-7 yrs)	CIP, TA Grants, Philanthropy	Increased wayfinding as part of non-motorized network connectivity.

Plan Theme: Expand housing options and affordability to support residents across incomes, ages, and household types.

ACTION ITEM	ACTION TYPE	LEAD DEPARTMENT / AGENCY	SUPPORTING PARTNERS	TIME-FRAME	POTENTIAL FUNDING SOURCES	MEASURES OF SUCCESS
4.1 Consider 2011 Infill Policy Recommendations, including creating an expedited permitting process and reduce regulatory barriers (such as parking minimums where applicable) for infill housing and mixed-use projects in the downtown core and designated activity centers.	Regulatory / Programmatic	Planning & Community Services	Public Works, City Council, Building Division, Administration	Short-Term (1-3 yrs)	General Fund, Possible Federal ProHousing Grant	Reduction in average permitting time for infill projects.
4.2 Promote Accessory Dwelling Units (ADUs): Develop pre-approved ADU building plans to reduce costs for homeowners.	Regulatory / Programmatic	Planning & Community Services	Building Division	Short-Term (1-3 yrs)	General Fund, Building Division funds, Possible Federal ProHousing Grant	Number of ADUs permitted annually.
4.3 Support Affordable Housing Development: Utilizing the existing Property Disposition Program, partner with non-profit developers/housing authority to identify city-owned land suitable for affordable housing and leverage tools like Tax Increment Financing (TIF) to subsidize development costs.	Partnership / Capital Investment	Planning & Community Services	Housing Authority, Non-Profit Developers, Community Develpoment Division	Medium-Term (4-7 yrs)	TIF, CDBG, HOME Funds, MT Community Development Trust	Number of deed-restricted affordable units produced.
4.4 Create a Local Housing Trust Fund: Establish a dedicated local housing trust fund capitalized through a combination of TIF set-asides, voluntary developer contributions, and general fund appropriations to provide flexible gap financing for affordable and workforce housing projects.	Policy / Capital Investment	Finance	Planning & Community Services, City Council, Housing Authority	Medium-Term (4-7 yrs)	TIF Set-Asides, General Fund, Voluntary Contributions, State Housing Credits	Trust fund established and capitalized; number of housing units financed through the fund annually.



Plan Theme: Promote equitable access to services and reinvestment in existing neighborhoods to support quality of life citywide.

ACTION ITEM	ACTION TYPE	LEAD DEPARTMENT / AGENCY	SUPPORTING PARTNERS	TIMEFRAME	POTENTIAL FUNDING SOURCES	MEASURES OF SUCCESS
5.1 Prioritize Neighborhood Park Improvements in Underserved Areas: Direct parks funding to improve existing neighborhood parks and address service gaps, particularly in the Heights and West End, before acquiring new undeveloped land.	Capital Investment	Parks & Recreation	Planning & Community Services, City Council	Short-Term (1-3 yrs)	General Fund (Parks Budget), CDBG	Number of park improvement projects completed in target areas.
5.2 Complete Development of an Indoor Recreation and Wellness Center: Finish construction and plan for future components of the multi-use indoor recreation facility at Amend Recreation Campus to address deficit in year-round recreation space.	Capital Investment	Parks & Recreation	City Administration, Community Partners	Ongoing	TIF, Public-Private Partnerships, Tourism BID, General Fund (Parks Budget)	Facility constructed, open to the public, and ongoing added programming and elements.
5.3 Strengthen Neighborhood-Level Engagement: Evaluate communication channels, enagagement and support for Neighborhood Task Forces to ensure City investment for consistent, equitable input for ongoing land use and capital investment decisions.	Programmatic	Planning & Community Services	City Administration, PIO, and City Council	Ongoing	General Fund	Effective City communication on City programs and actitivies; frequency of engagement events; use of public funds to convey public information.
5.4 Coordinate Planning with School Districts: Establish a formal working group with local school districts (beyond current City-County, School Dist. Meetings) to align future school siting and facility planning with the Future Land Use Map and anticipated residential growth patterns.	Partnership	Planning & Community Services	City Council, Planning Commission, School Districts	Short-Term (1-3 yrs)	School District, Enterprise Fund, and General Fund	Execution of a joint planning memorandum of understanding.
5.5 Develop an Equity-Based Capital Investment Scoring Criteria: Integrate equity metrics (poverty rate, park access, transit access, sidewalk coverage) into the CIP scoring framework to ensure historically underserved neighborhoods receive proportionate infrastructure investment.	Programmatic / Policy	Finance	Planing and Community Services, Public Works, Finance, City Administration	Short-Term (1-3 yrs)	Enteprise Funds, General Fund, CDBG	Equity criteria adopted in CIP scoring; percentage of CIP funds directed to underserved areas.
5.6 Develop a Multilingual Community Engagement Strategy: Create a formal strategy for engaging non-English-speaking residents in planning processes, including translated materials, bilingual staff or interpreters at public meetings, and culturally appropriate outreach methods.	Programmatic	City Administration, City PIO	City Administration, City PIO, Community Organizations	Short-Term (1-3 yrs)	General Fund, Planning Grants	Strategy adopted; increase in participation from non-English-speaking residents at public meetings.

Plan Theme: Protect natural resources and integrate parks, open space, and environmental considerations into growth decisions.

ACTION ITEM	ACTION TYPE	LEAD DEPARTMENT / AGENCY	SUPPORTING PARTNERS	TIMEFRAME	POTENTIAL FUNDING SOURCES	MEASURES OF SUCCESS
6.1 Reform Parkland Dedication Standards: Update subdivision regulations per MLUPA to clarify land dedication percentages based on housing units; require basic improvements (irrigation, seeding) upon dedication.	Regulatory	Planning & Community Services	Parks & Recreation, Planning Commission, City Council, School District #2	Immediate (1-3 yrs)	Land dedication as value or land resale.	Adoption of revised parkland dedication ordinance.
6.2 Establish a Sustainable Parks Funding Strategy: Explore and implement a dedicated, long-term funding source (e.g., expanded park districts, Mill Levy, General Fund allocation, local option tax, or conservation foundation) for the perpetual maintenance of parks, trails, and open space.	Policy / Programmatic	Parks and Recreation	Parks & Recreation, Finance, City Council	Medium-Term (4-7 yrs)	New or Re-allocated Revenue Mechanisms	Adoption of a dedicated funding mechanism; increase in parks maintenance budget.
6.3 Enhance and Maintain ROW Landscaping and Tree Canopy: Develop City Ordinance provisions to implement a robust urban forestry program to maintain Billings' Tree City USA status, address City ROW tree care, better match City landscaping with private commercial property landscaping.	Regulatory / Programmatic	Parks & Recreation	Public Works, Administration,Planning and Community Services, City Council	Ongoing	General Fund, Public Works ROW Maintenance Funds, Urban Forestry Grants	Number of City ROWs landscaped and maintained; maintained and increased urban tree canopy.
6.4 Enhance the Current ROW Permitting System for Tree Planting and Pruning in the ROW, Enforce Zoning requirement at Certificate of Occupancy for required street trees, and Develop a Boulevard Tree Replacement Cost-Share Program: Create a formal cost-sharing program to assist homeowners and neighborhoods with the removal and replacement of dead, diseased, or hazardous boulevard trees, supporting canopy continuity on residential streets.	Programmatic	Parks & Recreation	Public Works, Planning and Community Services	Short-Term (1-3 yrs)	General Fund, Urban Forestry Grants, Philanthropy	Number of boulevard trees added, properly pruned or replaced annually through the program; net canopy change on streets.
6.5 Update the Parks, Recreation, and Open Space Master Plan: Conduct a comprehensive update to the 2017 Parks Master Plan to reflect current population, incorporate FLUM growth projections, reassess level-of-service standards, and establish a new 10-year capital improvement priority list.	Programmatic / Study	Parks & Recreation	Administration, Planning & Community Services, Community Partners	Short-Term (1-3 yrs)	General Fund	Updated master plan adopted; capital projects programmed consistent with identified priorities.

Plan Theme: Reinforce Billings' identity through context-sensitive development, downtown vitality, and distinctive neighborhoods.

ACTION ITEM	ACTION TYPE	LEAD DEPARTMENT / AGENCY	SUPPORTING PARTNERS	TIME-FRAME	POTENTIAL FUNDING SOURCES	MEASURES OF SUCCESS
7.1 Support Downtown Revitalization and Mixed-Use: Utilize Urban Renewal Districts and Tax Increment Financing (TIF) to incentivize commercial and residential reinvestment in the downtown core and historic commercial corridors.	Capital Investment / Programmatic	TIF Districts	Administration, City Council	Ongoing	TIF, Economic Development Grants	Increase in downtown residential population; reduction in commercial vacancy rates.
7.2 Consider Context-Sensitive Design Guidelines: Create design standards for commercial and multifamily developments to ensure new construction respects the historic character and scale of adjacent established urban neighborhoods.	Regulatory	Planning & Community Services	Historic Preservation Board, Building Department	Medium-Term (4-7 yrs)	General Fund	Adoption of design guidelines.
7.3 Develop Gateway and Corridor Beautification Standards: Create design standards and a phased improvement plan for major community gateways (I-90 interchanges, Highway 87 corridor) and commercial corridors to improve visual quality and reinforce community identity.	Regulatory / Capital Investment	Planning & Community Services	Public Works, MDT, City Council	Medium-Term (4-7 yrs)	CIP, TIF, MDT Enhancement Funds, General Fund	Standards adopted; number of gateway/ corridor improvement projects completed.
7.4 Establish a Dark Sky Ordinance: Adopt outdoor lighting standards for City ROW lighting (including new subdivision street lighting), Parks Lighting and consider it for all commercial and multifamily development to reduce light pollution, protect views of the night sky, and minimize impacts on adjacent residential neighborhoods and wildlife.	Regulatory	Public Works and Parks and Recreation	Planning and Community Services, Building Division, City Council, Planning Commission	Short-Term (1-3 yrs)	General Fund	Ordinance adopted; percentage of new developments complying with dark sky standards.
7.5 Further Enhance Neighborhood Identity and Branding: Work with neighborhood task forces to develop distinct visual identities (signage, banners, streetscape elements) for established neighborhoods, reinforcing local character and supporting community pride.	Programmatic / Partnership	RiverStone Health	Parks & Recreation, Public Works, Neighborhood Task Forces	Ongoing	General Fund, Philanthropy, Neighborhood Contributions	Number of neighborhoods with adopted identity programs; installation of neighborhood gateway signs and banners.



BILLINGS 2045 APPENDIX

A. MARKET ANALYSIS & GROWTH PROJECTIONS

B. COMPOSITE OPERATING PLAN FUTURE LAND USE MAP

C. FLUM PUBLIC INPUT

D. COMMUNITY SURVEY RESULTS

A. Market Analysis & Growth Projections



TABLE OF CONTENTS

INTRODUCTION	3
HOUSING	8
ECONOMIC DEVELOPMENT	18
GROWTH PROJECTIONS	31

INTRODUCTION

PROJECT INTRODUCTION

Billings Land Use Plan & Future Land Use Map

- In 2023, the Montana Legislature adopted the Montana Land Use Planning Act (MLUPA), which requires certain Montana cities to adopt a new land use plan and update local zoning and subdivision regulations. Cities have up to three years from the effective date (May 2023) of the MLUPA to adopt new regulations.
- In April 2025, the City of Billings (the "City") engaged a planning team led by Orion Planning + Design (Orion) with SB Friedman Development Advisors, LLC (SB Friedman) and Kittleson & Associates to develop a citywide land use plan and future land use map in conformance with MLUPA requirements.
- As part of this work, SB Friedman analyzed the city's existing and projected housing needs given anticipated population growth; assessed current and future economic development conditions and opportunities; and evaluated potential market constraints on future development. These analyses will inform the forthcoming City of Billings land use plan and future land use map.

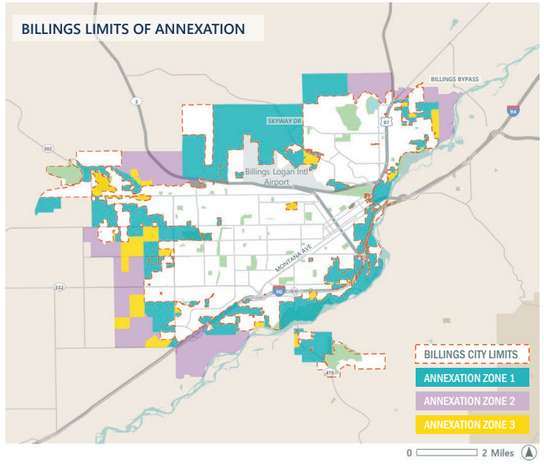


Source: Orion Planning + Design
SB Friedman Development Advisors, LLC

ANNEXATION ZONES

Billings has identified three different types of annexation zones in surrounding Yellowstone County

- Land within Yellowstone County can be incorporated into the city of Billings through annexation. The City's Annexation Policy provides guidance on evaluating potential annexations with a focus on orderly growth, adequate provision of municipal services, and equal benefits to annexed land and existing city land.
- The City's Annexation Policy divides potential annexation areas into three zones:
  - **Zone 1 (City Annexation Petition Area)**. Zone 1 is the primary area in which City Council considers petitions for annexation.
  - **Zone 2 (Long Range Urban Planning Area)**. Zone 2 includes areas that can be considered for inclusion into Zone 1. With certain exceptions, properties cannot be included in Zone 1 without first being in Zone 2.
  - **Zone 3 (County Developed Area).** Zone 3 includes properties developed by the county that are not using municipal services but are adjacent to or near municipally-serviced properties. City Council can consider petitions in Zone 3 as well as Zone 1.



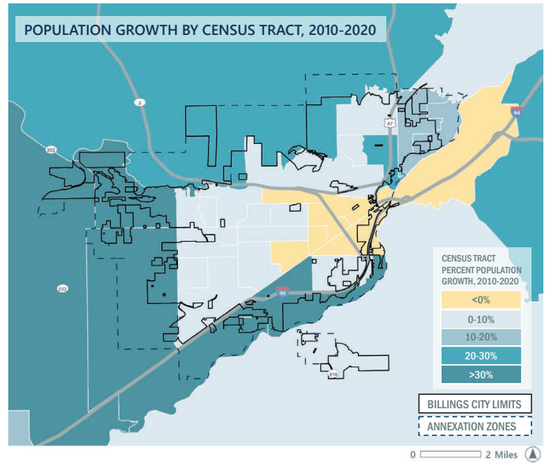
Source: City of Billings Annexation Policy, SB Friedman
SB Friedman Development Advisors, LLC

5

AREA POPULATION CHANGE, 2010-2020

Census tracts at the western edges of Billings experienced up to 95% population growth

- According to the U.S. Census, the population of Yellowstone County was 147,972 in 2010. By 2020, the population increased by 16,759 to 164,731. From 2010 to 2020, the population of Yellowstone County grew at a compound annual growth rate (CAGR) of 1.1%.
- From 2010 to 2020, Billings' population grew by 12.4%. However, population growth was not distributed evenly throughout the city.
- Most areas within the city limits experienced moderate growth between 0 and 10% from 2010 to 2020. The historic core of Billings, including Census tracts overlapping downtown, experienced population decline during this period.
- Areas on the edges of Billings, including Billings Heights and West Billings, grew much more rapidly and saw population increases above 20%. The population in tracts overlapping annexation areas to the west of city limits increased by up to 95%.



Source: SB Friedman, U.S. Decennial Census (2010, 2020)
SB Friedman Development Advisors, LLC

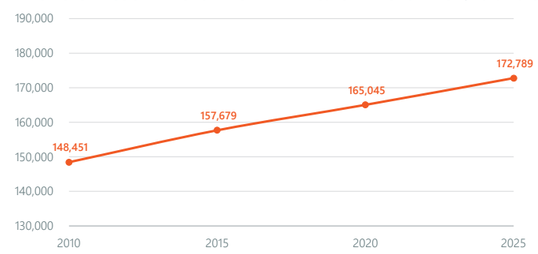
6

POPULATION PROJECTIONS

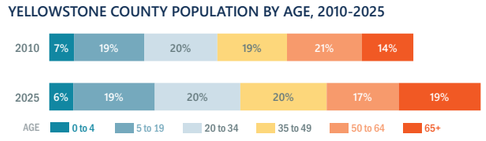
Yellowstone County's population is projected to continue growing, albeit at a slower rate

- Based on estimates published by the Big Sky Economic Development Agency, the 2025 population of Yellowstone County was 172,789. This 2025 population projection reflects an increase of over 24,000 in the span of fifteen years.
  - During stakeholder interviews, interviewees attributed population growth to people moving from outside of Montana in search of a different lifestyle, as well as people moving to Billings from other parts of Montana where the cost of living has increased.
  - According to IRS tax return data, Yellowstone County gained 2,200 households or approximately 4,200 individuals, due to net migration between 2020 and 2022.
- The population of Yellowstone County has aged over the last 15 years. The share of the population that was less than 19 years old was 26% in 2010 and is projected to be 25% in 2025. Meanwhile, the share of the population age 65 and older was 14% in 2010 and is projected to be 19% in 2025.

YELLOWSTONE COUNTY POPULATION AND PROJECTED POPULATION, 2010-2025



YELLOWSTONE COUNTY POPULATION BY AGE, 2010-2025



Source: Big Sky Economic Development Agency, IRS Statistics of Income, Regional Economic Models Incorporated (REMI) compiled by Montana Department of Commerce, SB Friedman
SB Friedman Development Advisors, LLC

7

HOUSING

8

PRIOR HOUSING STUDIES

Studies identify rising home prices as a challenge for Billings

Recently, several housing studies have assessed local and regional housing market conditions. Though the geographic focus of the studies ranges from local to regional, each study identifies rising median home prices, affordability gaps and financial barriers to residential development as ongoing challenges in Billings.

ACCELERATING PRODUCTION OF ATTAINABLE HOUSING

NOVEMBER 2024

The Billings Association of REALTORS® estimates an annual deficit of up to 1,300 housing units and a current shortage of almost 10,000 housing units. Additionally, the study reports that four of the five top occupations in Billings do not provide enough income to buy a median-priced home.

The study identifies infill development, expediting review processes, and establishing design-build toolkits as avenues to address the shortage of affordable, workforce and family housing in Billings.

DOWNTOWN BILLINGS HOUSING STUDY UPDATE

SEPTEMBER 2022

Downtown has seen relatively little new residential development, as much of the new residential development has occurred on the edges of Billings. In addition, single-family homes have remained the most common form of new residential development.

The study suggests that the downtown market cannot support rents high enough to offset rising construction costs. The study recommends the use of incentives to make downtown residential development financially feasible and more attractive.

BRCD REGIONAL HOUSING STUDY

MAY 2022

This regional housing study identifies cost burdens, lack of inventory, and displacement as challenges present in the Billings housing market.

The study identifies market-rate rental housing, affordable rental housing, and first-time buyer and missing middle homeownership as priorities for Yellowstone County. The study recommends the use of fee deferrals/waivers, tax increment financing, land banking, Housing Trust Funds, park lands and revisions to land use codes as strategies to address housing priorities.

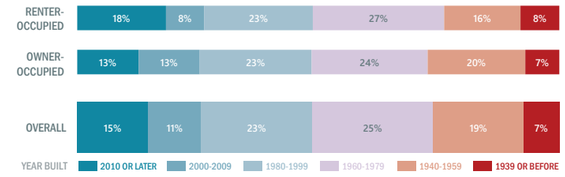


BILLINGS EXISTING HOUSING STOCK

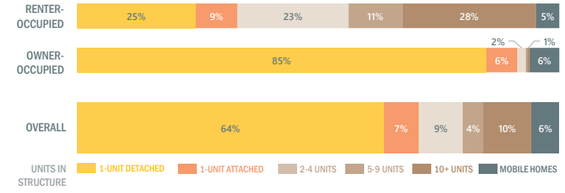
64% of Billings' housing units are single-family detached; 61% of housing units are owner-occupied

- Billings has approximately 53,540 total housing units. Of all housing units in Billings, 61% are owner-occupied (32,600 units) and 33% are renter-occupied (17,700 units). The remaining 3,200 units are vacant. This figure includes 290 units that are sold/rented but not yet occupied, and 310 units occupied seasonally. There are 850 vacant units available for rent and 290 units for sale, per the American Community Survey. The 6% vacancy rate indicates a healthy housing market.
- Over a quarter (26%) of the housing units in Billings were built in or after 2000. While only 13% of owner-occupied units have been built since 2010, 18% of rental units have been built since 2010.
- The majority (71%) of housing units in Billings are single-family homes. Approximately 64% of all housing units are single-family detached units and 7% are single-family attached units. Meanwhile, 23% of all housing units are in multifamily structures (2+ units). An additional 6% of all housing units are mobile homes.
- The housing composition in Billings varies by tenure. Of the owner-occupied units, 85% are single-family detached units, compared to 25% of renter-occupied units. Only 3% of owner-occupied units are in multifamily structures, compared to 62% of renter-occupied. The shares of owner- and renter-occupied single-family attached units and mobile homes are more evenly split.

SHARE OF BILLINGS HOUSING UNITS BY TENURE AND YEAR BUILT, 2023



SHARE OF BILLINGS HOUSING UNITS BY TENURE AND UNITS IN STRUCTURE, 2023



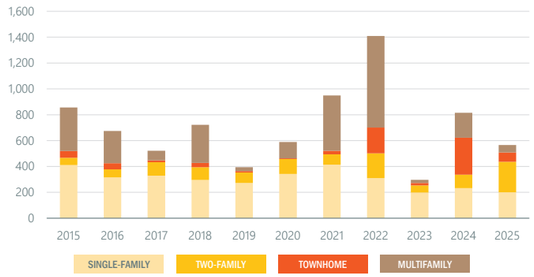
Source: American Community Survey (ACS) 5-Year Estimates (2023), SB Friedman

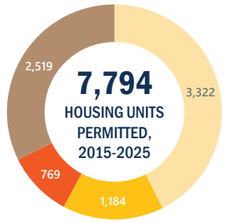
BILLINGS RESIDENTIAL BUILDING PERMITS

Since 2020, new housing production in Billings has shifted towards denser housing typologies

Since 2015, approximately 7,800 residential units have been permitted in Billings. Of the residential housing units permitted, 43% have been single-family homes, 15% have been two-family homes, 10% have been townhomes and 32% have been multifamily homes. The mix of new housing has shifted towards denser options, while total housing production has also grown. From 2015 to 2020, 328 single-family homes and 299 homes in two-family, townhome, and multifamily buildings were permitted annually, on average. Between 2021 and 2025, the average number of single-family homes permitted annually fell to 271, while the average annual number of homes in other typologies increased to 537. Per City data, as of February 2026 subdivision applications have been submitted for over 500 additional residential units.

BILLINGS RESIDENTIAL UNITS PERMITTED, 2015-2025





AVERAGE UNITS PERMITTED ANNUALLY

	2015-2020	2021-2025
SINGLE-FAMILY	328	271
TWO-FAMILY	86	134
TOWNHOME	28	121
MULTIFAMILY	185	282
TOTAL	627	808

Source: Census Building Permits Survey, City of Billings, SB Friedman, U.S. Census Bureau

MARKET-RATE MULTIFAMILY SUPPLY IN BILLINGS

Almost a third of existing market-rate multifamily units were built since 2015

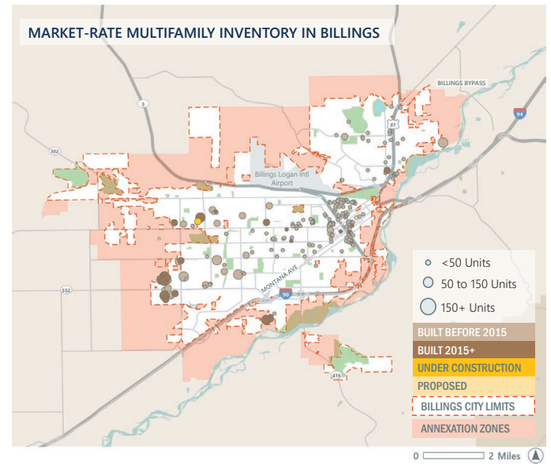
- According to CoStar, Billings has 7,894 market-rate multifamily rental units. An additional 60 units are located in annexation zones. Market-rate multifamily rents average $1.57 per square foot (SF). The overall vacancy rate is 7.7%, which indicates a healthy market; per Cushman & Wakefield, the U.S. average is 9.0%.
- Market-rate units are distributed throughout Billings, with a large concentration of older, smaller developments near the downtown.
- Since 2015, 23 market-rate multifamily developments have been built, adding 2,304 units total, or 29% of Billings' total market-rate multifamily units.
- Newer market-rate developments tend to have more units and are located toward the edges of the city. Market-rate multifamily developments built before 2015 have an average of 29 units compared to those built since 2015, which have an average of 100 units.
- Per CoStar, there are 139 units currently under construction (one project) and 16 additional units proposed (one project) in Billings.

7,894 TOTAL MARKET-RATE UNITS

2,444 MARKET-RATE UNITS BUILT SINCE 2015

7.7% MARKET-RATE VACANCY RATE

MARKET-RATE MULTIFAMILY INVENTORY IN BILLINGS



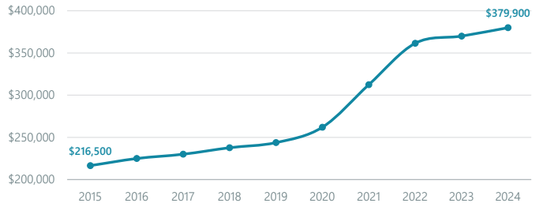
Source: City of Billings, CoStar (May 2025), Cushman & Wakefield (Q3 2025), SB Friedman

BILLINGS RESIDENTIAL SALE TRENDS

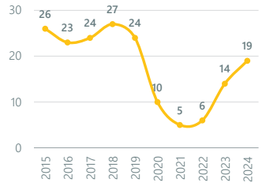
The median home sales price in Billings has increased by over $163,000 since 2015

- In 2015, the median home sales price in Billings was $216,500. The median price increased to $379,900 by 2024 (75% growth since 2015).
- Most of the recent increase in median home sales price occurred between 2020 and 2024. The median home sales price grew at a CAGR of 3.9% from 2015 to 2020. From 2020 to 2024, the median price grew at a higher rate of 9.7%. Over the entire period, the median price increased at a CAGR of 6.4%.
- The median number of days on market for residential property in Billings has varied over the last decade. Between 2015 to 2019, the median number of days on market for residential property ranged from 23 to 27 days. Between 2020 and 2024, the median number of days on the market ranged from 5 to 19 days. The shorter time on market coincided with sharp increases in median sales prices.
- From 2016 to 2020, the number of sales closed increased each year, reaching a high of 2,733 in 2020. From 2020 to 2023, the number of sales closed decreased each year, reaching 1,953 in 2023. In 2024, the number of sales closed increased to 1,979.

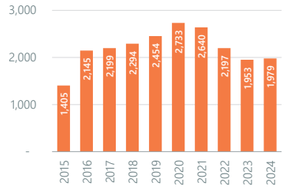
BILLINGS MEDIAN RESIDENTIAL SALES PRICE, 2015-2024



MEDIAN DAYS ON MARKET



RESIDENTIAL SALES CLOSED



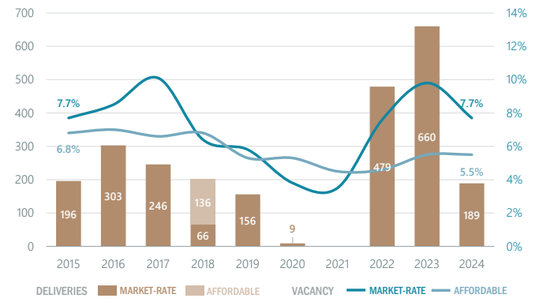
Source: Billings Association of Realtors (2025), SB Friedman
SB Friedman Development Advisors, LLC

BILLINGS MULTIFAMILY PERFORMANCE TRENDS

Multifamily deliveries increased post-COVID with over 1,300 units delivered between 2022 and 2024

- Approximately 2,440 multifamily rental units have been built in Billings since 2015. Of these units, 2,304 are market-rate and 136 are affordable. All the affordable units were delivered in 2018, whereas the market-rate unit deliveries were distributed throughout the period.
- After the delivery of 549 market-rate units in 2016 and 2017, the market-rate multifamily vacancy rate reached 10.1% in 2017. Once deliveries slowed over the next couple years, this vacancy decreased, eventually reaching a low of 3.5% in 2021. In 2022 and 2023, 1,139 market-rate units were delivered, resulting in vacancy rising to 9.8%. As of 2024, market-rate vacancy decreased to 7.7%.
- The affordable multifamily vacancy rate has remained between 4.5% and 7.0% from 2015 to 2024.

BILLINGS MULTIFAMILY UNITS DELIVERED AND VACANCY RATE



Source: CoStar (May 2025), SB Friedman
SB Friedman Development Advisors, LLC

AFFORDABLE MULTIFAMILY SUPPLY IN BILLINGS

Several affordable multifamily developments have been completed in Billings since 2015

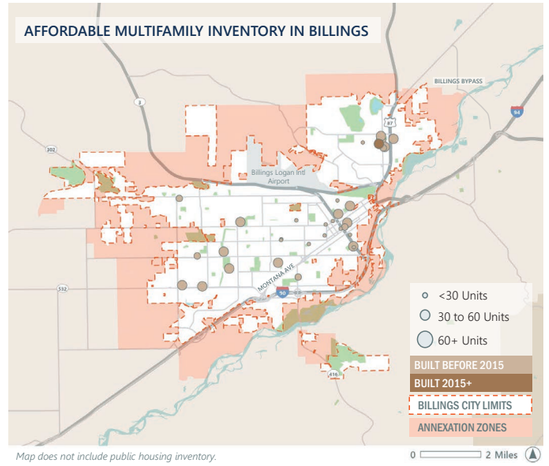
- According to Homefront, Billings has 2,013 legally-restricted affordable multifamily rental units (housing with income and rent limits and enforced by legal agreements often tied to funding sources). This figure is inclusive of 216 public housing units operated by Homefront. The overall vacancy rate for affordable multifamily rental units is 5.5%. There are no legally restricted affordable multifamily developments currently located in annexation zones.
- Affordable multifamily rental units are relatively evenly distributed throughout Billings. Clusters of affordable developments are concentrated in the northwest portion of Billings and near the downtown.
- Six affordable multifamily developments (254 units) have been built since 2015, according to Homefront.

2,013
TOTAL AFFORDABLE UNITS

254
AFFORDABLE UNITS BUILT SINCE 2015

5.5%
AFFORDABLE VACANCY RATE

AFFORDABLE MULTIFAMILY INVENTORY IN BILLINGS



Map does not include public housing inventory.

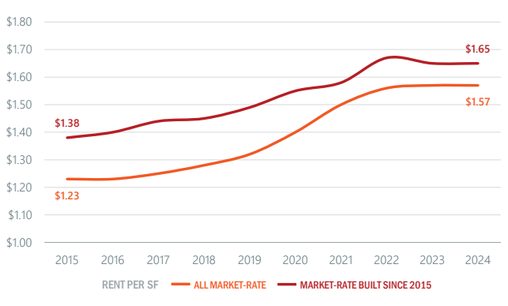
Source: City of Billings, CoStar (May 2025), Homefront, SB Friedman
SB Friedman Development Advisors, LLC

MARKET-RATE MULTIFAMILY RENT TRENDS

Market-rate multifamily rents increase steadily between 2015 and 2022, but have since levelled off

- Since 2015, market-rate rents across all units have increased from $1.23 per SF to $1.57 per SF. Market-rate rents have grown at a CAGR of 2.7%. Market-rate rents for projects built since 2015 have increased from $1.38 per SF in 2015 to $1.65 per SF in 2024.
- Compared to all market-rate projects, rents of projects built since 2015 have grown at a slower CAGR of 2.0%. From 2015 to 2024, projects built since 2015 have had a premium between $0.08 and $0.19 per SF over all market-rate projects.

BILLINGS MARKET-RATE MULTIFAMILY EFFECTIVE RENT PER SF



Source: CoStar (May 2025), SB Friedman
SB Friedman Development Advisors, LLC

CONCLUSIONS

Home sale prices and rents have increased over the last decade; affordability is a growing concern

- Billings has over 53,500 total housing units, a majority of which (64%) are single-family detached homes. An additional 7% are single-family attached units, 23% are multifamily units, and 6% are mobile homes.
- Since 2000, approximately 15,500 residential units have been permitted in Billings, 77% of which have been single-family homes and the remaining 23% have been multifamily units. Since 2020, multifamily permitting has increased relative to previous years.
- Housing affordability remains a challenge in Billings. From 2015 to 2025, the median home sales price grew at a CAGR of 6.4%, increasing by over $163,000. Multifamily rents have also increased from 2015 to 2024, albeit at a more moderate CAGR of 2.7%.
- Amidst housing affordability concerns, several recent studies identified infill residential development as a potential avenue to increasing the supply of housing attainable to Billings residents. While 2,444 market-rate multifamily units have been built since 2015, most have been built near the edges of city limits. Additionally, only one affordable multifamily development with 136 units has been built since 2015.
- Recent housing studies also identified development incentives, land banking and zoning revisions as strategies, among others, to address housing priorities.

Market-Rate Multifamily Units	7,894
Built Since 2015	*2,444*
Vacancy	7.7%
Average Rent/SF	$1.57
Affordable Multifamily Units	1,748
Built Since 2015	136
Vacancy	5.5%
Average Rent/SF	$1.34
Single-Family Owner-Occupied Units [1]	29,772
Closed Sales 2015-2024	21,999
2024 Median Days on Market	19
2024 Median Sales Price	$379,900

- Planning for a diversity of housing types, including single-family detached homes, townhomes, affordable and market-rate multifamily or condominium homes, would help ensure that there are housing options for people and households at different stages of life and with varying needs.

Source: Billings Association of Realtors (2025), CoStar (May 2025), SB Friedman

ECONOMIC DEVELOPMENT

YELLOWSTONE COUNTY WORKFORCE PROFILE

Wholesale and Retail Trade is the largest employment sector in Yellowstone County

- The 2024 Yellowstone County workforce consists of 88,924 people. This accounts for 15.4% of Montana's total workforce. Yellowstone County and Billings serve as a regional hub and catchment area for people and businesses within approximately 500 miles.
- With 2,493 unemployed people in the Yellowstone County workforce, the overall unemployment rate is 2.8%. The Yellowstone County workforce unemployment rate of 2.8% is slightly lower than the unemployment rate of Montana's overall workforce, which is 3.0%. Both Yellowstone County and Montana have unemployment rates below the national average of 4.0%.
- Wholesale and Retail Trade is the largest employment sector in Yellowstone County, followed by Health Care and Social Assistance, Accommodation and Food Services, and Construction. Together, the four largest employment sectors account for 54% of all jobs in Yellowstone County.
- Yellowstone County's two largest private employers, Billings Clinic and Intermountain Health, are in the Health Care and Social Assistance sector. Each of these private employers provides over 1,000 jobs. The third- and fourth-largest private employers, Walmart and Albertsons, are in the Wholesale and Retail Trade sector and provide over 1,000 and between 500 and 999 jobs, respectively.

LARGEST PRIVATE EMPLOYERS IN YELLOWSTONE COUNTY, 2021

- Billings Clinic (1,000+ jobs)
- Intermountain Health (1,000+ jobs)
- Walmart (1,000+ jobs)
- Albertsons (500-999 jobs)

LARGEST PUBLIC EMPLOYERS IN YELLOWSTONE COUNTY, 2024

- City of Billings (1,000+ jobs)
- Billings Public Schools (1,000+ jobs)

LARGEST EMPLOYMENT SECTORS IN YELLOWSTONE COUNTY, 2024

- Wholesale and Retail Trade
- Health Care and Social Assistance
- Accommodation and Food Services
- Construction

88,924
YELLOWSTONE COUNTY WORKFORCE

15.4%
SHARE OF MONTANA WORKFORCE IN YELLOWSTONE COUNTY

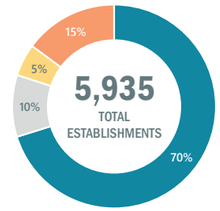
Source: City of Billings, Montana Department of Labor & Industry (2024), SB Friedman, U.S. Bureau of Labor Statistics (2024)

YELLOWSTONE COUNTY SMALL BUSINESS PROFILE

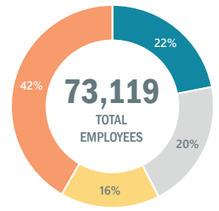
Approximately 70% of establishments in Yellowstone County have less than 20 employees

- In 2022, Yellowstone County had approximately 5,935 business establishments. Of the 5,935 establishments, 70% had fewer than 20 employees, while another 10% of establishments had between 20 and 99 employees. Only 5% of establishments had between 100 and 499 employees and the remaining 15% had at least 500 employees.
- Of the 73,100 employees in Yellowstone County, approximately 22% worked at establishments with fewer than 20 employees. Meanwhile, approximately 42% of total employees worked at establishments with over 500 employees. While most establishments are small businesses with fewer than 20 employees, the majority (58%) of employees in Yellowstone County work at establishments with 100 or more employees.
- Average employee pay in Yellowstone County increases with establishment size. Establishments with over 500 employees had an average annual pay of $66,030, whereas those with fewer than 20 employees had an average pay of $44,573.
- During interviews, multiple business and economic development stakeholder identified Billings as a "business-friendly" city.

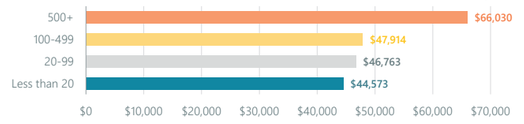
YELLOWSTONE COUNTY ESTABLISHMENTS BY SIZE, 2022



YELLOWSTONE COUNTY EMPLOYEES BY ESTABLISHMENT SIZE, 2022



YELLOWSTONE COUNTY AVERAGE ANNUAL PAY BY ESTABLISHMENT SIZE, 2022



Source: SB Friedman, U.S. Census Statistics of U.S. Businesses (SUBS) (2022)

ECONOMIC CLUSTERS

Regional economies consist of traded (primary) and local (secondary) clusters

Regional economies can be categorized into economic clusters or industry groups. A cluster is a regional concentration of related industries. Regional economies are made up of two types of clusters, each with different patterns of geographic presence and different competitive dynamics.

- Traded clusters, also known as primary job clusters, are groups of related industries that export products/serve markets beyond the region in which they are located. Since primary clusters compete in cross-regional markets, they are exposed to competition from other regions. Typically, approximately 30% of jobs in a geography are within primary clusters.
  - Examples: Business Services, Financial Services, Hospitality & Tourism, Manufacturing, Transportation & Warehousing
- Local clusters, also known as secondary job clusters, consist of industries that serve the local market. They are found in every region of the country, regardless of the competitive position of a particular location. A region's employment in secondary clusters is usually proportional to the population of that region.
  - Examples: Local Government, Real Estate, Schools & Hospitals

Location quotients (LQ) quantify the specialization of a region's industry compared to national employment averages. High location quotients are typically indicative of high-export businesses. Of the largest industry clusters, Yellowstone County has the highest employment concentrations and specializations within the following sectors:

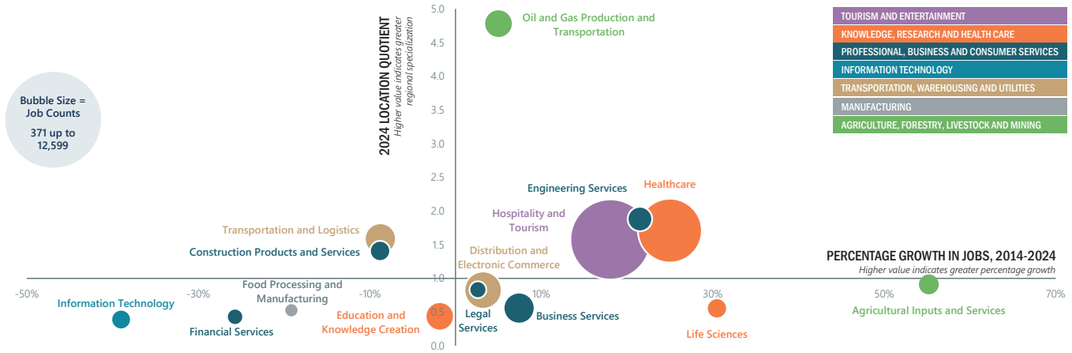
- Oil and Gas Production and Transportation (LQ=4.78)
- Engineering Services (LQ=1.88)
- Health Care (LQ=1.71)

Source: Lightcast (2025), SB Friedman

YELLOWSTONE COUNTY PREDOMINANT ECONOMIC CLUSTERS

Agricultural Inputs and Services was the fastest-growing sector in the last decade

Yellowstone County has experienced growth across many economic clusters since 2014. The Agricultural Inputs and Services cluster grew by over 55% from 2014 to 2024, making it the fastest growing top-ten traded cluster in the county. Despite its significant growth, it only provides 775 jobs, making it the tenth-largest traded cluster in the county. The two largest traded clusters, Hospitality and Tourism and Health Care, which provide 12,599 and 7,985 jobs, respectively, had more moderate growth rates of 18% and 25%.

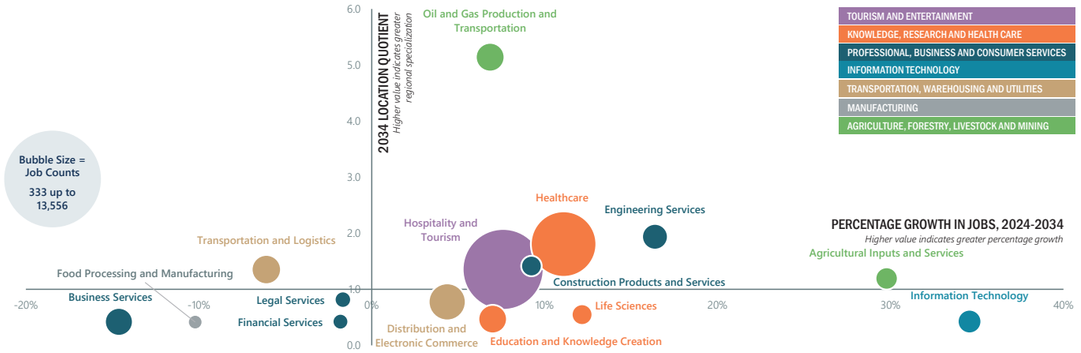


[1] Lightcast projected employment only extends to 2034. Therefore, the analyses are through 2034, rather than 2045 like the growth projections.
Source: Lightcast, SB Friedman

YELLOWSTONE COUNTY PROJECTED CLUSTER GROWTH

Job growth is projected to be driven largely by the Health Care and Hospitality and Tourism sectors

Hospitality and Tourism is projected to remain Yellowstone County's largest employment cluster and add 960 jobs from 2024 to 2034. Hospitality and Tourism's growth will account for 16% of projected job growth during the period. Health Care is projected to remain the second-largest traded cluster and add 890 jobs, or 15% of projected job growth, over the same the period. While Information Technology and Agricultural Inputs and Services are projected to be the fastest-growing top-ten traded clusters due to their smaller size, their growth will only account for a combined 8% of net job growth.



[1] Lightcast projected employment only extends to 2034. Therefore, the analyses are through 2034, rather than 2045 like the growth projections.
Source: Lightcast, SB Friedman

HISTORIC & PROJECTED MAJOR ECONOMIC CLUSTER GROWTH

Eight of ten largest traded clusters in the county are projected to grow between 2024 and 2034

Eight of the ten largest traded employment clusters in Yellowstone County are projected to grow from 2024 to 2034. The two major employment clusters that are projected to lose jobs from 2024 to 2034 are Transportation and Logistics and Business Services.

Hospitality and Tourism has remained the largest employment cluster in Yellowstone County since 2014. Hospitality and Tourism provided 12,600 jobs in 2024 and is projected to provide 13,560 jobs in 2034. As a result, there is likely to be greater demand for hotels, event spaces and tourist activities going forward. Although Hospitality and Tourism is the largest sector, it has the lowest average wage of the ten largest employment sectors. Health Care has remained the second-largest cluster in the county since 2014, and Distribution and Electronic Commerce has remained the third-largest cluster.

TOP TEN TRADED EMPLOYMENT CLUSTERS IN YELLOWSTONE COUNTY, 2014-2034

	Employment, 2014	Employment, 2024	Projected Employment, 2034	Employment CAGR, 2014-2024	Employment CAGR, 2024-2034	Average Wage, 2024
Hospitality and Tourism	10,671	12,599	13,556	1.7%	0.7%	$30,000
Health Care	6,388	7,985	8,871	2.3%	1.1%	$110,800
Distribution and Electronic Commerce	2,612	2,696	2,814	0.3%	0.4%	$97,700
Transportation and Logistics [1]	2,041	1,862	1,749	-0.9%	-0.6%	$84,800
Business Services	1,725	1,853	1,582	0.7%	-1.6%	$95,700
Oil and Gas Production & Transportation	1,495	1,569	1,677	0.5%	0.7%	$212,500
Education and Knowledge Production	1,581	1,552	1,661	-0.2%	0.7%	$41,400
Engineering Services	952	1,157	1,346	2.0%	1.5%	$139,800
Construction Products and Services	855	780	852	-0.9%	0.9%	$108,100
Agricultural Inputs and Services	499	775	1,006	4.5%	2.6%	$43,900

[1] The decrease in Transportation and Logistics employment appears to be a product of how "traded" and "local" clusters are defined and organized. The traded "Transportation and Logistics" sector lost approximately 180 jobs, largely due to decreases in long distance freight trucking and freight transportation arrangement. However, jobs in local logistical services grew by ~800, driven largely by increases in express delivery services. Local cluster employment is shown on page 26.
Source: Lightcast (2025), SB Friedman

HISTORIC & PROJECTED ECONOMIC CLUSTER GROWTH

Yellowstone County is projected to gain over 5,800 jobs from 2024 to 2034

In 2024, Yellowstone County had approximately 89,298 jobs. Local cluster jobs accounted for 58% of total employment in Yellowstone County in 2024. Jobs in the ten largest traded clusters accounted for 37% of Yellowstone County's total employment. Jobs in other traded clusters accounted for an additional 5% of total employment. From 2014 to 2024, Yellowstone County employment increased by approximately 8,450 jobs. During this period, total employment grew at a CAGR of 1.0%, driven by growth in local clusters and the ten largest traded clusters. Yellowstone County is projected to gain 5,861 jobs from 2024 to 2034, bringing total employment to 95,159. During this period, total employment is projected to grow at a CAGR of 0.6%, which is slightly slower than the prior ten-year period.

EMPLOYMENT IN YELLOWSTONE COUNTY, 2014-2034

	Employment, 2014	Employment, 2024	Projected Employment, 2034	Employment CAGR, 2014-2024	Employment CAGR, 2024-2034	Weighted Average Wage, 2024
Ten Largest Traded Clusters	28,820	32,830	35,114	1.3%	0.7%	$77,327
All Other Traded Clusters	5,061	4,781	5,289	-0.6%	1.0%	$93,950
Real Estate, Construction & Development	6,583	8,055	8,698	2.0%	0.8%	$80,435
Local Health Services	4,757	5,241	5,924	1.0%	1.2%	$73,519
Local Motor Vehicle Products & Services	4,145	4,426	4,526	0.7%	0.2%	$71,793
Local Education and Training	3,593	3,913	3,994	0.9%	0.2%	$65,455
Local Commercial Services	3,466	3,561	3,601	0.3%	0.1%	$57,468
All Other Local Clusters	24,423	26,491	28,012	0.8%	0.6%	$67,613
YELLOWSTONE COUNTY TOTAL	**80,848**	**89,298**	**95,159**	**1.0%**	**0.6%**	

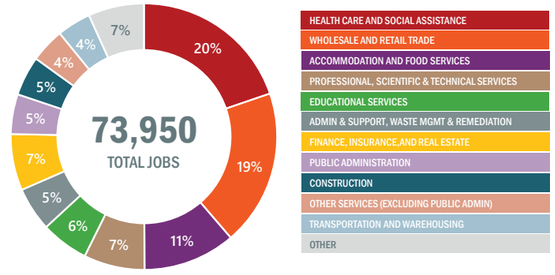
Source: Lightcast (2025), SB Friedman

BILLINGS EMPLOYMENT BASE

Health Care and Social Assistance is the largest employment sector in Billings

- Billings has a total of 73,950 jobs. The three largest sectors in Billings, Health Care and Social Assistance, Wholesale and Retail Trade, and Accommodation and Food Services account for half of all jobs in Billings.
- Health Care and Social Assistance is the largest employment sector in Billings and provides 14,600 jobs. Wholesale and Retail Trade, the second-largest employment sector, provides another 14,000 jobs. The next largest sectors are Accommodation and Food Services and Professional, Scientific & Technical Services, which provide 8,300 and 5,500 jobs, respectively.

BILLINGS JOBS BY SECTOR, 2022



Source: US Census Longitudinal Employment Household Dynamics (LEHD) (2022), SB Friedman

INDUSTRIAL SUPPLY IN BILLINGS

Industrial developments are densely concentrated along Montana Ave and I-90

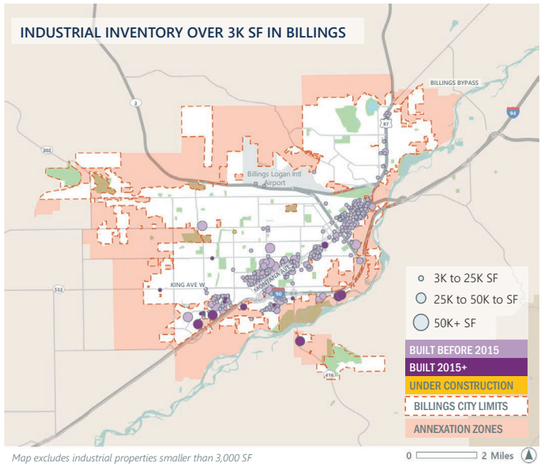
- Billings has approximately 7,912,000 SF of existing industrial space. The industrial building supply in Billings is largely concentrated along Montana Avenue or near I-90. The overall vacancy rate is 4.6% and the average triple-net rent is $8.79 per SF, according to CoStar. The vacancy rate indicates a healthy market; the U.S. average is 6.2%, per Cushman & Wakefield.
- Approximately 719,000 SF of industrial space has been built since 2015, which accounts for 9.4% of Billings' existing inventory. There is one 3,100-SF industrial development currently under construction in Billings.
- In addition, there is approximately 1,710,800 SF of existing industrial space in annexation zones, 648,200 SF of which have been built since 2015. While the city has more than four times as much industrial supply as the annexation zones, development since 2015 in the two geographies has been comparable.
- Per the City, as of February 2026 subdivision applications encompassing nearly 450 acres of land for proposed commercial uses have been submitted.

7.9M TOTAL INDUSTRIAL SF

0.7M INDUSTRIAL SF BUILT SINCE 2015

4.6% INDUSTRIAL VACANCY RATE

INDUSTRIAL INVENTORY OVER 3K SF IN BILLINGS



Map excludes industrial properties smaller than 3,000 SF

Source: City of Billings, CoStar (May 2025), Cushman & Wakefield (Q3 2025), SB Friedman

OFFICE SUPPLY IN BILLINGS

Less than 2% of the 6.3 million SF of office space in Billings was built since 2015

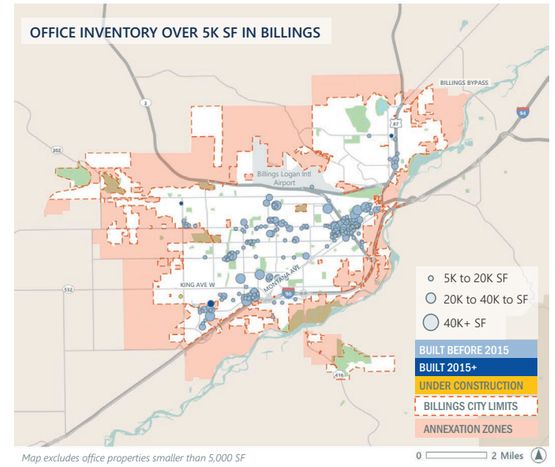
- Billings has approximately 6,273,000 SF of existing office space. The overall vacancy rate is 3.5% and the average triple-net rent is $20.40 per SF, according to CoStar. The vacancy rate indicates a constrained market, as the U.S. average is 19.9%, per Cushman & Wakefield. However, some of the office properties may be leased, but not fully occupied due to remote or hybrid work policies.
- Approximately 66,100 SF of additional office space is located in annexation zones.
- Much of the existing office inventory is concentrated in and around the downtown. There are additional office clusters in the western half of the city.
- Approximately 101,000 SF of office space has been built since 2015; therefore, 98.4% of the city's existing office inventory was built before 2015. There is one 5,000-SF office development currently under construction in Billings.

6.3M TOTAL OFFICE SF

0.1M OFFICE SF BUILT SINCE 2015

3.5% OFFICE VACANCY RATE

OFFICE INVENTORY OVER 5K SF IN BILLINGS



Map excludes office properties smaller than 5,000 SF

Source: City of Billings, CoStar (May 2025), Cushman & Wakefield (Q3 2025), SB Friedman

RETAIL SUPPLY IN BILLINGS

Less than 5% of the 10.6 million SF of retail space in Billings was built since 2015

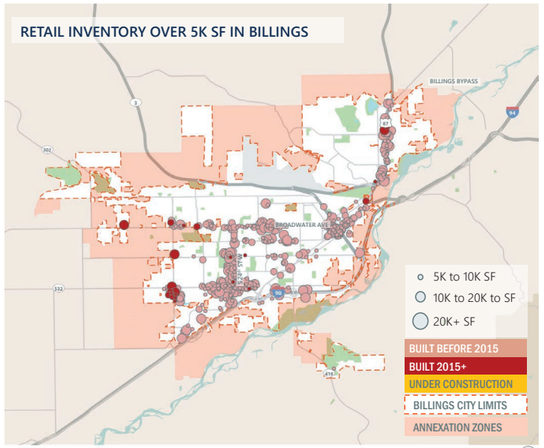
- Billings has approximately 10,608,000 SF of existing retail space. According to CoStar, the average triple-net rent is $10.95 per SF, while the overall vacancy rate is 2.1%, which indicates a constrained market (U.S. average is 5.3%). Approximately 435,500 SF of additional retail space is in annexation zones.
- Much of the retail supply is concentrated in the downtown, along major commercial corridors, including Broadwater Avenue, King Avenue W, 24th Street, or in the northwest portion of the city along US Highway 87.
- Approximately 447,000 SF of retail space has been built since 2015; therefore, 95.8% of Billings' existing retail inventory was built before 2015. There are no retail developments proposed or currently under construction in Billings.
- Although there has been limited new retail space built in Billings since 2015, the city remains an important retail hub for the county, region and state. In 2025, Billings had a $1.5 billion surplus of retail sales, indicating that the city's retail market captures significant spending from people living outside the city.

10.6M TOTAL RETAIL SF

0.4M RETAIL SF BUILT SINCE 2015

2.1% RETAIL VACANCY RATE

RETAIL INVENTORY OVER 5K SF IN BILLINGS



Map excludes retail properties smaller than 5,000 SF

[1] Retail properties and square footage estimates account for ground-floor retail space in mixed-use buildings.
Source: City of Billings, CoStar (May 2025), Cushman & Wakefield (Q3 2025), SB Friedman

CONCLUSIONS

Billings has experienced limited office and retail development; industrial is the strongest product type

- The 2024 Yellowstone County workforce consists of 88,924 people, or approximately 15.4% of Montana's total workforce. The overall county unemployment rate is 2.8%. Eight of the ten largest traded employment clusters in Yellowstone County are projected to grow from 2024 to 2034.
- Billings has a total of 73,950 jobs. The three largest sectors in Billings, Health Care and Social Assistance, Wholesale and Retail Trade, and Accommodation and Food Services account for half of all jobs in Billings.
- Industrial is the strongest commercial product type in Billings. Billings has approximately 7,912,300 SF of existing industrial space within its city limits and an additional 1,710,800 SF in its annexation zones. Approximately 9.4% of the city's industrial inventory has been built since 2015.
- Aligned with national post-COVID trends, Billings' office market has experienced limited growth recently. Billings has approximately 6,273,000 SF of office space. Less than 2% of existing office space has been built since 2015.
- Billings has approximately 10,608,000 SF of existing retail space. Only 447,000 SF of retail space has been built since 2015, which accounts for only 4.2% of the overall inventory. Despite limited recent retail development, Billings remains an important retail hub for the county, region and state.

	Billings	Annexation Zones
Total Industrial SF	7,912,300	1,710,800
Built Since 2015	*730,000*	*648,200*
Vacancy	4.6%	
Average Rent/SF	$8.79	
Total Office SF	6,273,100	66,100
Built Since 2015	*100,800*	--
Vacancy	3.5%	
Average Rent/SF	$20.40	
Total Retail SF	10,608,100	435,500
Built Since 2015	*447,200*	*27,100*
Vacancy	2.1%	
Average Rent/SF	$10.95	

Source: CoStar (May 2025), SB Friedman

GROWTH PROJECTIONS

BILLINGS GROWTH PROJECTIONS

The population of Billings is projected to grow to 153,800 by 2045

SB Friedman developed population and growth projections based on historic trends and anticipated future needs, which will inform future planning efforts and land use policy. The following assumptions inform the growth projection:

- **Population:** Between 2010 and 2023, the population of Billings grew at a 1.11% CAGR. The population projections assume that this historic population growth rate will continue. Population growth projections account for both natural growth (births minus deaths) and net in-migration (including annexation).
- **Housing Units:** Housing needs depend in large part on the population. The housing unit projections assume that Billings' current average household size (2.29) and ratio of households to housing units (0.94) will remain constant through 2045.
- **Jobs:** Job projections are based on projected population growth and the historic ratio of jobs to population in the labor force. Due to data limitations, job counts are estimated and projected for the four primary ZIP codes overlapping Billings: 59101, 59102, 59105 and 59106.
- **Commercial Space:** The projections for industrial, office and retail inventory are informed by existing inventory, recent development trends, historic SF per capita ratios and regional trends specific to each property type. Since 2010, office and retail space per capita has decreased in Billings; the commercial inventory projections assume that these trends continue.

BILLINGS GROWTH PROJECTIONS, 2025-2045

	2025 (Estimated)	2045 (Projected)	2025-2045 Proj. Change	2025-2045 CAGR
Population	123,500	153,800	+30,300	1.11%
Housing Units	55,300	71,500	+16,200	1.29%
Jobs	84,900	106,600	+22,700	1.21%
Industrial SF	7,912,300	10,169,000	+2,256,700	1.26%
Office SF	6,273,100	7,357,000	+1,083,900	0.80%
Retail SF	10,608,100	12,397,500	+1,789,400	0.78%

Source: CoStar (May 2025), Lightcast (2025), Montana Department of Commerce, SB Friedman

CONCLUSIONS

Projected population growth drives demand for additional residential and commercial development

- SB Friedman analyzed the city's existing and projected housing needs given anticipated population growth; assessed current and future economic development conditions and opportunities; and evaluated potential market constraints to future development.
- Billings is projected to continue growing through 2045. To accommodate that growth, the city will need to plan for new housing. Stakeholder interviews identified utilities as one of the biggest constraints to housing development and affordability. As a result, the city will likely need to plan for both infill housing development — which can rely on existing municipal infrastructure — as well as strategic extensions to accommodate residential development outside the existing municipal limits. Planning for a diversity of housing types, including single-family detached homes, townhomes, affordable and market-rate multifamily or condominium homes, would help ensure that there are housing options for people and households at different stages of life and with varying needs.
- Billings is a commercial and employment hub, drawing both consumers and workers from a broader region. As population is projected to grow over the next 20 years so too is employment, as well as the commercial space needed to accommodate the additional demand.
- Industrial is the strongest product type currently. Most recent industrial development has been located on the edges of Billings, or within annexation zones. Given land constraints in the city, we project that these locations will accommodate most of the future industrial development. Like with housing, strategic infrastructure planning will be key to accommodating demand.
- The office market is relatively weak, particularly as work-from-home and hybrid working arrangements become more commonplace, though lease vacancy remains relatively low. Most future office development is likely to be smaller-scale space for professional users like dentists, lawyers or accountants. Conversely, there will likely be less demand for corporate office space. Any near-term corporate office development is likely to be built-to-suit space led by specific companies, rather than speculative development.
- As the population and employment in Billings grows, demand for additional retail space will also increase, albeit at a slower rate given ongoing market trends. Most future retail development will likely be needed to meet the daily needs of new residents and workers, particularly in areas where population grows the most. Over the last decade the Heights and West Billings have grown the most. Given greater land constraints in the core of Billings, it is likely that these areas will accommodate much of the future growth in retail demand.



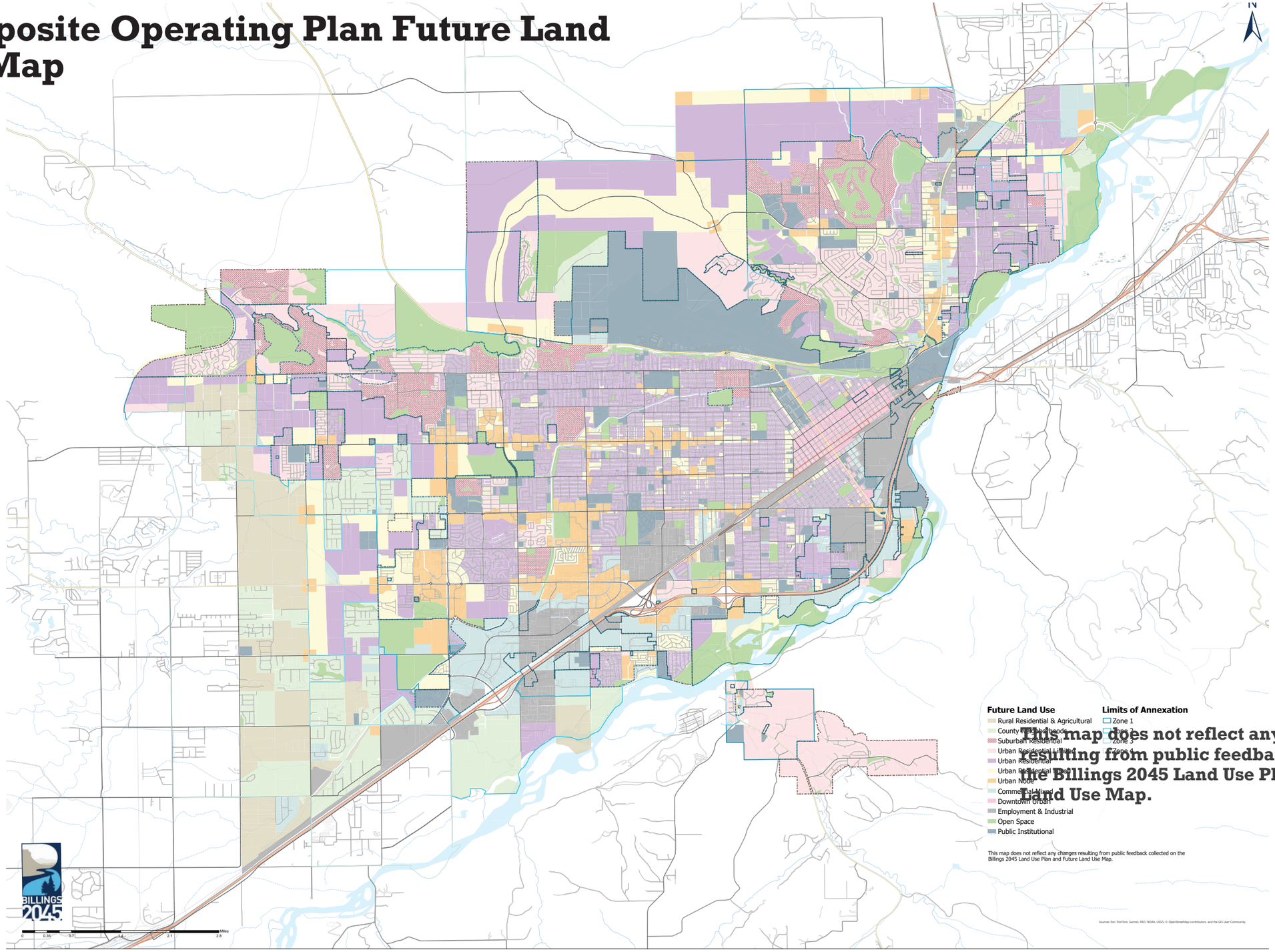
SBFRIEDMAN
70 W Madison St, Suite 3700
Chicago, IL 60602
312-424-4250 | sbfriedman.com

VISION | ECONOMICS
MARKET ANALYSIS AND REAL ESTATE ECONOMICS

STRATEGY
DEVELOPMENT STRATEGY AND PLANNING

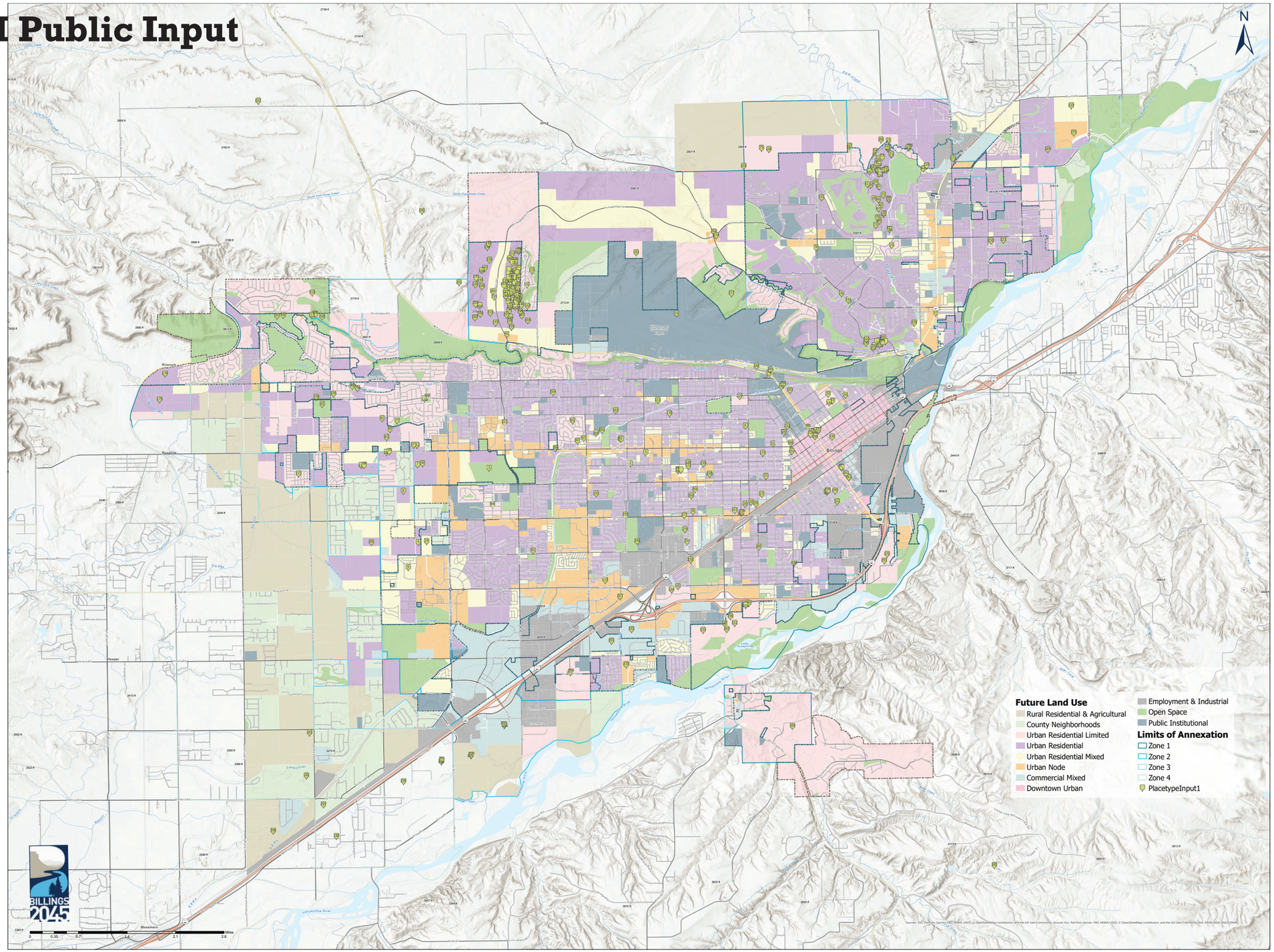
FINANCE | IMPLEMENTATION
PUBLIC-PRIVATE PARTNERSHIPS AND IMPLEMENTATION

B. Composite Operating Plan Future Land Use Map



This map does not reflect any changes resulting from public feedback collected on the Billings 2045 Land Use Plan and Future Land Use Map.

C. FLUM Public Input



OBJECTID	Comment	x	y
1	PI	-108.5	45.77889
2	PI	-108.5	45.77881
5	Urban Residential Mixed would fit this parcel better in my opinion due to zoning to the East, South, and Southwest.	-108.627	45.76424
6	Originally a Community Commercial parcel up until Project Recode, which would match Alpine Village zoning.	-108.559	45.78246
7	Does this proposed zoning allow for the reconstruction of it's original and current use? (4) 4plex buildings along Avenue E.	-108.529	45.7878
8	Urban Residential Limited seems like a better fit.	-108.627	45.7805
9	Urban Residential Limited seems like a better fit.	-108.631	45.775
10	Shouldn't this be Urban Node based on the current use?	-108.63	45.75902
11	Urban Residential Limited seems like a better fit.	-108.636	45.78319
12	Urban Residential Limited seems like a better fit.	-108.644	45.78049
13	Urban Residential Limited seems like a better fit.	-108.627	45.78457
14	Does Urban Node make more sense here as there is already an approved commercial use? Future development may include self storage or multifamily.	-108.475	45.84111
15	How is traffic flow going to be accessed to Monad as Bell is not a street capable of handling traffic it doesn't even have a line?	-108.624	45.76441
16	This area should be UR	-108.484	45.82517
17	I think this is great!	-108.549	45.81143
18	Should this be Urban Node and Commercial Mixes	-108.471	45.81092
19	This area from here west should be Urban Residential Limited	-108.486	45.84098
20	This area from here west should be Urban Residential Limited	-108.485	45.83476
21	This area from here west should be Urban Residential Limited	-108.487	45.83171
22	Almadin Ln should be Urban Residential Limited	-108.485	45.82854
23	This area from here west should be Urban Residential Limited	-108.484	45.84416
24	This area from here west should be Urban Residential Limited	-108.485	45.84709
25	This area should be Urban Residential Limited	-108.487	45.84069
26	This area should be Urban Residential Limited	-108.488	45.83749
27	This area should be Urban Residential Limited	-108.488	45.84069
28	This whole half-block could be urban residential mixed.	-108.524	45.77347
29	This is across from a grocery store and adjacent to bus stops. Urban Residential Mixed would make more sense.	-108.529	45.77142
30	Commercial mixed, to match the rest of this half-block. There's no residential here; it's a coffee kiosk currently.	-108.526	45.77143
31	Urban residential mixed, to match the rest of the half-block. This parcel has multiple businesses currently, so I think it wouldn't be an issue.	-108.527	45.77185
32	The lots facing Broadwater from 1st to 9th Sts could be Urban Residential Mixed. There are some apartments and small businesses on this stretch, plus bus stops + multiple adjacent schools. Would buffer the interior neighborhoods from Broadwater's traffic.	-108.523	45.77721
33	Urban Residential seems like a better fit for this whole area than Urban Residential Mixed. There's nothing particularly suburban about it!	-108.504	45.79423
34	The lots on the south side of this block, facing North Park, could all be Urban Residential Mixed. There are already some multi-unit buildings here, and an small older commercial building at the west end of the block.	-108.503	45.79283
35	Urban Residential seems like a better fit. It's currently a residence. No reason to encourage Urban Node development on a single parcel.	-108.499	45.79395
36	The South Side Triangle area feels very "patchwork" on this draft map. Is there a way to do this so the placetypes feel more intentional? At the very least, I would suggest switching the few Commercial Mixed parcels west of S. 27th to something else.	-108.505	45.77373
37	This whole half-block is primarily businesses currently, and faces a major road. Urban Road or Commercial Mixed seem more appropriate.	-108.545	45.77004
38	I disagree with the other comment on this parcel. This should be Residential or Urban Residential Mixed.	-108.628	45.78461
39	I disagree with the other comment on this parcel. This should be Residential or Urban Residential Mixed.	-108.625	45.78071
40	I disagree with the other comment on this parcel. This should be Residential or Urban Residential Mixed.	-108.635	45.7833
41	Urban Residential Limited next to the interstate doesn't seem practical.	-108.528	45.75073
42	I like the Urban Node proposed here!	-108.6	45.80752
43	This area should be Urban Residential Limited	-108.485	45.84535
44	This area should be Urban Residential Limited as SF only	-108.486	45.84108
45	This area should be Urban Residential Limited as SF only	-108.485	45.8348
46	This area should be Urban Residential Limited as SF only	-108.487	45.83177
47	This area should be Urban Residential Limited as SF only	-108.485	45.82851
48	This area should be Urban Residential Limited as SF only	-108.488	45.83749
49	This area should be Urban Residential Limited as SF only	-108.487	45.8408
50	This area should be Urban Residential Limited as SF only	-108.488	45.8408
51		-108.484	45.84424
52		-108.485	45.84557
53	This area should be Urban Residential Limited as SF only	-108.485	45.8456
54	This area should be Urban Residential Limited as SF only	-108.487	45.84362
55	This area should be Urban Residential Limited as SF only	-108.489	45.84489
56	This area should be Urban Residential Limited as SF only	-108.489	45.84395
57	This area should be Urban Residential Limited as SF only	-108.488	45.84321
58		-108.488	45.84225
59	This area should be Urban Residential Limited as SF only	-108.488	45.84218
60	This area should be Urban Residential Limited as SF only	-108.489	45.83839
61	This area should be Urban Residential Limited as SF only	-108.49	45.83782
62	This area should be Urban Residential Limited as SF only	-108.491	45.83799
63		-108.49	45.84146
64	This area should be Urban Residential Limited as SF only	-108.49	45.84119
65	This area should be Urban Residential Limited as SF only	-108.491	45.84066
66	This area should be Urban Residential Limited as SF only	-108.487	45.83353
67	This area should be Urban Residential Limited as SF only	-108.488	45.8348
68	This area should be Urban Residential Limited as SF only	-108.488	45.83287
69	This area should be Urban Residential Limited as SF only	-108.49	45.83494
70	This area should be Urban Residential Limited as SF only	-108.488	45.8303
71	This area should be Urban Residential Limited as SF only	-108.488	45.83099
72	This area should be Urban Residential Limited as SF only	-108.489	45.82941
73	This area should be Urban Residential Limited as SF only	-108.487	45.83569
74	Several families enjoy hiking and snowshoeing in this area. It is also home to wildlife.	-108.599	45.81627

75	These road islands ("Gateway Park") should be Open Space.	-108.522	45.79873
76	The master plan for High Sierra shows this area at the same planned density as the rest of the subdivision. Could it be Urban Residential like the rest?	-108.523	45.84585
77	Should be Urban Residential Mixed. SD2 sold this parcel to HomeFront.	-108.507	45.82488
78	keep as river rock park and develop park per master plan from 2011	-108.633	45.78974
79	urban residential limited	-108.645	45.79658
80	keep park and develop park	-108.646	45.79701
81	urban residential limited surrounding park on south side and up to rangeview	-108.635	45.78794
82	urban residential limited	-108.637	45.79024
83	develop park	-108.655	45.79334
84	extend the big ditch trail down to grand	-108.636	45.78625
85	dont sell our park	-108.624	45.79465
86	Urban Residential Mixed to match surrounding properties.	-108.549	45.77877
87	Odd that this one sliver is Urban Residential Limited. Should it just be Urban Residential?	-108.525	45.76242
88	Maybe encourage denser development along S. Billings Boulevard?	-108.536	45.74646
89	I disagree with the other comment on this parcel. This should be Urban Residential to help transition between denser development on Grand and the existing county neighborhood to the south.	-108.643	45.78047
90	Would these be Public Institutional, since SD2 owns them and has them earmarked for a future high school?	-108.641	45.76434
91	Update to PI - this is a church	-108.566	45.78538
94	Consider RMU instead of single family if selling land. Create a town square: public meeting space, community center & condos.	-108.593	45.76219
95	The lots facing Grand from 1st to 4th Sts could be Urban Residential Mixed. There are some apartments and small businesses on this stretch, plus bus stops + multiple adjacent schools. Would buffer the interior neighborhoods from Grand's traffic.	-108.521	45.784
96	It would be nice to remove the ‘double’ dog leg Avenue C and give the children a safer crossing here (and on all the alphabet parks).	-108.517	45.78631
97	Urban Residential feels more appropriate for this area (between 32nd and 36th) than Urban Residential Limited. It's next to parks/trails/churches, sidewalks are gradually getting built out, and it's adjacent to an Urban Node area.	-108.605	45.77198
98	It seems stifling not to let this area be UR or even ditch facing URM to allow incremental density here. It is surrounded by UR - why keep it trapped and low value when the city budget could be net from a bit more granularity?	-108.58	45.78925
99	P2 missing for library, Lincoln, SD2 buildings, St John’s	-108.51	45.78734
100	This could be bumped up to node to allow for a live-work active transport ‘canal district’, building on existing businesses. Perhaps the city could support by purchasing a small P1 mixed use canal trail strip, paving the way (as it were)for a 24th	-108.577	45.7856
101	Should the undeveloped land owned by the Country Club be switched to Urban Residential Limited, given that it was zoned as residential prior to Project Recode and the country club has not committed to maintaining it as open space?	-108.667	45.81203
102	This wet, tree- filled, unbuilt extension of Spring creek would be better suited to public space than building. Land for sale, I believe.	-108.549	45.77864
103	This should be changed to Residential Limited provided it was previously R9600 prior to ReCode and can be changed from the existing P1 in the future.	-108.657	45.8122
104	Established suburban neighborhood should remain as single family. Please change all this area that is N3 to Urban Residential Limited and limit the housing to single family homes. Thank you.	-108.505	45.83536
105	What a great linear park and carless connection!	-108.5	45.81519
106	Please make this a node area like its bookends. The point of investing in public infrastructure like an ice rink is to realize value gains from the surrounding property to pay for maintenance, upkeep and Zambonis. Single-family freeway hoods won’t cut it.	-108.55	45.75438
107	Shouldn't this area be Commercial Mixed or Urban Node?	-108.551	45.75372
108	URM	-108.528	45.8421
109	UR	-108.521	45.84558
110	This should be Urban Residential Limited similar to what is was before Project Re:Cod changed it. This will allow YCC to develop the land as another nine holes for golf, new residential homes consistent to the neighborhood, or a combination of both.	-108.668	45.81187
111	Problem: single family tax/acre. Develop this space with fiscally responsible street side mixed use for a few apartments and neighborhood gathering hub. Arrange value trade with ditch assn to extend linear hi-line ditch trail west-east for connectivity.	-108.657	45.79485
112	Plan for connectivity working with the hi- line ditch association to create a linear park leading through to Rimrock West Park. Consider a land value exchange if necessary. Plan ahead to create this space for kids, dogs, wildlife and the whole community.	-108.652	45.79548
113	You may want to trade a corner lot to Hi line ditch assn for Hi Line ditch trail access connecting through to Poly Vista, big ditch trail and arrowhead school - what an opportunity!	-108.625	45.79427
114	If the city establishes a land trade system to improve access for the public, trading four street side lots of this 1.5acre city-owned property for canal access beside the 4 condo associations would allow the linear BBWA park to continue & access tennis.	-108.555	45.79334
115	This also should be Urban Residential Limited	-108.658	45.81201
116	Unique space in Billings that should strongly be changed to Open Space. Sagebrush, Bitteroot, Meadowlarks, hiking, hunting—>wonderful sense of space	-108.597	45.8167
117	This space should be left as open space public land. It is currently public school trust land that is used for hiking, hunting, and biking.	-108.598	45.81503
118	This is State owned land, there are many people who enjoy hiking, birding and hunting. This is public land that should remain public, saved for conservation and enjoyment. Keep Billings spaces open and sensibly conserved.	-108.598	45.81365
119		-108.596	45.81516
120	This is public land and should remain so for hiking and biking. We use it daily. If this word developed and into housing, it would put a huge burden and strain on Zimmerman Trail and access to Billings west End.	-108.597	45.8206
126	Keep the space designated open space. The beauty is in its expanse and quiet for all to enjoy	-108.596	45.81809
127		-108.571	45.75587
128	This is school trust land that is open space and used daily for recreation such as hiking, hunting, biking. This should remain open space. Many many wild birds live here!	-108.598	45.81866
129	This should stay as open public places available to all of us for hiking, birding, dog walking and biking.	-108.6	45.8164
130	The pleasure of wide open Montana land is being over developed. Please no urban development . Thank you	-108.596	45.81905

131	Keep as designated open space	-108.599	45.81786
132		-108.599	45.8148
133	Turn into designated green space with park, beautiful connection between community centers: library and art museum	-108.509	45.78644
134		-108.598	45.81998
135		-108.507	45.78659
136	Vacant lot should be provided for an extension to the neighboring Yellowstone art museum	-108.508	45.78669
137	Turn into designated open space	-108.597	45.8144
138		-108.551	45.79059
139		-108.592	45.82082
140		-108.597	45.8208
141	Turn into designated open space	-108.597	45.82288
142	Keep as designated open space	-108.597	45.81832
143		-108.603	45.81539
144	Keep as designated open space, green space to separate cultural institutions: art museum and library	-108.509	45.78634
145	Please keep this area open without development	-108.597	45.81711
146	Keep designated as open space	-108.6	45.81871
147	This is open state public land. It should stay open lots of people and animals use it every day. It should not be developed. It should stay natural for birds and wild habitat.	-108.596	45.81506
148	This is state public land. It is used for recreation of not only walkers, bikers, joggers, and hikers. It's also used for multiple animals and birds, including the Meadowlark. Please save this land. Keep it open.	-108.597	45.81653
149	I have for several years had a haikubox directed at the state land, open space area. A Haikubox monitors bird calls and is essential for studying the migration patterns and types of birds found in this habitat. (2nd half of commentary)	-108.596	45.81627
150	To develop this land into urban housing would destroy the habitat of many grassland nesting birds, as well as important stopover for migrating birds.	-108.596	45.81712
151	Families hike and enjoy wildlife here	-108.599	45.82109
152	This should not be developed. Wildlife need this space	-108.599	45.8202
153	Open space for wildlife and family hikes.	-108.608	45.81892
154	Don't urban develop this land	-108.599	45.81719
155	Recreation for families and bird watching. Do not developed please.	-108.606	45.82145
156	As the one paying the property taxes on this land, land that was specifically purchased because of its location and not having neighbors anywhere near, then thinking of it developed makes my skin crawl. Please do not develop this.	-108.595	45.81361
157	This land should be kept open space. If any development (businesses, apartments, even additional houses) is added the effect on Zimmerman trail could cause traffic jams going up and down Zimmerman potentially leading to many fatalities.	-108.598	45.81963
158	Zimmerman is already overloaded. There are three new apartment complexes being built on Zimmerman. If this land were developed it would just add to the congestion. This land should be kept open for recreation purposes, wildlife and open space. Please, No!	-108.598	45.81702
159	I was rear ended 3 weeks ago on Zimmerman North of Rimrock. More traffic on Zimmerman could increase chances of fatalities.	-108.597	45.8226
160		-108.594	45.81784
161	It makes no sense to put houses or apartments at the top of Zimmerman. The bottleneck to Skyway drive would negate anytime it now saves for people accessing the Heights	-108.598	45.81967
162	Please do not develop. Keep open for wildlife and recreation on both sides of inner belt loop.	-108.605	45.8258
163		-108.605	45.82644
164	After serving 21 years in the US Army, I deeply value the solitude and openness that this space affords me to hike with my dog. I ask that as a community we can be good stewards of this space and preserve it for future generations as Magic City grows	-108.596	45.81464
165		-108.594	45.81337
166		-108.596	45.8153
167		-108.597	45.81464
168		-108.597	45.81464
169		-108.597	45.81457
170		-108.596	45.81477
171	When the road was built they put in game tunnels for to access water from the west side to the east. They travel daily.	-108.6	45.81776
172	A place for wildlife, animals and hiking. No development.	-108.596	45.82496
173	Reccomend it be used for wildlife / nature and trails. I do not reccomend development with the significant shift in rock/soil that has occurred since the road was finished. We alrea dy have to listen to all the cars racing on the Inter Belt Loop	-108.596	45.82489
174	This is an incredible open space used by recreationists, wildlife and adds a scenic element that should not be disturbed. Please consider changing this to Open Space.	-108.599	45.82334
178	Odd place for UR. Urban Node or URM to match adjacent properties.	-108.532	45.77014
179	I purchased this property 15 years ago paying for the calue of no development behind me. Please do not devalue my property by developing. Leave as public lands	-108.596	45.81535
180	Please leave undeveloped! This area is full of wildlife and walking trails.	-108.609	45.81799
181	Lovely area, please keep as open space.	-108.597	45.81951
182	Zimmerman Trail cannot handle more traffic. This new development will further congest this area. At least the East side of Skyway should be left undeveloped.	-108.597	45.81403
183	Turn into open designated space	-108.596	45.81593
184		-108.662	45.77886
185		-108.524	45.78205
186		-108.599	45.81232
187	Very accessible, critical sagebrush habitat that provides a wonderful space in a growing city for walking, birding, solitude, and even winter activities such as sledding and snow shoeing. Definitely a space that warrants Open Space designation.	-108.596	45.81504
188	This open space is greatly used by animals and birds and people who bought here for the use and open spaces. New Heights connector road has already hurt animal sightings who were here first. Please reconsider.	-108.596	45.81984
189	Urban residential limited	-108.702	45.80006
190	Open space	-108.704	45.79468
191	The land south of the S Frontage Rd, and west of Wise Lane, to around S 56th St is developing rapidly with no apparent planning. It needs to be included in this effort.	-108.652	45.70298

192	The speed limit on this short street - that has residences, a school, and church, is 35MPH. People take that as a minimum, not max. Its way to fast for neighborhood safety and enjoyment. It is NOT a thruway street.	-108.567	45.79134
193	This land and adjoining parcels are owned/operated by Knife River for their aggregate operations (and mining). The thought of it becoming a County Neighborhood in the next 25 yrs is doubtful.	-108.661	45.71569
194	The ag land in this quarter section is owned by JTL (Knife River). Is the intention to allow them to expand their mining operations?	-108.66	45.72468
195	This area has been a great place to bike and walk. I see lots of people enjoying this space;I think this is because it's an area you can enjoy the scenery of the plains and some calm/quiet. That would go away if urban housing was put here.	-108.599	45.81436
196		-108.456	45.69523
197	Wider bike lane to get to trails and airport	-108.525	45.80022
198	Designate for open space Abby & Elliott Gaitonde	-108.597	45.81563
199		-108.607	45.82094
200	Open land; wildlife, nature, outdoor activities. Urbanization will exponentially increase traffic yp and down Zimmerman trail	-108.599	45.81115
201	Don't take away our state land access. I go out here and hunt and walk my dogs. And spend time with my kids and family out there.	-108.607	45.8176
202	Purple area between inter belt loop and ward 4	-108.574	45.77399
203		-108.561	45.8243
204		-108.598	45.81645
205	Constantly see people riding bikes and running and walking this nature area.	-108.598	45.81634
206	Nature area	-108.6	45.81601
207	Wildlife area	-108.598	45.82254
208	This land is used by many people and all of Montana's beautiful wildlife it can not be further urbanized	-108.603	45.80999
209		-108.598	45.80904
210		-108.599	45.81013
211		-108.599	45.81339
212		-108.6	45.81159
213		-108.598	45.80906
214		-108.609	45.81392
215		-108.608	45.81361
216		-108.614	45.8185
217		-108.608	45.81185
218		-108.595	45.81144
219		-108.593	45.81036
220		-108.609	45.81109
221		-108.605	45.81207
222	Lots of hikes during summer and snowshoeing in winter. Please do not develop this natural area.	-108.596	45.8213
223	Many fond memories of hiking this area. To put homes here would be ashame.	-108.598	45.82436
224		-108.597	45.82041
225	My family walks here often and treasure the natural beauty of it. To develop it would be devastating.	-108.599	45.81939
226	Beautiful area, please leave as open space	-108.596	45.81221
227	I purchased this property 15 years ago that backs up to state PUBLIC land. If this gets sold and houses get built behind my house my value will considerably drop. Public land should remain Public land.	-108.596	45.81528
228	PI? I believe this was the property acquired last November with FAA funds to essentially become part of the airport grouds.	-108.532	45.81552
229	Please make the castle (5650 Canyonwoods Dr.) a multifamily zone to attract a 'active living' senior community use - or something similar.	-108.658	45.81668
230	Doesn't the draft Heights plan identify these parcels as targets for denser development? Given the presence of Five Mile Road, perhaps UR and/or URM would be worth considering.	-108.43	45.85387
231	Complete Sidewalk on east side of 12th - DANGEROUS for peds	-108.546	45.78025
232	Complete Sidewalk on E side of 12th	-108.546	45.77952
233	Create Wast City Bypass for trucks	-108.673	45.85691
234	This would be another place to trade a bit of park space here to connect the two existing linear parks along the ditch. Also Ping circle should match its neighbors and allow duplexes etc.	-108.451	45.82597
235	I would agree with urban node here - but not for storage units. It seems like the most visited state park could use some food and even lodging options overlooking the lake.	-108.474	45.84172
236	If you're looking to unload parkland, few parcels make more sense than this acre patch steps away from a large state park. Work with the state and Homefront to create some workforce housing here.	-108.479	45.84569
237	Strongly disagree with the single family shill here. Any area with this level of amenities should be opened to Urban Residential Mixed to fully justify and realize value gains from the infrastructure. Please acknowledge water, power, snow plows required!	-108.488	45.83989
238	Reconsider this block park to trade with developers for a linear park along the canal -- a bonus for walkers, wildlife, seniors and children biking to the lake.	-108.497	45.84606
239	There is a two acre parcel that would be an interesting node continuation providing canalised dining and living in a low rise canal-facing town square development would add a new lifestyle dimension to the heights.	-108.478	45.80887
240	It seems like making this UR like the surrounding area would give the owners flexibility to divide a 4000sqft home or upzone their acre lot with a ADU if they want to. These options make so much sense in the area between the hospital and university.	-108.53	45.79401
241	The Ping Circle development should be Urban Residential.	-108.455	45.82581
242	Keep public /state land/open undeveloped and accessible by all residents to enjoy the outdoors	-108.609	45.81934
243	this area would be good for mixed commercial/residential use	-108.533	45.74656
244	mixed use higher intensity commercial	-108.529	45.75028
245	commercial/residential mixed use	-108.542	45.74519
246	This area, while it has higher zoning currently, I believe the more appropriate place type would be Urban Residential, rather than Urban Node.	-108.565	45.73815
247	Please don't develop this. Billings is getting too big and the water supply system can't handle all the demand.	-108.605	45.82312
248	PI for Grace United Methodist.	-108.566	45.78537
249	This half-block should be Urban Node. This is a midcentury strip mall, mostly with offices and small-scale medical, that provides a nice transition between the old Cine 7 property to the south and the apartments/YWCA to the north.	-108.54	45.77784

250	These properties currently labelled UR should be either Urban Node or URM. There are currently businesses on these parcels, and given the surrounding placetypes, aspiring for UR here doesn't make sense.	-108.542	45.77999
251	I don’t want the BLM land subdivided into housing.	-108.625	45.8335
252	Leave green spaces! This is our neighborhood!	-108.498	45.81387
253	Our house only has 3 feet between the back of our house and where the state trust land starts. Any housing development would impose significant burden on us when roofing and foundation work needs to be done. Please keep this area as open space	-108.597	45.81325
254	Leave this land alone! This concept that every open space needs to be filled with workforce housing will make our city too densely populated, and people will move away!	-108.479	45.84557
255	These county-owned parking lots are unnecessary with so much other parking and the transit hub across the street. The county should coordinate with SD2, MT State or Homefront to create a mixed-use mini-plaza to capitalize on transport infrastructure	-108.503	45.78525
256	The city should make this green space URM- a multifamily infill condo tower to add to their tax base instead of their maintenance bill. See the tower across from Rocky for reference- it's a real boon to the tax base. Make use of Par 3 proximity!	-108.565	45.76946
257	There is an area here that could be developed as a golf course facing condo community here with would assist with the value capture of this vast green space. It would help the city balance its budget.	-108.562	45.76393
258	in response to other post - YAM's additional space is The Vault. They don't need any further costs. The could coordinate with Homefront to set up artists' residence on the two adjoining properties owned by Homefront north of The Vault.	-108.507	45.78663
259	A TIF-subsidized Gazette building purchase by St John's would be a good partnership to create a downtown, Arts District senior living with an event lawn (resident parking in warehouse). SJ is already present and active senior downtown living is growing.	-108.508	45.78542
260	Consider flanking the entire park in URM to thicken up these ageing properties as they're replaced and capture value from pool improvements to add to the upkeep and maintenance pot. Few neighborhoods are as well-poised for future value gain.	-108.502	45.77396
261	Response: what about opening up Commercial mixed all the way over to 31st above the park to encourage updating failing properties to their highest and best use while creating space for local small businesses in a 'live above the shop model'?	-108.505	45.77386
262	Why not give this city-owned part of 33rd to the Y to use as an outdoor space	-108.515	45.78232
263		-108.516	45.78762
264	These little parks are very silly. Consider removing the interior road and gifting them to the adjacent property owner, better than maintaining them.	-108.517	45.78633
265	This is another city park that could provide some Parkside housing along Kalmar Dr.	-108.547	45.76379
266	This node area would be one to keep an eye on for long term light rail 'transit oriented development' to link the city with the next level of public transport. You could begin negotiating with BNSF now for rail and rail bed access.	-108.53	45.7696
267	This node area would be one to keep an eye on for long term light rail 'transit oriented development' to link the city with the next level of public transport. You could begin negotiating with BNSF now for rail and rail bed access.	-108.53	45.76966
268	This node area would be one to keep an eye on for long term light rail 'transit oriented development' to link the city with the next level of public transport. You could begin negotiating with BNSF now for rail and rail bed access.	-108.567	45.75241
269	This node area would be one to keep an eye on for long term light rail 'transit oriented development' to link the city with the next level of public transport. You could begin negotiating with BNSF now for rail and rail bed access.	-108.546	45.7599
270	Response to the response: Why encourage more commercial development in the interior of South Side triangle when that's more needed along S. 27th and 1st Ave. S? The 'live above the shop model' seems better suited to the EBURD.	-108.504	45.77399
271	I like the proposed urban node!	-108.537	45.82845
272	mostly city land oaths half block. Why not community gardens on the vacant lots?	-108.498	45.77674
273	This is county land on this whole block. Why is this not a prison garden project to reduce food costs and teach skills? Even planting potatoes on the vacant lots would yield a harvest and improve the appearance.	-108.498	45.77674
274	These lots are privately owned but the owners may allow seasonal gardens if there was interest.	-108.499	45.77756
275	The new Urban Residential designation should allow for duplexes on residential lots across all zoning sub-types (N1, N2, N3, N4). Holding on to the "no duplexes" rule for N3 and N4 is bad policy in a growing city that badly needs more housing and density.	-108.586	45.79528
276	Perhaps the city could sell the 1133 Howard lot to the multifamily to save maintenance and add to tax base or make it a pocket park accessible to all.	-108.545	45.77332
277	The is a little strip of P1 drainage ditch here between Terry and Miles. Perhaps it could be rethought and have a public use access?	-108.544	45.77457
278	1260 Yellowstone and the neighboring lot to the west would make better park than a housing project. This seasonal waterfall with mature trees is a cool urban oasis which backs up to county property on the southern edge. Provides awareness of water source.	-108.548	45.77873
279	Keep this as openspace. This area is currently used by west end residents for recreation. YCC has had years to challenge P1 zone, has not done so. YCC has attempted to cut off public access to these trails in the past. Public has adverse possession	-108.655	45.81161
280	URL here is contrary to zoning policy prohibiting N zones along arterials. Should this area develop in the city, it should be UN or URM	-108.535	45.74531
281	URL should be mapped on existing N3 only. This area should be UR. URL is a category that will lock in unsustainable low density whose tax revenue won't support maintenance	-108.487	45.76059
282	much of this area is heavy commercial/ light industrial. URL makes no sense for existing or preferred development here. Should be UR, URM, or EI	-108.582	45.73666
283	commercial	-108.466	45.84312
284	Commercial	-108.429	45.8482
285	commercial	-108.537	45.82763
286	Response to 'green space'. Looking at MT's tax parcel map it's clear that DT needs private development. Envision a walkable/mixed town center encompassing 'Y to YAM' creating new housing while optimising vast existing (SD2, city) parking as an event plaza	-108.509	45.78585
287	Agree w other commenter. URM here and upzone next to public amenities wherever possible to justify and capture the value of that public investment to pay for more nice stuff! PLAN - to cover your budget. Incentivize infill over sprawl. Stop annexing.	-108.504	45.79247

288	A stormwater drain is buried under these medians (P1 green). Why not upgrade to open, low- maintenance bioswales with an E. Plainview tree-lined, protected path, linking Terry, over the tracks (long term) to Amend park. www.youtube.com/watch?v=nKdbUfnze5E	-108.547	45.76923
289	A stormwater drain is buried under these medians (P1 green). Why not upgrade to open, low- maintenance bioswales with an E. Plainview tree-lined, protected path, linking Terry, over the tracks (long term) to Amend park www.youtube.com/watch?v=tGHzOKXhp-M	-108.547	45.76628
290	The state could spur awareness in a canal district here: honor history, explore connections and improve the academic- medical link with some canal facing features besides parking (small amphitheater or food truck court?) www.youtube.com/shorts/UTaReU5gqI8	-108.518	45.79589
291	This is definitely the place to have the state negotiate with BBWA to allow cy-walk trail linking tax-exempt university to this 'node' area to increase interaction and public ROI. PLAN an activated airport entry vibe! www.youtube.com/watch?v=6jYi8UA4P2I	-108.517	45.79631
292	Consider setting this parking lot up for post-pool food truck time during the summer months. Provide spaces / amenities and charge rent. Link canal path with small bridge here. Make parks generate income besides taxes. S park pool - same strategy.	-108.572	45.78726
293	Hmm - single family? Just keep the Simpson St. connector trail on your radar as things pick up in the wake of the Amend Park hockey project.	-108.515	45.75901
294	There are so many medical professionals coming our way to support the medical corridor improvements - wouldn't URM make more sense for this stripe behind the node as this area responds to the needs of new nurses, medical residency students etc?	-108.515	45.79513
295	Not really following the 'node' desigation here. This area needs a clear walkable (lighted?) path leading to Hefner's Steps with historical markers. Ensure that it is P1 -- not... node.	-108.521	45.79945
296	Please share the tax income / acre (see Urban3 for info) for each Ward on the Billings 2045 project page and show us how much each Ward covers from its water, road, snow plow etc. bill. Please make any annexed property pencil out within the Ward.	-108.487	45.84726
297	Can we ask for a roundabout here with a two way 6th Avenue?	-108.515	45.78408
298	This corredor lies in the middle of an urban wilderness area. No future development (commercial or residential, beyond the existing inner belt loop road should be allowed in this area to ensure that the remaining portion of this state land remains natural	-108.604	45.81652
299	This parcel of state land (both sides of the belt loop) has long been used as a wildlands recreation area by Billings residents and is important for that purpose. No new development should be allowed on this land in order to preserve its natural character	-108.6	45.81552
300	All the flat land on both sides of what will be a major arterial connecting to Interstate 90/94 to Highway 87 and eventually along Sindelar Road and Alkali Creek Rd to Highway 3 needs to be set aside for Commercial/Light Industrial/H ind use/Tax base	-108.437	45.84479
301	All this land along Interstate 90 and the Interchange should be presumptively zoned Commercial/Lt Industrial and Industrial as it is not suitable for housing but can create a good tax base. Look at the development at King and Zoo Drive Interchanges	-108.534	45.74799
302	This land should be presumptively zoned Industrial to fit the character across the highway and make use of interstate access and arterials	-108.488	45.7592
303		-108.564	45.74554
304		-108.57	45.74314
305		-108.602	45.72579
306		-108.612	45.71956
307		-108.621	45.71832
308		-108.656	45.7096
309		-108.671	45.70423
310		-108.632	45.7143
311	Employment Industrial use for all land within 1/2 to 1 mile from Interstate	-108.602	45.72592
312	Employment Industrial use is appropriate	-108.621	45.71863
313	Employment Industrial is appropriate	-108.612	45.71959
314	Employment Industrial is the highest and best use. Good tax base!	-108.582	45.7367
315	By continuing to annex far flung properties you are building a city you can't afford. The suburban residents often demand more open space and single family zoning. They survive - water, electricity, snow plowing— on the backs of the small urban lots. Stop	-108.516	45.72488
316	If the Rose Park housing units are set to be rebuilt soon, it would be a good place to add some density with great access to schools and parks.	-108.573	45.78669
317	If senior home area West Park Village is 'node', it seems like Grand Springs area should be too. Even more reason to gather local business owners for a collective walk-friendly 'canal district' rebranding. https://10best.usatoday.com/awards/best-riverwalk	-108.586	45.7836
318	This multifamily to Ave B area is the perfect place for a car-less canal crossing to local businesses.	-108.579	45.78507
319	This neighborhood is large lot, large house and should be zoned for Single-family detached.	-108.487	45.80537
320	This neighborhood should show as single family only.	-108.487	45.80562
321		-108.487	45.80547
322		-108.487	45.80591
323	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.488	45.80485
324	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.49	45.80425
325	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.49	45.80378
326	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.488	45.80437
327	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.489	45.80511
328	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.487	45.80509
329	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.488	45.80476
330	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.492	45.8048
331	This neighborhood should be single-family detached only, as it is large home/large lot.	-108.492	45.80557
332	If Billings City does not have the money to rectify the road infrastructure between Rimrock and Grand along Zimmerman, the city has no right to continue developing along this corridor. Either alongside Zimmerman or up above the rim rocks.	-108.601	45.78914
333	Friendship House owns parcels along the ROW and wants to rezone to P2, same as the property to the west.	-108.502	45.77171

This page intentionally left blank.

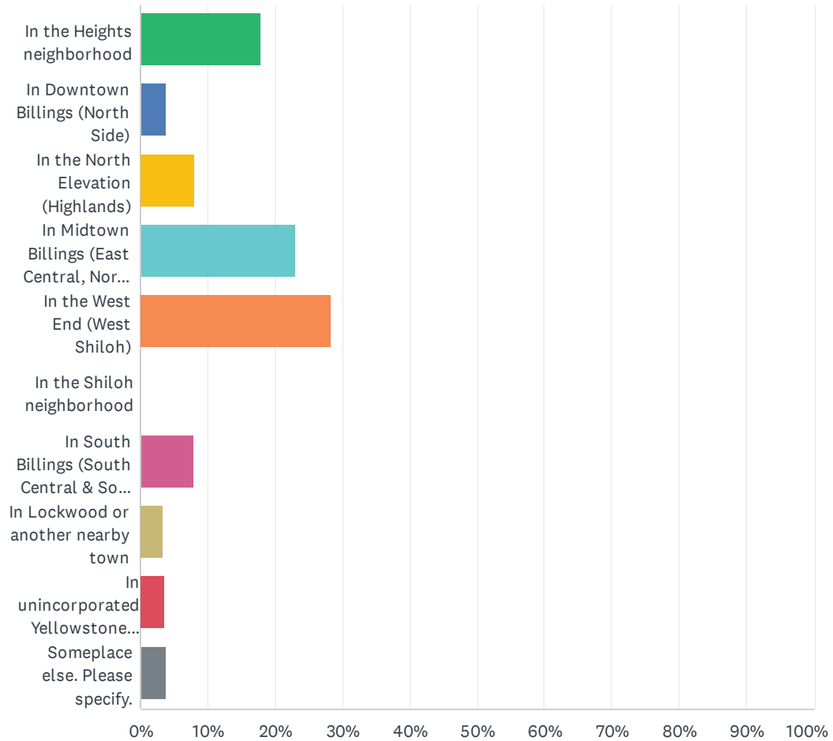
This page intentionally left blank.

D. Community Survey Results

Billings 2045 Community Survey

Q1 Please tell us where you live (general neighborhood boundaries are displayed below).

Answered: 1,166 Skipped: 3



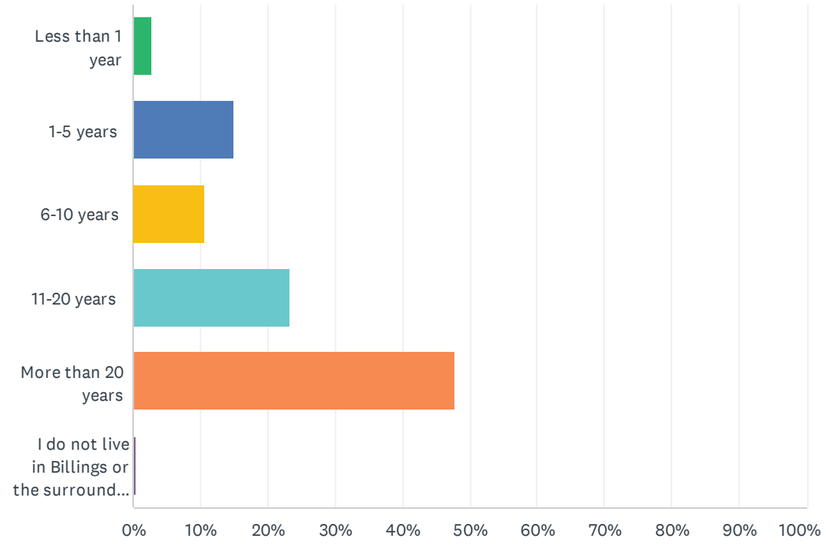
ANSWER CHOICES	RESPONSES	
In the Heights neighborhood	17.92%	209
In Downtown Billings (North Side)	3.86%	45
In the North Elevation (Highlands)	8.06%	94
In Midtown Billings (East Central, North Central, West Central)	23.07%	269
In the West End (West Shiloh)	28.30%	330
In the Shiloh neighborhood	0.00%	0
In South Billings (South Central & South Side)	7.89%	92
In Lockwood or another nearby town	3.34%	39
In unincorporated Yellowstone County	3.69%	43
Someplace else. Please specify.	3.86%	45
TOTAL		1,166

#	SOMEPLACE ELSE. PLEASE SPECIFY.	DATE
1	Briarwood	12/21/2025 8:29 AM
2	Seattle area now, but Billings Heights raised	12/15/2025 12:43 PM
3	Josephine Crossing	12/11/2025 8:36 PM
4	blue creek	12/11/2025 2:15 PM
5	Pause I can’t read that map somewhere new even steel ig?? Is that weat Shiloh ??	12/11/2025 12:43 PM
6	Joliet - work in Billings	12/10/2025 1:22 PM
7	Briarwood	12/9/2025 2:35 PM
8	Shepherd but own property downtown	12/9/2025 10:36 AM
9	Both the Heights and east central	12/8/2025 4:27 PM
10	Just south of the Duck Creek bridge up Fritz Rd	12/8/2025 1:33 PM
11	Hesper	12/8/2025 1:29 PM
12	Shepard montana	12/8/2025 1:28 PM
13	Hesper	12/8/2025 1:25 PM
14	Molt MT	12/8/2025 1:24 PM
15	west alkali cr	12/8/2025 10:37 AM
16	Hesper	12/8/2025 10:32 AM
17	Briarwood	12/6/2025 12:18 AM
18	West Central	12/4/2025 4:24 PM
19	West of Billings	12/4/2025 12:00 AM
20	KI’m j	12/3/2025 9:35 PM
21	Laurel	12/3/2025 6:27 PM
22	West	12/1/2025 4:49 PM
23	Highlands	11/30/2025 9:59 AM

24	near RImrock & Zimmerman Trail (north central on you rmap, but that wasn't a choice on the list)	11/29/2025 4:58 PM
25	Outside of boundaries shown	11/29/2025 1:35 PM
26	Just outside of the heights city limits	11/23/2025 2:15 PM
27	Townsend, MT	11/22/2025 8:51 PM
28	Downtown Billings Moss Mansion neighborhood	11/22/2025 8:28 AM
29	In the ghetto	11/21/2025 2:13 PM
30	North Central	11/21/2025 1:20 PM
31	Laurel	11/16/2025 11:24 PM
32	Tiburon Lane	11/15/2025 9:07 AM
33	Josephine Crossing	9/26/2025 8:56 PM
34	I live in Missoula but work remotely for a company in Billings and travel back and forth - I grew up in Billings, my parents still live there. I spend a lot of time in the Magic City.	9/25/2025 11:47 AM
35	Loveland Colorado	9/25/2025 9:17 AM
36	North Park	9/24/2025 10:21 PM
37	Rehberg Ranch	9/24/2025 9:39 PM
38	Southwest (Josephine Crossing)	9/24/2025 12:55 AM
39	South west Billings	9/18/2025 5:37 PM
40	Northwest Billings	9/18/2025 1:43 PM
41	Central-Terry (neighborhood boundaries didn't display)	9/18/2025 12:58 PM
42	Greycliff	9/18/2025 12:47 PM
43	Josephine Crossing	9/17/2025 9:46 PM
44	Briarwood	9/17/2025 9:41 PM
45	Josephine Crossing	9/17/2025 9:36 PM

Q2 About how long have you lived in Billings or the surrounding area?

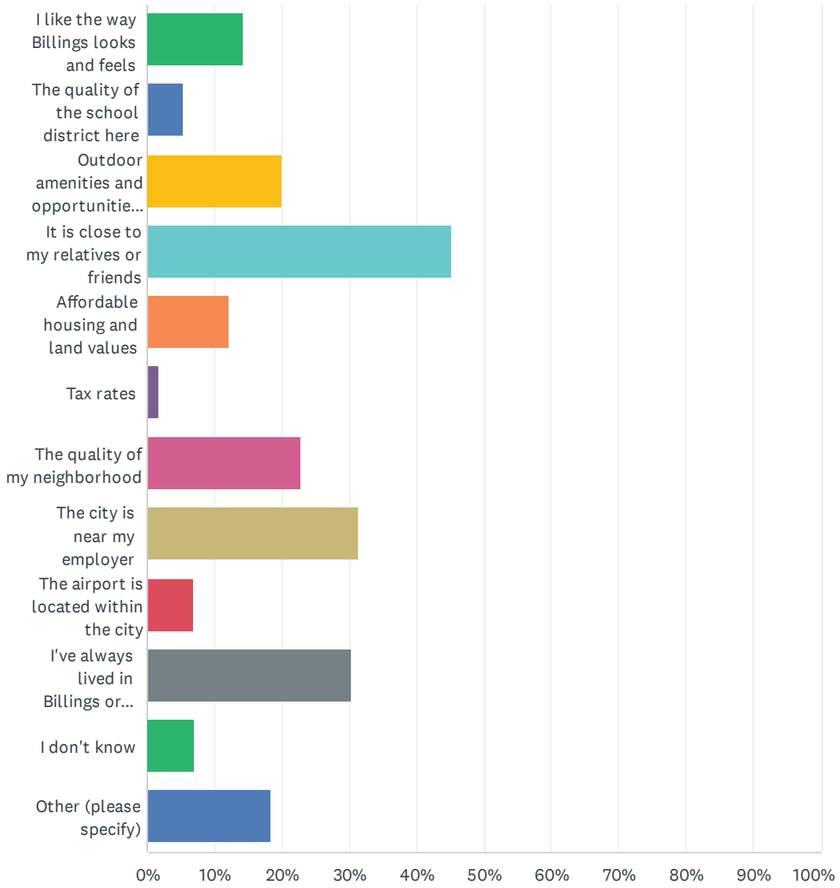
Answered: 1,166 Skipped: 3



ANSWER CHOICES	RESPONSES	
Less than 1 year	2.74%	32
1-5 years	15.01%	175
6-10 years	10.72%	125
11-20 years	23.16%	270
More than 20 years	47.86%	558
I do not live in Billings or the surrounding area	0.51%	6
TOTAL		1,166

Q3 If you live within the City of Billings, why did you choose to live here? (Select your top 3)

Answered: 1,113 Skipped: 56



ANSWER CHOICES	RESPONSES	
I like the way Billings looks and feels	14.38%	160
The quality of the school district here	5.30%	59
Outdoor amenities and opportunities to recreate	20.04%	223
It is close to my relatives or friends	45.10%	502
Affordable housing and land values	12.22%	136
Tax rates	1.80%	20
The quality of my neighborhood	22.91%	255
The city is near my employer	31.45%	350
The airport is located within the city	6.74%	75
I've always lived in Billings or wanted to return after moving away	30.19%	336
I don't know	7.10%	79
Other (please specify)	18.33%	204
Total Respondents: 1,113		

#	OTHER (PLEASE SPECIFY)	DATE
1	Good activities and events happening, public parks and trails	12/31/2025 10:02 PM
2	1-2 hours away from better hiking opportunities (mountains)	12/31/2025 11:20 AM
3	There are still open spaces and farmlands	12/20/2025 6:54 PM
4	Spouse lived here	12/18/2025 12:55 PM
5	I moved to Billings to attend EMC (not MSUB and never left)	12/15/2025 5:17 PM
6	work	12/14/2025 11:44 AM
7	Medical facilities and family	12/13/2025 12:17 PM
8	Small size	12/13/2025 10:32 AM
9	Where husband had his job	12/12/2025 8:45 PM
10	Don’t want to live here	12/12/2025 2:08 PM
11	I don’t want to	12/12/2025 1:41 PM
12	I moved here for work	12/12/2025 1:36 PM
13	It was a safer city when I first moved here . Not so much anymore !	12/12/2025 12:30 AM
14	Moved from Laurel	12/12/2025 12:18 AM
15	My husband’s job	12/11/2025 11:57 PM
16	Close to medical facilities	12/11/2025 8:36 PM
17	family	12/11/2025 4:42 PM
18	Dads work	12/11/2025 2:18 PM
19	my dads job moved us here	12/11/2025 2:15 PM
20	I was born here	12/11/2025 1:36 PM
21	I am born and raised here	12/11/2025 1:05 PM

22	my parents made me here	12/11/2025 1:00 PM
23	fathers job	12/11/2025 12:57 PM
24	My parents have lived here there whole lives	12/11/2025 12:50 PM
25	othing about this city is pleasing I am forced to live here	12/11/2025 12:43 PM
26	Personal Reasons	12/11/2025 12:40 PM
27	Born and raised here	12/11/2025 12:35 PM
28	I was born in Hawaii	12/11/2025 12:32 PM
29	Family roots	12/11/2025 12:29 PM
30	no sales tax	12/11/2025 11:23 AM
31	This place sucks only thing good is the car meets and truck meets	12/11/2025 11:19 AM
32	Economic hub	12/11/2025 11:18 AM
33	Family	12/10/2025 9:43 PM
34	Married someone from here	12/10/2025 9:03 PM
35	Because I can count of my water bill be egregiously high!	12/10/2025 5:04 PM
36	This was where our small business could find more work	12/10/2025 5:03 PM
37	I grew up on a ranch near here... 4th generation MT	12/10/2025 4:27 PM
38	Moved here for college and never left	12/10/2025 1:43 PM
39	I have lived on every part of town after 43 years here	12/10/2025 12:33 AM
40	Looking for work.	12/9/2025 7:23 PM
41	University Dorms	12/9/2025 4:15 PM
42	its fucking lit	12/9/2025 11:29 AM
43	born here and forced to stay	12/9/2025 10:24 AM
44	Medical	12/9/2025 2:19 AM
45	Bozeman is too expensive	12/8/2025 11:43 PM
46	Born here	12/8/2025 11:00 PM
47	Job security	12/8/2025 10:42 PM
48	Proximity to locations like Red Lodge and Bozeman	12/8/2025 10:33 PM
49	This place sucks and I'm stuck here	12/8/2025 10:15 PM
50	Strong Economy for Trades	12/8/2025 9:36 PM
51	When we moved here Billings was a nice place to live. Really changed for the worst	12/8/2025 9:00 PM
52	I got a job here.	12/8/2025 8:33 PM
53	Msub	12/8/2025 8:26 PM
54	moved here for a job over 20 years ago	12/8/2025 8:14 PM
55	I was born here	12/8/2025 7:58 PM
56	I didn't choose to live here, I was born here.	12/8/2025 7:52 PM
57	I came here for college (Rocky Mountain College) and loved it so stayed after graduation.	12/8/2025 7:40 PM
58	School	12/8/2025 6:41 PM
59	Came for college, met my husband and stayed	12/8/2025 6:28 PM

60	Thankful to move to Lockwood and not into Billings, where my spouse's job is	12/8/2025 6:23 PM
61	Moved here for a job	12/8/2025 6:01 PM
62	My husband's job	12/8/2025 5:40 PM
63	certain comments have been redacted due to content	12/8/2025 5:31 PM
64	Was born here	12/8/2025 4:28 PM
65	born here	12/8/2025 4:25 PM
66	was born here and still in school	12/8/2025 3:22 PM
67	I was born here	12/8/2025 3:20 PM
68	The city is near my Moms Employer	12/8/2025 3:20 PM
69	Born Here	12/8/2025 3:17 PM
70	the specific house fits my family	12/8/2025 1:50 PM
71	My dad got a job here	12/8/2025 1:32 PM
72	I was born here	12/8/2025 1:29 PM
73	Dads job	12/8/2025 1:28 PM
74	exchange year	12/8/2025 1:27 PM
75	My parents decided to live here	12/8/2025 1:27 PM
76	I don't like billings, expensive and dumpy people	12/8/2025 1:24 PM
77	I live with my parents	12/8/2025 1:20 PM
78	my parents moved me here	12/8/2025 10:32 AM
79	Parents jobs	12/8/2025 10:30 AM
80	My parents moved us here.	12/8/2025 10:29 AM
81	I was born here	12/7/2025 6:05 PM
82	Family	12/7/2025 10:40 AM
83	The variety of entertainment for kids and adults	12/7/2025 10:04 AM
84	We love our Church	12/6/2025 7:54 PM
85	Moved here for school, put down some roots and now I'm stuck here.	12/6/2025 7:36 PM
86	Literally just work	12/6/2025 3:02 PM
87	City Amenities: water, sewer, trash, road maintenance	12/6/2025 10:01 AM
88	We could not afford Bozeman anymore.	12/6/2025 8:46 AM
89	Job opportunities and amenities eg. Theatre, restaurants, symphony, culture	12/6/2025 6:36 AM
90	My parents moved here when I was young	12/5/2025 7:14 PM
91	Moved here for work	12/5/2025 5:07 PM
92	I grew up in Havre and wanted to live someplace warmer when I moved back to Montana. Also medical facilities are a huge plus for Billings	12/5/2025 10:25 AM
93	Got a job here 45 years ago	12/5/2025 9:27 AM
94	Billings seemed the most welcoming.	12/5/2025 8:43 AM
95	Work location	12/5/2025 5:35 AM
96	Pride flags on businesses downtown were my number 1 reason	12/5/2025 3:34 AM
97	Family	12/4/2025 10:24 PM

98	Idk	12/4/2025 9:35 PM
99	Live near aging family	12/4/2025 6:36 PM
100	I enjoy going to the public library with my kids so I can show them all the homeless people passed out with there pants down. I really enjoy are homeless problems it brightens up are community	12/4/2025 5:12 PM
101	The City is my employer.	12/4/2025 4:57 PM
102	Proximity to other areas	12/4/2025 12:34 PM
103	Born and raised here, raised my children here. It is just where I love to live.	12/4/2025 9:49 AM
104	Wide open spaces	12/3/2025 7:37 PM
105	Born Here	12/3/2025 3:39 PM
106	I grew up here and got a job back here when I graduated & just never left	12/3/2025 2:30 PM
107	Moved from Carbon County to be closer to the Catholic schools	12/3/2025 11:28 AM
108	The size of the home.	12/2/2025 7:59 PM
109	Good environment for starting our business	12/2/2025 7:43 PM
110	Mom moved here	12/2/2025 7:08 PM
111	Grew up here and wanted to raise my daughter here.	12/1/2025 12:34 PM
112	Job	12/1/2025 10:18 AM
113	Billings is good for business, and lots of sunny days	11/30/2025 2:54 PM
114	Job opportunities.	11/29/2025 4:58 PM
115	medical center	11/29/2025 4:58 PM
116	Have lived in the city limits but participate in volunteer work within city limits (ZooMontana,Yellowstone Valley Citizens Council)	11/29/2025 1:35 PM
117	Business friendly	11/28/2025 6:38 PM
118	A certain church, Full Gospel RT, God led me here by his Spirit!	11/26/2025 11:49 PM
119	Not Applicable	11/22/2025 8:51 PM
120	Job opportunities	11/22/2025 8:28 AM
121	I ain’t got no car to leave	11/21/2025 2:13 PM
122	It’s my home	11/20/2025 9:01 PM
123	A bad decision.	11/20/2025 3:41 PM
124	Employment opportunities	11/20/2025 1:52 PM
125	The large lots with open space with all neighbors having the same. Country feel but in the city.	11/20/2025 1:11 PM
126	My spouse’s job	11/20/2025 11:31 AM
127	Employment with children’s clinic	11/20/2025 9:11 AM
128	I moved here for a teaching job.	11/19/2025 2:02 PM
129	Billings has become my community; I like seeing people I know most places I go, and it's home.	11/18/2025 4:41 PM
130	for Montana, a great climate	11/18/2025 11:59 AM
131	Moved to Billings for work over 20 years ago.	11/16/2025 7:36 PM
132	Walkability to park, school, library, farmer's market, etc.	11/9/2025 10:34 AM
133	Consevative Values as compared to Western Montana	11/8/2025 2:09 PM

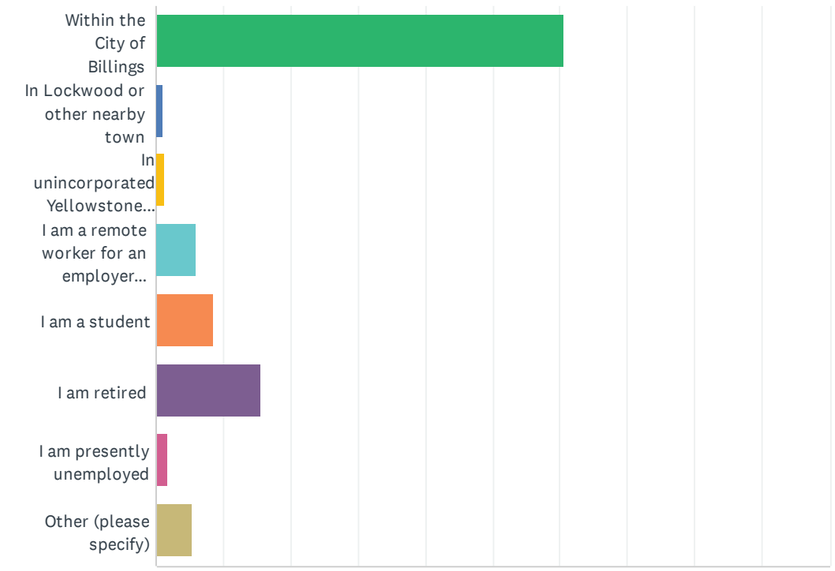
134	Medical and activities- trap shooting- master Gardener activities	11/8/2025 9:12 AM
135	My son's father wouldn't let me go further from red lodge	11/5/2025 4:22 PM
136	Billings is a regional hub for commerce and services. Residents have access to these, great proximity to outdoor recreation, and quiet neighborhoods with a wide range of character and density.	11/4/2025 9:07 PM
137	Top notch quality of life (clean air, kind people, green spaces)	11/3/2025 10:39 AM
138	Graduate school program	10/27/2025 2:55 PM
139	Spouses job opportunity at the Billings Clinic.	10/22/2025 6:38 PM
140	It was where my spouse's career required we live	10/20/2025 10:09 PM
141	Location of spouse's employer	10/20/2025 3:42 PM
142	crime is at an acceptable level	10/15/2025 8:52 AM
143	Employment	10/14/2025 1:33 PM
144	Was not my personal choice to come here.	10/9/2025 9:08 PM
145	We came from Arizona and wanted to stay in the western states.	10/9/2025 5:41 PM
146	Left the military, and felt like this would be a good landing place.	10/9/2025 3:09 PM
147	Work opportunities	10/8/2025 1:35 PM
148	My husband has heart issues, and living in billings, gets us closer to miss providers.	10/8/2025 10:30 AM
149	Market spiked, landlord offered to sell at inflated cost or be forced to move	10/7/2025 11:41 AM
150	For a job	10/3/2025 1:33 PM
151	i grew up here and haven't seen anything better	10/1/2025 12:46 PM
152	Moved here for a job, spent my savings, now stuck	9/30/2025 6:15 PM
153	had space for my dogs	9/29/2025 12:20 PM
154	It used to be affordable	9/28/2025 1:46 PM
155	The opportunity to serve, the unique, multicultural population,	9/27/2025 8:38 PM
156	We originally moved here because of my husband's job but we love the conveniences of Billings - outdoor recreation, shopping, and medical, as well as other activities	9/26/2025 4:08 PM
157	The community, culture and work	9/26/2025 1:14 PM
158	Stayed after college. Was big enough to have retail stores I frequented before online shopping	9/25/2025 9:15 PM
159	I was born here...87 years ago	9/25/2025 12:06 PM
160	My job was here	9/25/2025 10:28 AM
161	Im from Montana, use to live in Billings. I currently own a townhome for my mother in law	9/25/2025 9:17 AM
162	Proximity to Outdoor Recreation Opportunities	9/25/2025 2:12 AM
163	My job was here.	9/24/2025 10:12 PM
164	Raised here	9/24/2025 9:53 PM
165	Quality of life	9/24/2025 9:43 PM
166	medical services compared to the rest of the state	9/24/2025 7:23 PM
167	Job is here -	9/24/2025 6:25 PM
168	Moved to Billings to take a job offered me there	9/24/2025 5:22 PM
169	Stayed in Billings after college graduation.	9/24/2025 4:58 PM

170	To relocate and lend assistance to my family (daycare, etc.)	9/24/2025 12:26 PM
171	Lived in joliet mt and found a house in billings	9/24/2025 11:55 AM
172	Moved back after 30 years away	9/24/2025 9:42 AM
173	Friendly community	9/23/2025 11:33 PM
174	Can’t afford to buy land and move out of city limits	9/23/2025 10:26 PM
175	Moved 40 years ago	9/23/2025 10:10 PM
176	I enjoy living here.	9/23/2025 9:16 PM
177	access to city water abd sewer	9/23/2025 8:49 PM
178	The medical school	9/23/2025 8:42 PM
179	I wanted to return to Montana after living in Boston and chose to come to Billings because I had attended college here, and I wanted to raise my sons in a city larger than my tiny hometown of about 100 people.	9/23/2025 6:27 PM
180	I went to college here and decided to come back.	9/23/2025 6:14 PM
181	Work	9/23/2025 4:52 PM
182	I married someone who lives here.	9/23/2025 4:49 PM
183	Moved here for gas field/refinery sales and service.	9/22/2025 7:24 PM
184	Found a great house	9/22/2025 5:59 PM
185	For a girl	9/22/2025 3:25 PM
186	I was raised here	9/21/2025 12:06 PM
187	Employment opportunities	9/21/2025 1:20 AM
188	It was cheaper than Bozeman	9/20/2025 1:17 PM
189	Interested in Billings size as being the largest "city" in the region	9/20/2025 11:39 AM
190	Jobs in the past. Medical services now.	9/19/2025 11:22 PM
191	Employment opportunity	9/19/2025 2:46 PM
192	near medical	9/19/2025 2:20 PM
193	Own a house I bought in my early 20’s	9/19/2025 11:22 AM
194	I work for the city	9/18/2025 11:57 AM
195	Job opportunity.	9/18/2025 11:32 AM
196	moved here as a child and have stayed as an adult	9/18/2025 10:15 AM
197	Honestly - 20+ years ago, I visited various people here and said I would NEVER live here - it was a bit rough at first view back then. But then circumstances brought me here, and slowly, as the City started building up downtown, trails, and definitely the airport being an easy hub - I started enjoying it.	9/18/2025 8:25 AM
198	We are looking at moving out of Billings, due to the lack of enforcement of ordinances and taxes.	9/17/2025 6:50 PM
199	Culture	9/17/2025 5:52 PM
200	I like the amenities relative to the size of the city. It has a variety of activities, but you don't have to deal with big crowds, long wait times at restaurants, overcrowded gyms, etc.	9/17/2025 5:23 PM
201	I moved here for school in 2014 and decided to stick around	9/17/2025 5:20 PM
202	My family is here. There's nothing else keeping me.	9/17/2025 5:16 PM
203	MOVED FOR EDUCATION/EMPLOYMENT	9/17/2025 5:03 PM

204	None	9/17/2025 4:57 PM

Q4 Where do you presently work?

Answered: 1,159 Skipped: 10



ANSWER CHOICES	RESPONSES	
Within the City of Billings	60.48%	701
In Lockwood or other nearby town	1.12%	13
In unincorporated Yellowstone County	1.38%	16
I am a remote worker for an employer outside the area	5.87%	68
I am a student	8.46%	98
I am retired	15.53%	180
I am presently unemployed	1.81%	21
Other (please specify)	5.35%	62
TOTAL		1,159

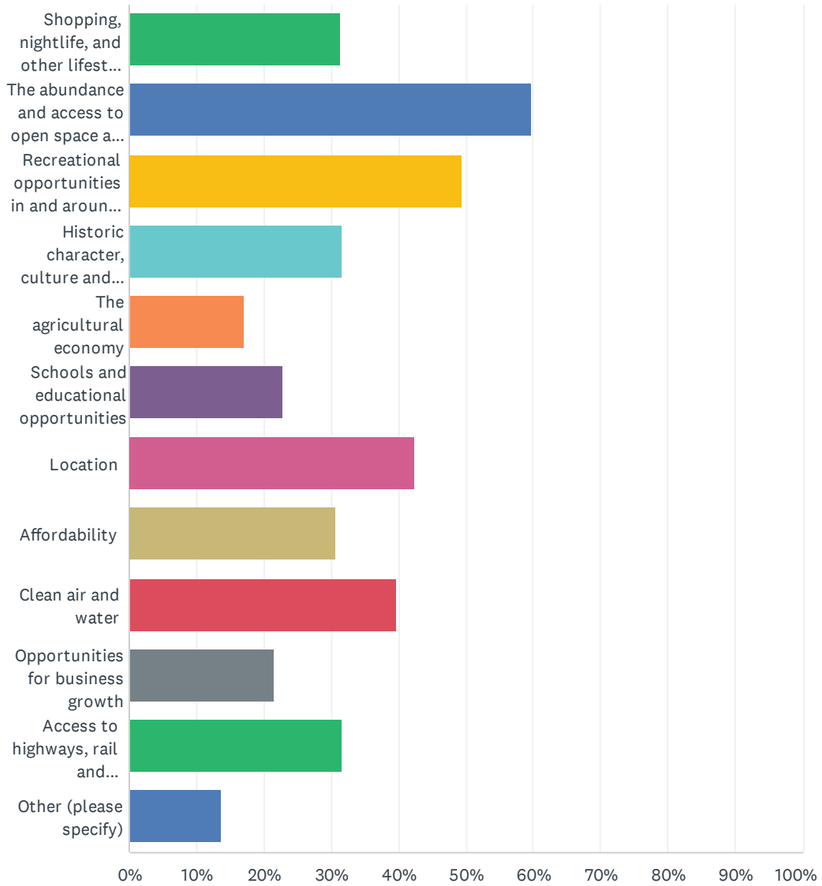
#	OTHER (PLEASE SPECIFY)	DATE
1	I am self employed and work in Billings and Laurel.	12/26/2025 1:34 PM
2	self employed - I own and manage residential rental properties	12/15/2025 5:17 PM
3	Na	12/15/2025 12:43 PM

4	self employed	12/14/2025 11:44 AM
5	Disabled	12/12/2025 11:05 PM
6	Self employed	12/12/2025 3:43 PM
7	Don’t want to go to school here	12/12/2025 2:08 PM
8	Semi-retired Realtor	12/12/2025 10:33 AM
9	I work within the city and I'm a student	12/11/2025 12:40 PM
10	Stay at home mom	12/10/2025 2:11 PM
11	Disabled	12/10/2025 3:20 AM
12	Delivery driver for Uber	12/10/2025 12:33 AM
13	Loader operator in nearby towns around billings	12/9/2025 10:45 AM
14	Travel out of state for work	12/9/2025 5:45 AM
15	Throughout the greater Billings region	12/9/2025 1:40 AM
16	Mmmmm	12/8/2025 10:01 PM
17	Self employed. Remote worker.	12/8/2025 8:33 PM
18	Laurel, Billings	12/8/2025 5:51 PM
19	Mercinary	12/8/2025 5:31 PM
20	I am not employed	12/8/2025 4:31 PM
21	Work in the county	12/7/2025 6:05 PM
22	Volunteer for many services in Billings consulting from professional expertise without compensation.	12/6/2025 7:59 PM
23	I live in Billings and work as a contractor through the whole valley	12/6/2025 5:49 PM
24	Contractor	12/6/2025 5:19 PM
25	Laurel	12/6/2025 11:27 AM
26	Crow Agency, MT	12/5/2025 8:45 PM
27	Retired but work part time west end	12/5/2025 9:27 AM
28	State of Montana employee	12/5/2025 8:32 AM
29	Medically disabled	12/4/2025 2:17 PM
30	Self	12/4/2025 4:45 AM
31	Laurel	12/4/2025 12:00 AM
32	Other	12/2/2025 6:11 PM
33	Stay at home mom	12/2/2025 6:01 PM
34	I work in Alaska 2 on 2 off	12/2/2025 5:55 PM
35	Realtor	11/29/2025 1:50 PM
36	Both city and county	11/28/2025 6:38 PM
37	I stay home with my children.	11/25/2025 9:28 PM
38	Chair, MT Urban and Community Forestry Assn.	11/22/2025 8:51 PM
39	Well, I’m Batman	11/21/2025 2:13 PM
40	self employed contractor who travels	11/20/2025 4:19 PM
41	Self-employed	11/20/2025 11:31 AM

42	Downtown Billings	11/17/2025 1:29 PM
43	I am a Realtor and work throughout the City of Billings and surrounding area	10/26/2025 2:48 PM
44	Self employed in Marketing	10/17/2025 1:51 PM
45	All around MT	10/14/2025 1:33 PM
46	I work for a Community Land Trust that is partnering with a developer in the Annafeld Subdivision.	10/10/2025 11:50 AM
47	Throughout the state of Montana.	10/7/2025 3:16 PM
48	self employed with office in my home	10/1/2025 12:46 PM
49	Nonprofit work and state government work	9/27/2025 8:38 PM
50	Self employed	9/25/2025 6:49 PM
51	caregiver for mother	9/25/2025 1:00 AM
52	Self-employed; work nationally.	9/24/2025 10:21 PM
53	Disabled	9/24/2025 1:55 AM
54	Big Horn County	9/22/2025 11:47 PM
55	SAHM my husband is an electrician	9/20/2025 1:17 PM
56	Stay at home Mom	9/20/2025 12:43 PM
57	Artist, work at home	9/19/2025 12:19 AM
58	Yellowstone County	9/18/2025 5:16 PM
59	Stay at home mom at the moment	9/18/2025 11:02 AM
60	Self employed	9/18/2025 10:31 AM
61	I am a prosecuting attorney for the city of billings	9/17/2025 5:35 PM
62	In Laurel	9/17/2025 9:28 AM

Q5 What do you consider to be the top five greatest assets of Billings? (Select your top 5)

Answered: 1,169 Skipped: 0



ANSWER CHOICES	RESPONSES	
Shopping, nightlife, and other lifestyle amenities available by living in a city	31.39%	367
The abundance and access to open space and public lands	59.79%	699
Recreational opportunities in and around the city	49.44%	578
Historic character, culture and heritage assets	31.48%	368
The agricultural economy	17.11%	200
Schools and educational opportunities	22.75%	266
Location	42.34%	495
Affordability	30.80%	360
Clean air and water	39.61%	463
Opportunities for business growth	21.47%	251
Access to highways, rail and transportation corridors	31.57%	369
Other (please specify)	13.60%	159
Total Respondents: 1,169		

#	OTHER (PLEASE SPECIFY)	DATE
1	Medical community	12/24/2025 11:56 AM
2	The people	12/19/2025 7:48 PM
3	Parents live here	12/14/2025 11:03 PM
4	It's a smalller city; It has always been my home	12/14/2025 10:37 PM
5	Medical facilities	12/13/2025 12:17 PM
6	Small size - I don't want to live in a big city	12/13/2025 10:32 AM
7	Not huge, accessible	12/13/2025 12:04 AM
8	Other lifestyle amenities	12/12/2025 11:50 PM
9	None	12/12/2025 2:08 PM
10	An entertainment, shopping, and healthcare hub. Hospitals, Casinos/Bars, and retail store employee a lot of people with great jobs. My sister works at a casino and make 6 figures last year.	12/12/2025 1:36 PM
11	None	12/12/2025 11:18 AM
12	Healthcare	12/11/2025 11:11 PM
13	Meth, crime, over priced housing, low test scores in the schools, and lack of good food	12/11/2025 10:22 PM
14	Billings is in Montana	12/11/2025 6:36 PM
15	The music scene	12/11/2025 1:36 PM
16	Nothing this city is buns	12/11/2025 1:00 PM
17	Literally just the history you cannot afford a place in Billings anymore bc of you rich people fr	12/11/2025 12:43 PM
18	There are more things for adults and kids and then teens	12/11/2025 12:35 PM
19	Billings is not for teens, nothing to do as a teen	12/11/2025 12:32 PM
20	TRUCK MEETS CAR MEETS	12/11/2025 11:19 AM

21	No idea	12/10/2025 9:53 PM
22	Billings needs a lot of improvement	12/10/2025 9:43 PM
23	Knowing my water bill and taxes will continue being egregiously high!	12/10/2025 5:04 PM
24	Our people; Medical access	12/10/2025 4:27 PM
25	after 20 years back I am finding fewer reasons to be here	12/10/2025 12:08 PM
26	Hospitals and doctors	12/10/2025 3:20 AM
27	Near family	12/10/2025 1:17 AM
28	I can't name one of these cause I would be lying	12/10/2025 12:33 AM
29	Family proximity is the only real plus of Billings in my mind. Used to be affordability but no longer the case.	12/9/2025 5:47 PM
30	Affordability 10 years ago	12/9/2025 2:35 PM
31	Nothing - the citydoes not listen. You have full paid teams trying to make the downtown better and it is still shit.	12/9/2025 12:03 PM
32	hitting da highway and running from MHP	12/9/2025 11:29 AM
33	Access to other parts of Montana that offer recreation	12/9/2025 9:34 AM
34	Locally owned businesses	12/9/2025 12:08 AM
35	I don’t think there is 5 this city does not have it’s priorities right	12/8/2025 11:11 PM
36	People	12/8/2025 11:07 PM
37	Yellowstone River	12/8/2025 10:33 PM
38	It used to be great	12/8/2025 10:15 PM
39	My job is here unfortunately	12/8/2025 9:59 PM
40	Literally that's it, it definitely isn't affordability. Everything else is lacking significantly.	12/8/2025 9:53 PM
41	Public lands nearby	12/8/2025 9:27 PM
42	There’s not 5 good things	12/8/2025 8:50 PM
43	Casinos	12/8/2025 8:26 PM
44	The Arts	12/8/2025 8:09 PM
45	Nothing anymore.	12/8/2025 7:52 PM
46	Medical care	12/8/2025 7:49 PM
47	None. Billings sucks.	12/8/2025 7:35 PM
48	Best movie theater in the state	12/8/2025 6:40 PM
49	Safeness	12/8/2025 6:31 PM
50	The 3 options I chose are all there is	12/8/2025 6:10 PM
51	Billings is the asshole of mt	12/8/2025 5:31 PM
52	It is somewhat close to the mountains	12/8/2025 1:30 PM
53	fishing, wildlife	12/8/2025 1:26 PM
54	Nothing	12/8/2025 1:25 PM
55	I don't know	12/8/2025 1:23 PM
56	All of the above has declined	12/8/2025 6:51 AM
57	Unfortunately most of these do not apply. Billings and Montana are no longer affordable. Public education has decreased.	12/7/2025 7:15 PM

58	Billings doesn’t have 5 great assets only transients	12/7/2025 6:05 PM
59	The people	12/7/2025 11:52 AM
60	Diversity of populace willing to stand up to assure fair economic lifestyles	12/6/2025 7:59 PM
61	It's where my friends live.	12/6/2025 7:36 PM
62	Only thing that’s impressive here to me is the nature, city needs to modernize badly	12/6/2025 3:02 PM
63	Job Opportunities	12/6/2025 11:27 AM
64	Hospitals	12/6/2025 12:18 AM
65	Senior citizen support	12/5/2025 7:58 PM
66	none of the above	12/5/2025 5:07 PM
67	Medical Facilities	12/5/2025 10:25 AM
68	Currently trying to find housing outside of Billings due to how awful it has become since Covid crime rates	12/5/2025 5:35 AM
69	None	12/4/2025 11:39 PM
70	Not many of the above	12/4/2025 9:35 PM
71	Outdoor recreation	12/4/2025 9:33 PM
72	Central Hub for work and errands	12/4/2025 4:46 PM
73	Used to be affordability and safe neighborhoods but not anymore. Shopping is limited to a select type, food is getting better.	12/4/2025 12:34 PM
74	Proximity to the mountains	12/4/2025 8:18 AM
75	Nothing	12/4/2025 4:45 AM
76	Proximity th Yellowstone National Park	12/3/2025 7:37 PM
77	Medical	12/3/2025 4:31 AM
78	It used to be affordability and low population, nothing anymore.	12/2/2025 6:38 PM
79	Medical & sports facilities	12/2/2025 6:11 PM
80	Independent mindset & not conforming to mainstream ideals	12/1/2025 6:48 PM
81	clinics and medical facilities	12/1/2025 12:32 PM
82	nothing else	11/30/2025 2:56 PM
83	Medical facilities	11/30/2025 2:54 PM
84	Medical, Airport	11/30/2025 9:59 AM
85	well developed medical corridor	11/29/2025 4:58 PM
86	Opportunities for anything vs. a small town in Montana	11/26/2025 11:49 PM
87	The people	11/24/2025 8:23 PM
88	Potential for community forest development	11/22/2025 8:51 PM
89	Ability to live on acreage within commuting distance of the city	11/22/2025 12:06 PM
90	4 seasons	11/21/2025 5:26 PM
91	I love the walking paths in and around the block of Monad and 32nd, King and Shilo	11/21/2025 2:27 PM
92	Crime is high so it keeps me Batman busy	11/21/2025 2:13 PM
93	An Airport	11/20/2025 7:49 PM

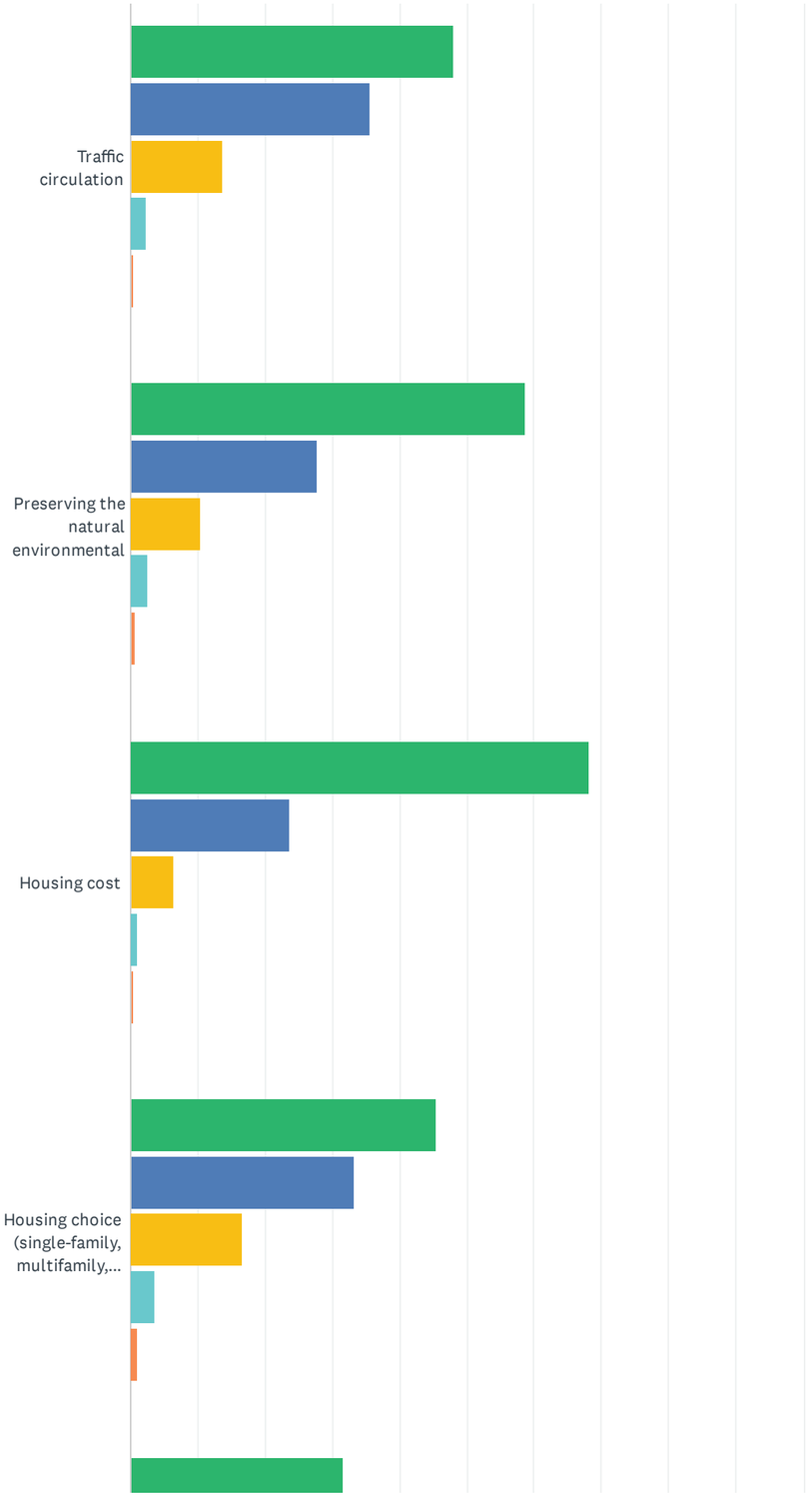
94	honestly, Billings is sliding backwards on affordability with the whole state. Parks need better bathroom amenities, the air is industrial, there is no passenger rail here, schools are underfunded, business growth opportunities are mostly there for the rich only, extracurricular activities and learning opportunities are cost prohibitive, and much has been out of touch as far as families being able to thrive here.	11/20/2025 4:19 PM
95	High quality healthcare	11/20/2025 1:52 PM
96	Low crime (30 years ago). Open space between neighborhoods,	11/20/2025 1:11 PM
97	good medical care	11/18/2025 6:19 PM
98	Appreciate Billings is large enough to have 2 hospital systems and a symphony orchestra.	11/16/2025 7:36 PM
99	Not overcrowded	11/16/2025 11:48 AM
100	Bikepath	11/9/2025 10:34 AM
101	Access to Health Care	11/8/2025 2:09 PM
102	It has potential	11/7/2025 11:04 AM
103	I sm still figuring it out. I want to love Billings but, we're really struggling out here	11/5/2025 4:22 PM
104	Nothing post population boom.	10/23/2025 9:58 AM
105	Healthcare Hub of Montana	10/15/2025 3:58 PM
106	Health care	10/14/2025 1:13 PM
107	Access to quality medical care	10/13/2025 9:20 PM
108	None.	10/9/2025 9:08 PM
109	Hospitals and providers	10/7/2025 11:41 AM
110	Health care industry	10/5/2025 8:59 AM
111	The crime rate is so high now that there are no great assets that I see anymore.	10/3/2025 2:48 PM
112	proximity to large cities, MPLS< Denver, Salt lake, Seattle	10/1/2025 12:46 PM
113	The views	10/1/2025 12:41 PM
114	Climate	9/30/2025 6:15 PM
115	healthcare	9/29/2025 5:16 PM
116	Healthcare	9/27/2025 5:13 PM
117	Medical facilities	9/27/2025 4:06 PM
118	good medical facilities	9/26/2025 6:49 PM
119	The best Police Department in the state	9/26/2025 1:14 PM
120	No longer that many assets to living here.	9/25/2025 9:15 PM
121	The people. The parks. ZooMontana. Variety of weather (seasons).	9/25/2025 5:53 PM
122	The weather!	9/25/2025 5:27 PM
123	I love Billings because we have space. Please do not make Billings into high density! We do not want that here.	9/25/2025 11:25 AM
124	Medical Community	9/25/2025 9:39 AM
125	The people	9/24/2025 10:21 PM
126	Cultural things like Alberta Bair, great trails, and Art House.	9/24/2025 10:12 PM
127	Access to good medical facilities	9/24/2025 10:56 AM
128	Billings has went to hell the last 10 years	9/23/2025 10:26 PM

129	The size if the city right now is OK, but hopefully it won't get much better	9/23/2025 10:10 PM
130	Safe and friendly, although that is changing	9/23/2025 9:36 PM
131	The green spaces inside the city itself	9/23/2025 8:42 PM
132	I have lots of friends still living here when I chose to return to Montana. I wanted to be close to them.	9/23/2025 6:27 PM
133	I can't think of 5. it's not affordable and with the refineries you can't brag about clean air.	9/23/2025 6:19 PM
134	Medical services	9/23/2025 4:55 PM
135	Access to High Quality Medical Services	9/23/2025 3:26 PM
136	community life	9/23/2025 11:45 AM
137	The library specifically the CoLab	9/22/2025 11:47 PM
138	Hunting Fishing	9/21/2025 3:25 PM
139	Nothing above, if not for family would move.	9/21/2025 12:25 PM
140	Health facilities; easy to drive	9/20/2025 1:28 PM
141	Not two hours away from groceries	9/20/2025 1:17 PM
142	Access to excellent health care	9/20/2025 10:25 AM
143	access to healthcare is number 2	9/20/2025 9:40 AM
144	Access to medical care	9/19/2025 11:22 PM
145	Low crime	9/19/2025 6:00 PM
146	No Sales Tax	9/19/2025 3:58 PM
147	Nothing	9/19/2025 1:54 PM
148	Medical services	9/19/2025 12:34 PM
149	walking trails	9/19/2025 12:17 PM
150	There are no other assets	9/18/2025 2:57 PM
151	Medical Facilities	9/18/2025 11:17 AM
152	all of the parks and walking paths	9/18/2025 8:48 AM
153	NOT being Bozeman	9/18/2025 8:25 AM
154	there are not 5	9/18/2025 1:43 AM
155	The medical corridor	9/17/2025 9:46 PM
156	6-7 years ago, I could have probably agreed with more of these, but Billings is growing at a pace that feels like it was not planned for to begin with and the taxes going up with everything else is making us want to leave this city.	9/17/2025 6:50 PM
157	Health care accessibility	9/17/2025 6:34 PM
158	Great Airport	9/17/2025 5:48 PM
159	Weather/climate	9/17/2025 5:21 PM

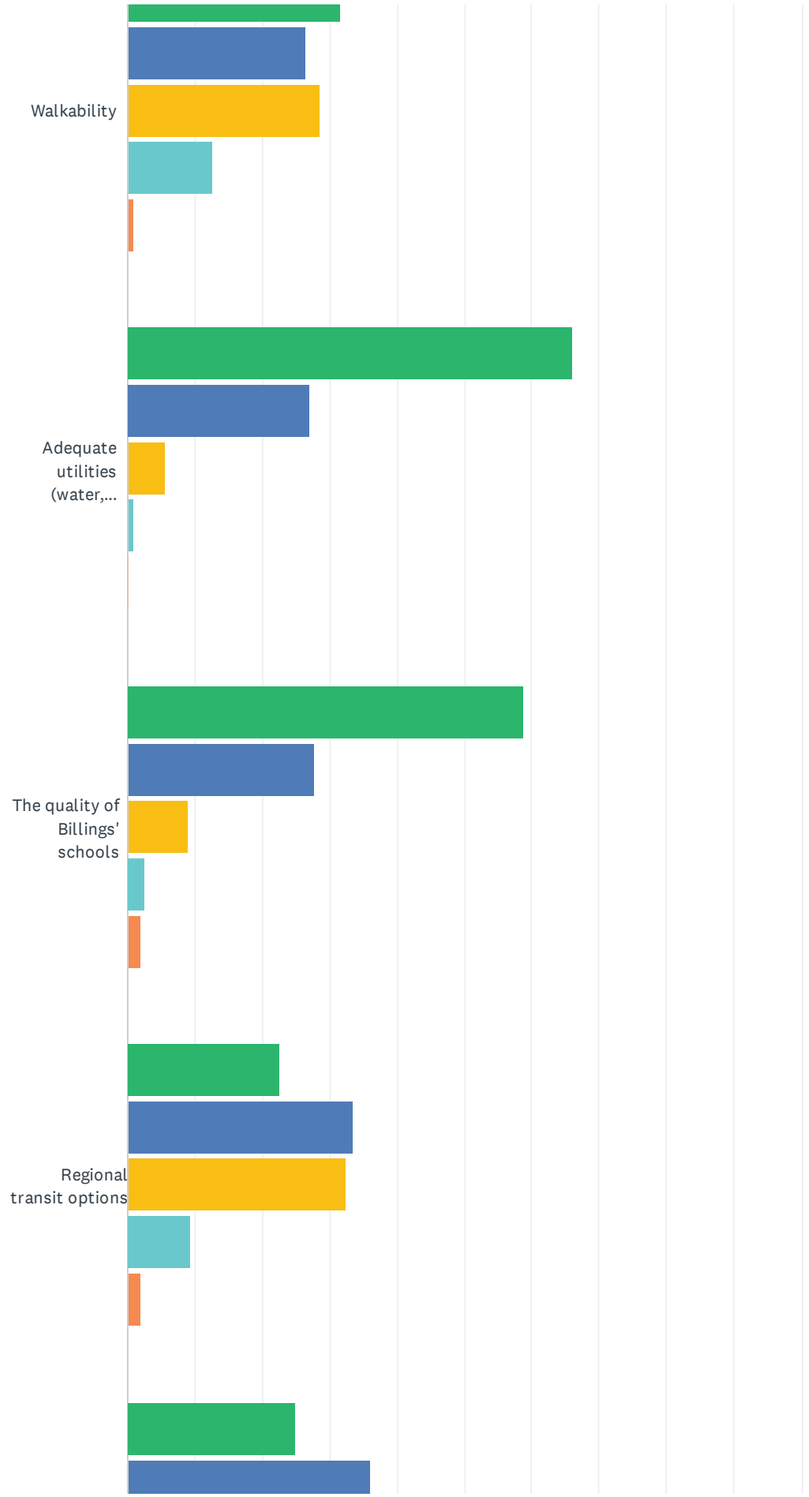
Q6 Please rank the importance of the following issues when considering the future of Billings.

Answered: 1,165 Skipped: 4

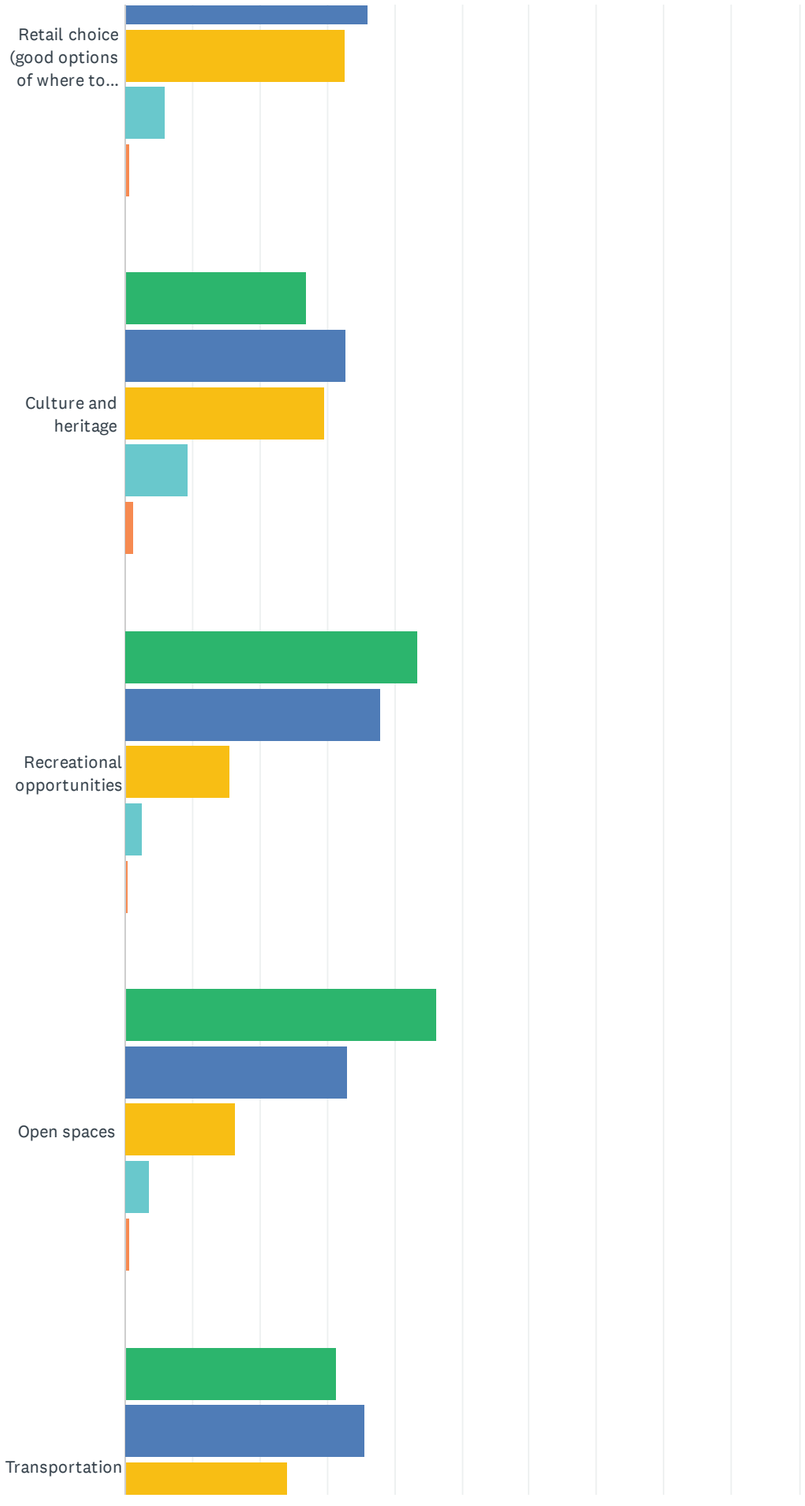
Billings 2045 Community Survey



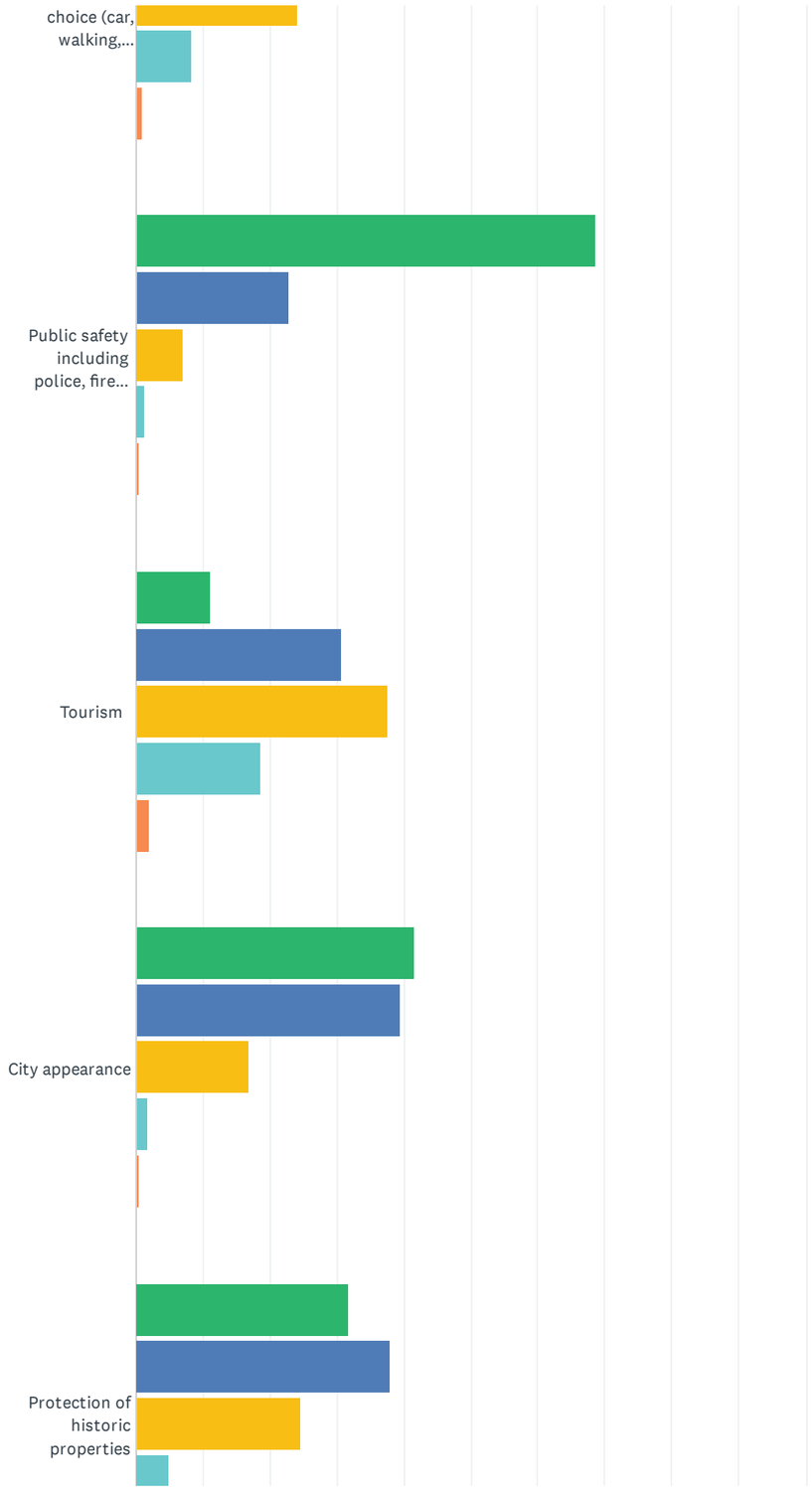
Billings 2045 Community Survey



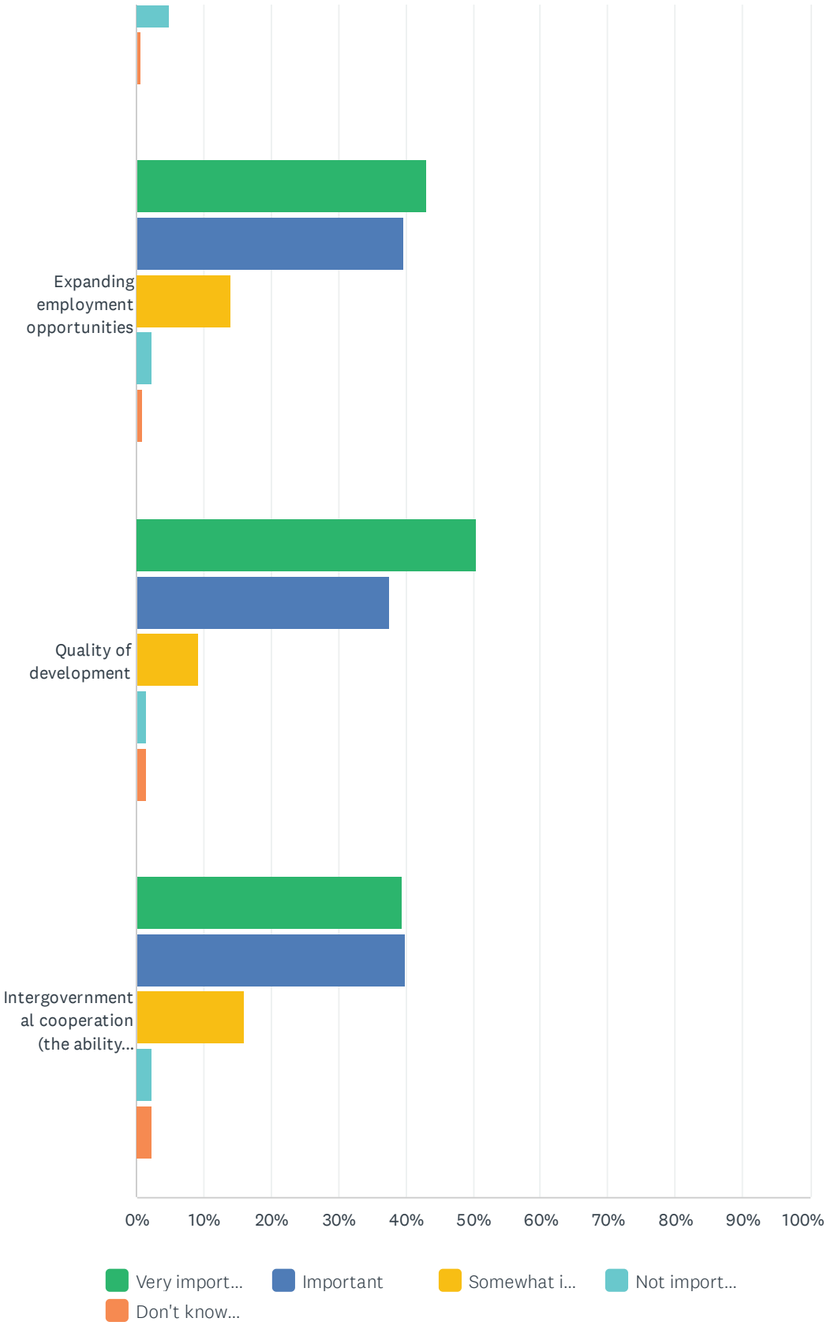
Billings 2045 Community Survey



Billings 2045 Community Survey



Billings 2045 Community Survey



Billings 2045 Community Survey

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT AT ALL	DON'T KNOW/NO ANSWER	TOTAL	WEIGHTED AVERAGE
Traffic circulation	47.91% 550	35.71% 410	13.59% 156	2.26% 26	0.52% 6	1,148	4.28
Preserving the natural environmental	58.53% 679	27.76% 322	10.52% 122	2.59% 30	0.60% 7	1,160	4.41
Housing cost	68.33% 781	23.71% 271	6.39% 73	1.14% 13	0.44% 5	1,143	4.58
Housing choice (single-family, multifamily, senior housing, etc.)	45.42% 526	33.25% 385	16.67% 193	3.54% 41	1.12% 13	1,158	4.18
Walkability	31.65% 364	26.43% 304	28.61% 329	12.52% 144	0.78% 9	1,150	3.76
Adequate utilities (water, wastewater, solid waste)	66.20% 764	27.12% 313	5.63% 65	0.78% 9	0.26% 3	1,154	4.58
The quality of Billings' schools	58.91% 681	27.68% 320	9.00% 104	2.51% 29	1.90% 22	1,156	4.39
Regional transit options	22.60% 261	33.51% 387	32.47% 375	9.44% 109	1.99% 23	1,155	3.65
Retail choice (good options of where to shop and what to buy)	25.02% 290	35.98% 417	32.53% 377	5.87% 68	0.60% 7	1,159	3.79
Culture and heritage	26.90% 312	32.84% 381	29.57% 343	9.40% 109	1.29% 15	1,160	3.75
Recreational opportunities	43.39% 496	37.88% 433	15.66% 179	2.62% 30	0.44% 5	1,143	4.21
Open spaces	46.37% 536	32.96% 381	16.35% 189	3.72% 43	0.61% 7	1,156	4.21
Transportation choice (car, walking, cycling, transit, etc.)	31.26% 361	35.58% 411	24.16% 279	8.23% 95	0.78% 9	1,155	3.88
Public safety including police, fire, and emergency response	68.65% 797	22.74% 264	6.98% 81	1.29% 15	0.34% 4	1,161	4.58
Tourism	11.17% 129	30.65% 354	37.58% 434	18.61% 215	1.99% 23	1,155	3.30
City appearance	41.58% 479	39.50% 455	16.84% 194	1.74% 20	0.35% 4	1,152	4.20
Protection of historic properties	31.84% 369	38.05% 441	24.59% 285	4.83% 56	0.69% 8	1,159	3.96
Expanding employment opportunities	43.09% 499	39.64% 459	14.16% 164	2.33% 27	0.78% 9	1,158	4.22
Quality of development	50.48% 580	37.51% 431	9.23% 106	1.39% 16	1.39% 16	1,149	4.34
Intergovernmental cooperation (the ability to work with the state, county, and other communities within the region)	39.48% 458	39.91% 463	15.95% 185	2.24% 26	2.41% 28	1,160	4.12

Q7 What changes in Billings – both positive and negative – have you noticed over the past ten years?

Answered: 1,023 Skipped: 146

ANSWER CHOICES	RESPONSES	
Positive changes	91.69%	938
Negative changes	98.53%	1,008

#	POSITIVE CHANGES	DATE
1	Some new trails	12/31/2025 3:46 PM
2	Walking and biking trails added. More frequent bus stops and route expansion.	12/31/2025 11:20 AM
3	More road construction minus round abouts lol. New ice arena, swimming pools	12/31/2025 7:13 AM
4	Economic growth	12/27/2025 7:06 PM
5	New recreation opportunities	12/26/2025 1:34 PM
6	Safety Levy. More food choices. Development of neighborhoods that were decaying.	12/24/2025 4:43 PM
7	New shopping such as rei	12/24/2025 11:56 AM
8	expansion	12/22/2025 5:11 PM
9	Roundabouts/walking paths	12/21/2025 7:00 PM
10	A little more variety of restaurants, particularly Asian and brew pubs	12/21/2025 9:57 AM
11	trails support	12/21/2025 8:29 AM
12	In general I think the city is cleaner. I think city council realizes that we must Preserve the quality of country life in our city. I hope to witness more of this push forward	12/20/2025 6:54 PM
13	Increased diversity, addition of new businesses	12/20/2025 9:08 AM
14	Diverse population increase	12/19/2025 7:48 PM
15	lots of people involved in grassroots advocacy for their community	12/18/2025 12:55 PM
16	Stayed affordable increased in trails	12/16/2025 10:10 PM
17	More Urban Arts, Music, featured and home-grown Night Life	12/16/2025 12:10 PM
18	the community mindset has grown	12/16/2025 11:41 AM
19	More bike lanes, renovation of public parks, opening of new retails	12/16/2025 9:00 AM
20	Cleaning up downtown	12/15/2025 7:35 PM
21	cultural development - walking trails - more trees in city parks	12/15/2025 5:17 PM
22	Expansion	12/15/2025 12:43 PM
23	Reducing Train horns through downtown	12/15/2025 12:42 AM
24	Harsher punishment for criminals	12/14/2025 11:03 PM
25	Snow removal on roads has improved greatly.	12/14/2025 10:37 PM
26	Increase in entertainment offerings (Art House Cinema, Pub Station, etc	12/14/2025 5:51 PM
27	more cultural venues, more restaurants	12/14/2025 3:27 PM
28	getting rid of mayor Cole	12/14/2025 11:44 AM

29	Better bicycle lanes, signage and painting; more trails	12/13/2025 10:45 PM
30	Not sure	12/13/2025 12:17 PM
31	Small business success, some traffic improvements	12/13/2025 10:32 AM
32	Getting more popular “big city” stores and restaurants, heading into a more modern direction,	12/13/2025 1:13 AM
33	Shiloh shopping area. Modern outdoor shopping	12/13/2025 12:04 AM
34	Stronger Job market and business opportunities	12/12/2025 11:50 PM
35	New small businesses, family friendly spaces, quality local restaurants and coffee shops, increased tourism, more choices for airline travel	12/12/2025 9:56 PM
36	Grateful to see the new growth in downtown Billings	12/12/2025 8:40 PM
37	Public service seems better	12/12/2025 5:37 PM
38	Nothing	12/12/2025 4:22 PM
39	None	12/12/2025 4:18 PM
40	better traffic	12/12/2025 4:08 PM
41	more trails and bike lanes, improved public safety, future planning - new water treatment plant etc	12/12/2025 3:59 PM
42	Expansion	12/12/2025 3:43 PM
43	More stores	12/12/2025 2:23 PM
44	Less crime	12/12/2025 2:18 PM
45	Constant development of land	12/12/2025 2:13 PM
46	None, we now have weed shops	12/12/2025 2:08 PM
47	growing bigger	12/12/2025 1:55 PM
48	People have grown more accepting	12/12/2025 1:41 PM
49	IBL and the bridge being built in the heights from the interstate	12/12/2025 1:36 PM
50	More trails, better home-grown service businesses	12/12/2025 11:58 AM
51	Better air service and focus on the downtown area	12/12/2025 10:33 AM
52	Growth in the community and businesses	12/12/2025 10:11 AM
53	Some of the new businesses	12/12/2025 9:50 AM
54	Recreation center being built.	12/12/2025 8:37 AM
55	Bike trails	12/12/2025 7:42 AM
56	Trails, Lava Island, Skyway	12/12/2025 1:13 AM
57	Expansion of the airport with more flight options	12/12/2025 12:49 AM
58	Nothing	12/12/2025 12:30 AM
59	Not too many	12/12/2025 12:18 AM
60	Billings needs to support a new stadium. Not Daylis.	12/12/2025 12:15 AM
61	Chain restaurants finally making it to Billings	12/11/2025 11:57 PM
62	Revitalized downtown	12/11/2025 11:11 PM
63	The roundabouts	12/11/2025 10:51 PM
64	Great question..... I can say in the past 5 years this place has gone stale and leadership is lacking with a real vision of Billings. People here don't want this to become a large city.	12/11/2025 10:22 PM

65	Street improvements	12/11/2025 8:36 PM
66	Hospital expansion	12/11/2025 7:37 PM
67	More bike paths and connectivity of them. Increased medical services.	12/11/2025 6:44 PM
68	Airport renovations.	12/11/2025 6:36 PM
69	Greater variety of restaurants	12/11/2025 5:26 PM
70	I really like the newly changed downtown parking with the bike lane!	12/11/2025 4:42 PM
71	Business expansion	12/11/2025 4:29 PM
72	Safer and better access to multiuse trials and bike lanes to get around the city	12/11/2025 2:33 PM
73	I have noticed that we have tried to clean up the town, and that a lot of people do come together to form a community and help out.	12/11/2025 2:30 PM
74	The re doing of some roads	12/11/2025 2:28 PM
75	It has grown a lot and developed, I feel like more opportunities and activities are coming along.	12/11/2025 2:25 PM
76	re doing the roads and public safety	12/11/2025 2:22 PM
77	The growth around the schools	12/11/2025 2:18 PM
78	the food	12/11/2025 2:15 PM
79	It has become very modern and in with the times.	12/11/2025 2:08 PM
80	Putting I’m more stores	12/11/2025 2:06 PM
81	I have noticed that Billings has gained a lot more food selection, as well as recreational opportunities.	12/11/2025 2:03 PM
82	I like that are parks are getting nicer and how new restaurants an shops our opening	12/11/2025 2:01 PM
83	More construction on public roads making them safer to drive on	12/11/2025 1:58 PM
84	Have not been here ten years	12/11/2025 1:51 PM
85	I have noticed a growth in the job opportunities of the city, especially in the medical field.	12/11/2025 1:47 PM
86	Addition of more modern restaurants	12/11/2025 1:42 PM
87	More options for help for those who need it (mental,drug,physical)	12/11/2025 1:39 PM
88	More cool things coming to Billings trendy shops and more recreation	12/11/2025 1:36 PM
89	Airport update, more police and fire employees	12/11/2025 1:34 PM
90	not sure	12/11/2025 1:29 PM
91	none really	12/11/2025 1:16 PM
92	How the city is expanding	12/11/2025 1:12 PM
93	More housing	12/11/2025 1:08 PM
94	More people are starting to respect public places but there can always be improvement	12/11/2025 1:05 PM
95	Nothing everything is getting more buns	12/11/2025 1:00 PM
96	The city has become a lot more developed with different stores and it’s has became cleaner.	12/11/2025 12:57 PM
97	More Traffic lights, and thru streets, the purple street lights	12/11/2025 12:50 PM
98	In the years I've lived here, not much has changed significantly.	12/11/2025 12:46 PM
99	Literally nothing.	12/11/2025 12:43 PM
100	None	12/11/2025 12:40 PM
101	I don’t know	12/11/2025 12:37 PM

102	More gambling and others	12/11/2025 12:35 PM
103	billings is still the same??	12/11/2025 12:32 PM
104	The making of new buildings and construction.	12/11/2025 12:29 PM
105	Purple street lights	12/11/2025 12:26 PM
106	Better roads	12/11/2025 12:20 PM
107	increased diversity, refugee resettlement	12/11/2025 11:28 AM
108	None	12/11/2025 11:23 AM
109	NOTHING	12/11/2025 11:19 AM
110	Better restaurants, great trails	12/11/2025 11:18 AM
111	Roundabouts, shopping choices	12/11/2025 11:13 AM
112	Improved traffic controls/ streets vs in west end	12/11/2025 10:39 AM
113	Improved roads, bike paths, downtown area improvements	12/11/2025 10:02 AM
114	I have found many more shared paths and open parks. A few new ones have been created.	12/11/2025 8:43 AM
115	more cultural venues, more restaurants	12/11/2025 12:36 AM
116	New hospital, baseball stadium, football stadium, library etc	12/11/2025 12:32 AM
117	School district senior leadership	12/10/2025 11:53 PM
118	Improvements downtown	12/10/2025 11:04 PM
119	Additional safe neighborhoods	12/10/2025 9:53 PM
120	People are trying	12/10/2025 9:43 PM
121	We’ve moved from a “town” to an urban center	12/10/2025 9:03 PM
122	It's a nice place to live especially as I have aged.	12/10/2025 8:14 PM
123	So many places to walk or bike safely	12/10/2025 6:26 PM
124	The new roads coming out of the heights, walking trails	12/10/2025 6:10 PM
125	Improved and additional roads. The trail system!	12/10/2025 5:31 PM
126	Ease of movement (transportation)	12/10/2025 5:03 PM
127	Police improvement	12/10/2025 4:51 PM
128	Bike/walking trails, Airport Upgrade, Traffic Circles	12/10/2025 4:34 PM
129	There seems to be interest in asking for public input on our future next steps	12/10/2025 4:27 PM
130	Development of the West End	12/10/2025 3:31 PM
131	Fewer homeless people on the streets	12/10/2025 3:25 PM
132	The city has grown larger, which gives more to love and be proud of as my home	12/10/2025 2:11 PM
133	Increase in Police presence	12/10/2025 1:48 PM
134	Growth in retail and recreational areas	12/10/2025 1:43 PM
135	The growth, walking trails	12/10/2025 1:11 PM
136	Growth	12/10/2025 12:41 PM
137	Growth, better airline service, more family activities	12/10/2025 12:08 PM
138	City growth	12/10/2025 11:48 AM
139	Many more buildings and job opportuinities.	12/10/2025 11:05 AM

140	Open space good people	12/10/2025 10:45 AM
141	Beauty, new road to the Heights	12/10/2025 8:55 AM
142	new housing choices	12/10/2025 8:47 AM
143	None	12/10/2025 4:17 AM
144	Nice parks	12/10/2025 3:15 AM
145	Biking and walking trails have been positive	12/10/2025 2:18 AM
146	Growth	12/10/2025 1:17 AM
147	? Is this question sarcasm ?	12/10/2025 12:33 AM
148	Parks and recreation	12/9/2025 10:45 PM
149	Grew too fast	12/9/2025 7:23 PM
150	As the city has grown more cultural influences have become available. E.g. different cuisines, etc.	12/9/2025 5:47 PM
151	West end water oroject	12/9/2025 5:46 PM
152	new resturants	12/9/2025 5:35 PM
153	New Rec Center	12/9/2025 4:17 PM
154	Housing development	12/9/2025 2:35 PM
155	More recreation opportunities	12/9/2025 2:00 PM
156	Growth	12/9/2025 1:37 PM
157	New middle schools being built	12/9/2025 1:01 PM
158	More entertainment Downtown	12/9/2025 1:01 PM
159	trail system	12/9/2025 12:04 PM
160	This is tough to answer, most people focus ont he neagtive way to much like myself. Keeping up with the parks is a positive. Pioneer park looks great along with many others.	12/9/2025 12:03 PM
161	Roundabouts have helped control traffic	12/9/2025 11:50 AM
162	Legal marijuana	12/9/2025 11:45 AM
163	Wingstop	12/9/2025 11:45 AM
164	Bike Lanes and Trailnet supporting tralis	12/9/2025 11:35 AM
165	We got a wing stop.	12/9/2025 11:33 AM
166	Changed the roads to make it even slower	12/9/2025 11:29 AM
167	Business development	12/9/2025 11:21 AM
168	Major retailers are coming and building good stores	12/9/2025 10:45 AM
169	New ponds by Scheels	12/9/2025 10:40 AM
170	none	12/9/2025 10:31 AM
171	Opportunity to buy a home	12/9/2025 10:31 AM
172	idk	12/9/2025 10:30 AM
173	More employers, bigger economy	12/9/2025 9:34 AM
174	Jail short term hold addition, Castle Rock Park, and Inner beltloop development.	12/9/2025 8:29 AM
175	More shopping and restaurant opportunities	12/9/2025 7:57 AM
176	City Council members slowly changing to those with common sense	12/9/2025 7:45 AM

177	Improvements to the rims.	12/9/2025 7:03 AM
178	Billings is moving in the wrong direction	12/9/2025 6:49 AM
179	Downtown has become better overall. Better bike ability,	12/9/2025 6:15 AM
180	More flights out of Billings Logan airport	12/9/2025 5:45 AM
181	Diversity and business growth	12/9/2025 4:49 AM
182	Utilities upgrade and maintenance	12/9/2025 3:51 AM
183	More trails and bike lanes	12/9/2025 3:23 AM
184	Downtown Billings has really found its way in the modern day. The historical urban area with good walkability and a good variety of retail, dining, museums, markets, and theaters make for a good look at what the rest of Billings could be like. There's certainly a charm to that maintained historical ambiance of the area that makes it one of the most comfortable to be within. Less empty concrete parking lots and more community and life. I think on Broadway alone you can feel the soul of Billings, MT.	12/9/2025 3:08 AM
185	Medical has improved	12/9/2025 2:19 AM
186	msub police doing more then billings police on shiloh ave	12/9/2025 2:11 AM
187	Growth on the westend	12/9/2025 1:40 AM
188	Growth	12/9/2025 12:54 AM
189	Reduced property taxes.	12/9/2025 12:08 AM
190	Improvements to walking and cycling infrastructure.	12/9/2025 12:03 AM
191	More bike lanes and walkability.	12/8/2025 11:55 PM
192	The west end has grown. Great shopping. Clean.	12/8/2025 11:53 PM
193	Investment into downtown	12/8/2025 11:47 PM
194	Westward Growth and new businesses	12/8/2025 11:43 PM
195	City Growth	12/8/2025 11:38 PM
196	Expansion of the trail network. The art house theater. The library opened 11 years ago, but i think it is wonderful.	12/8/2025 11:19 PM
197	Outdoor recreation	12/8/2025 11:11 PM
198	Skatepark improvement	12/8/2025 11:11 PM
199	More cultural things to do, the Renaissance Festival and related activities	12/8/2025 11:07 PM
200	More roundabouts have been great for traffic control.	12/8/2025 11:07 PM
201	More recreation areas on the west end	12/8/2025 11:00 PM
202	Beautification of public areas, landscaping	12/8/2025 10:59 PM
203	People seem to have more pride in the city. There is more opportunity for employment growth. I appreciate seeing downtown friendly, walkable, and full of business. Traffic management is decent. I really appreciate all the new trails, walking and bike paths, and open spaces.	12/8/2025 10:44 PM
204	Addition of monthly recycling, addition of bike lanes, more grocery options, downtown revitalization	12/8/2025 10:42 PM
205	More local quality restaurants, food trucks, more concerts	12/8/2025 10:33 PM
206	Dare I say nothing	12/8/2025 10:15 PM
207	Clearly defined bike lanes,	12/8/2025 10:02 PM
208	Better bike infrastructure and increased public transit routes	12/8/2025 10:02 PM
209	Good growth adding schools.	12/8/2025 10:01 PM

210	Growth	12/8/2025 9:59 PM
211	None	12/8/2025 9:53 PM
212	More growth in businesses, beginning to see some preservation and growth downtown	12/8/2025 9:36 PM
213	Cycling lanes, weed shops on the edge of town	12/8/2025 9:27 PM
214	More art and recreation, traffic circles, food trucks	12/8/2025 9:27 PM
215	New roads	12/8/2025 9:23 PM
216	Good Airport and Restaurants	12/8/2025 9:17 PM
217	- Small business support, revitalization of downtown, variety in restaurant choices, affordability compared to other areas of the state, healthcare options, indoor activity variety has increased	12/8/2025 9:10 PM
218	Roads, restaurants	12/8/2025 9:07 PM
219	Can’t think of any	12/8/2025 9:00 PM
220	More housing	12/8/2025 8:50 PM
221	Lots of growth and opportunities for people to return home	12/8/2025 8:49 PM
222	Increased trail networks	12/8/2025 8:42 PM
223	More diversity in food and business, marijuana, more bike lanes, downtown more accessible	12/8/2025 8:36 PM
224	Dr. Garcia Superintendent of Schools.	12/8/2025 8:33 PM
225	More casinos	12/8/2025 8:26 PM
226	More trails	12/8/2025 8:24 PM
227	Better downtown area, more locally-owned food establishments	12/8/2025 8:24 PM
228	Downtown looks great and getting better. We host decent events and getting better. More options are becoming available for dining, entertainment, etc.	12/8/2025 8:22 PM
229	New construction in the medical corridor and downtown	12/8/2025 8:19 PM
230	downtown improvements	12/8/2025 8:14 PM
231	Shiloh road looks amazing!	12/8/2025 8:13 PM
232	Trails and parks are well kept.	12/8/2025 8:09 PM
233	roads	12/8/2025 7:58 PM
234	None	12/8/2025 7:52 PM
235	TIF districts have helped elevate blighted parts of town	12/8/2025 7:49 PM
236	Bike lanes down town and new ice rinks	12/8/2025 7:40 PM
237	Culture here seems to finally be growing - the music and art scenes are getting stronger every day	12/8/2025 7:40 PM
238	More housing	12/8/2025 7:37 PM
239	New bridge to heights	12/8/2025 7:35 PM
240	Park upgrades, walking paths	12/8/2025 7:33 PM
241	More businesses	12/8/2025 7:26 PM
242	Physical growth, the Shiloh area used to be farmland. Billings also cares deeply about community and togetherness, due in part to our place as the most depressed city in the country.	12/8/2025 7:10 PM
243	The bike trails and bike lanes	12/8/2025 6:59 PM
244	More businesses	12/8/2025 6:56 PM

245	Growth	12/8/2025 6:41 PM
246	Less crime, better cultural opportunities	12/8/2025 6:40 PM
247	Acquiring a medical school and veterinary school	12/8/2025 6:31 PM
248	New medical facilities	12/8/2025 6:23 PM
249	A revitalization of the downtown and industrial areas.	12/8/2025 6:17 PM
250	The west end growth has been good. The new hospital being built is good. The new highway connecting the heights. More trails. More businesses	12/8/2025 6:10 PM
251	Additional recreational activities	12/8/2025 6:05 PM
252	Growth	12/8/2025 5:51 PM
253	growth and expansion	12/8/2025 5:43 PM
254	Growth of the city	12/8/2025 5:40 PM
255	The air quality had gotten better.	12/8/2025 5:40 PM
256	There really hasn’t been anything positive Billings has done over the past ten years. Our decision makers make the choices they feel are best for them, not the community.	12/8/2025 5:34 PM
257	None	12/8/2025 5:31 PM
258	The proposing, funding, and beginnings of the reservoir off of Hesper and 48th.	12/8/2025 4:31 PM
259	*No differences noticed	12/8/2025 4:31 PM
260	More businesses	12/8/2025 4:28 PM
261	more roundabouts	12/8/2025 4:27 PM
262	More things to do	12/8/2025 4:27 PM
263	growth of businesses creating job opportunities	12/8/2025 4:27 PM
264	Some new construction of public spaces	12/8/2025 4:27 PM
265	Housing	12/8/2025 4:25 PM
266	idk	12/8/2025 3:27 PM
267	Continued development of trail system, rejuvenation in downtown and east towards the Metra	12/8/2025 3:25 PM
268	Roads have seemed to be improved with the addition of some round-a-bouts, fresh and bright lines, or even the smoothness of the roads.	12/8/2025 3:24 PM
269	Good fast food	12/8/2025 3:24 PM
270	More roads, more housing	12/8/2025 3:24 PM
271	More attractions were franchised in Billings	12/8/2025 3:23 PM
272	A lot of work has been done to better the roadways.	12/8/2025 3:22 PM
273	two-way streets	12/8/2025 3:22 PM
274	roads traffic, the walk-able Areas	12/8/2025 3:21 PM
275	I'm not sure	12/8/2025 3:20 PM
276	Infrastructure	12/8/2025 3:20 PM
277	more housing	12/8/2025 3:20 PM
278	New roads and ways of transportation.	12/8/2025 3:20 PM
279	I don't know	12/8/2025 3:20 PM
280	more businesses	12/8/2025 3:20 PM
281	more stores	12/8/2025 3:20 PM

282	More restaurants	12/8/2025 3:20 PM
283	I have noticed more positive infrastructure such as costco.	12/8/2025 3:20 PM
284	?	12/8/2025 3:19 PM
285	more places to shop more places opening	12/8/2025 3:18 PM
286	fixing roads	12/8/2025 3:18 PM
287	Growing as a city, creating new interesting businesses.	12/8/2025 3:17 PM
288	Commercial & housing Growth	12/8/2025 1:49 PM
289	Diversified economy, growth opportunity, market demand.	12/8/2025 1:39 PM
290	There is very good traffic control, and we have fire houses everywhere so no one in the city should have to worry about a slow response time.	12/8/2025 1:35 PM
291	better restaurants to eat at and more activities to do.	12/8/2025 1:33 PM
292	- use of roundabouts - more businesses	12/8/2025 1:33 PM
293	We have done a lot to improve our parks and public facilities	12/8/2025 1:32 PM
294	idk	12/8/2025 1:31 PM
295	the addition of new restaurants and stores	12/8/2025 1:31 PM
296	There are a lot more people and housing is continuing to expand further west	12/8/2025 1:30 PM
297	Growth, Scale, Culture	12/8/2025 1:30 PM
298	More shopping and areas like Shiloh commons. places to go when bored	12/8/2025 1:29 PM
299	preservation of lands	12/8/2025 1:29 PM
300	diversity	12/8/2025 1:29 PM
301	I have seen more diversity among students such as ethnicity or just how people act	12/8/2025 1:29 PM
302	We have gotten more popular places that other cities outside of Montana have, which makes people able to get things there instead of going places to get them.	12/8/2025 1:29 PM
303	more road and fun thing to go and do with friends	12/8/2025 1:28 PM
304	better looking community	12/8/2025 1:28 PM
305	More neighborhoods, preserves open land	12/8/2025 1:28 PM
306	There are more smaller businesses within Billings	12/8/2025 1:28 PM
307	The roundabouts have made traffic easier to manage.	12/8/2025 1:28 PM
308	Updated convince stores and expansion of our city.	12/8/2025 1:27 PM
309	I wasn't here	12/8/2025 1:27 PM
310	More places have been being built expanding Billings.	12/8/2025 1:27 PM
311	Better roads	12/8/2025 1:27 PM
312	We are starting to get newer and popular things	12/8/2025 1:27 PM
313	City growth	12/8/2025 1:26 PM
314	not sure	12/8/2025 1:26 PM
315	more opportunities and things coming here	12/8/2025 1:26 PM
316	Population growth	12/8/2025 1:26 PM
317	N/A	12/8/2025 1:25 PM
318	Schools are improving	12/8/2025 1:25 PM

319	Better airport	12/8/2025 1:24 PM
320	More things to do	12/8/2025 1:24 PM
321	not much, some new roundabouts	12/8/2025 1:24 PM
322	N/A	12/8/2025 1:24 PM
323	more buisnesses	12/8/2025 1:24 PM
324	less stop signs	12/8/2025 1:23 PM
325	More jobs	12/8/2025 1:23 PM
326	nice houses	12/8/2025 1:22 PM
327	have entertainment areas for kids and teens	12/8/2025 1:20 PM
328	More live music	12/8/2025 11:53 AM
329	I don't know	12/8/2025 10:45 AM
330	downtown streets changed	12/8/2025 10:42 AM
331	Population Increase, Gas Super stores,	12/8/2025 10:42 AM
332	new buildings and businesses	12/8/2025 10:37 AM
333	The city especially in the newer parts is a lot nicer than it was	12/8/2025 10:37 AM
334	some improved roads, more businesses	12/8/2025 10:35 AM
335	I don't know	12/8/2025 10:34 AM
336	The expansion and growth.	12/8/2025 10:34 AM
337	Roads being taken care of	12/8/2025 10:33 AM
338	safer streets	12/8/2025 10:32 AM
339	more inclusive high schools/ more of them	12/8/2025 10:32 AM
340	increase in population	12/8/2025 10:32 AM
341	Housing built,	12/8/2025 10:30 AM
342	There has been an influx amount of jobs in the city recently over the past ten years, and it has created more opportunities for students to work and go to school.	12/8/2025 10:29 AM
343	employment opportunities	12/8/2025 10:28 AM
344	growth in the economy	12/8/2025 10:28 AM
345	more businesses	12/8/2025 10:27 AM
346	stores re opening to be better	12/8/2025 10:27 AM
347	Community recreation	12/8/2025 10:12 AM
348	West end has more options, more indoor options for kids	12/8/2025 7:54 AM
349	There's good disc golf courses	12/8/2025 7:39 AM
350	Eating establishments	12/8/2025 6:51 AM
351	Bringing in more entertainment	12/8/2025 3:12 AM
352	Belt loop	12/8/2025 2:30 AM
353	Electronic crosswalk signs	12/8/2025 2:26 AM
354	City workers are good	12/7/2025 8:47 PM
355	The public schools continue to provide great education and career opportunities for the children.	12/7/2025 8:33 PM

356	NA	12/7/2025 7:15 PM
357	More trails	12/7/2025 6:40 PM
358	Cleaning up of downtown, more trails, more local restaurants	12/7/2025 5:01 PM
359	New trails	12/7/2025 4:37 PM
360	Businesses, restaurants, infrastructure changes that include beautification	12/7/2025 11:52 AM
361	Making mixed-use land easier to develop which provides housing and commercial opportunities for developers.	12/7/2025 11:25 AM
362	Folks actively involved and engaged in community	12/7/2025 10:09 AM
363	Transportation and road upgrades	12/7/2025 10:04 AM
364	Nothing	12/7/2025 8:31 AM
365	Cleaner downtown	12/6/2025 10:41 PM
366	More diversity and community partnerships courted	12/6/2025 7:59 PM
367	Lots of new construction, quality of parks has increased, street public works seem to be in top of stuff, library is lovely, skyway drive is great,	12/6/2025 7:54 PM
368	airport is nicer; Scheels store area retail well done; roundabouts, now that I am used to them; Dover Park and Two Moon Park	12/6/2025 7:42 PM
369	Drivabililty, specifically the lockwood to heights bridge.	12/6/2025 7:36 PM
370	I love the library although a lot of time there is not enough parking.	12/6/2025 6:50 PM
371	Roundabouts, traffic flow	12/6/2025 5:49 PM
372	Additional business and entertainment	12/6/2025 4:01 PM
373	No Positives	12/6/2025 3:44 PM
374	Thank god yall getting rid of the one ways	12/6/2025 3:02 PM
375	Slowly gaining more things to do (indoor playgrounds, waterparks, etc.)	12/6/2025 2:37 PM
376	Expansion	12/6/2025 2:36 PM
377	new city hall, improvements downtown	12/6/2025 1:56 PM
378	Bike and walking trails have improved a lot and the roundabouts are excellent.	12/6/2025 1:56 PM
379	Access to Health Care	12/6/2025 11:27 AM
380	Walking paths, roundabouts	12/6/2025 10:49 AM
381	Focus on eco-friendly transportation options	12/6/2025 10:01 AM
382	More bike lanes, multi-use paths, park upkeep, historic downtown renovation	12/6/2025 9:25 AM
383	Parks and recreation improvements	12/6/2025 7:41 AM
384	Job opportunities, growth, medical care	12/6/2025 6:36 AM
385	New businesses	12/6/2025 2:17 AM
386	Trails, Trees, Airport Expansion, Ice arena, New hospitals/med school	12/6/2025 12:21 AM
387	More bike trails	12/6/2025 12:18 AM
388	Increased health care,hospitals	12/5/2025 10:48 PM
389	New bike paths	12/5/2025 10:11 PM
390	The two new colleges	12/5/2025 9:01 PM
391	Bike trails	12/5/2025 9:01 PM
392	New roas like skyline and Johnson cut acrosss	12/5/2025 8:45 PM

393	Defeat of the 143 million park levy by a 70 percent majority	12/5/2025 7:58 PM
394	growth, cleaner nicer downtown, school improvements	12/5/2025 7:43 PM
395	None	12/5/2025 7:14 PM
396	The growth and development of businesses	12/5/2025 5:53 PM
397	a lot of fun events	12/5/2025 5:26 PM
398	More trails, improved pedestrian and bike infrastructure	12/5/2025 5:25 PM
399	level 1 trauma centers	12/5/2025 5:07 PM
400	Dispensary	12/5/2025 4:08 PM
401	Grow of homes, business	12/5/2025 3:58 PM
402	Transportation, city image, shopping	12/5/2025 3:32 PM
403	Nice developments off of Shiloh for shopping and restaurants	12/5/2025 3:01 PM
404	Growth in city culture scene, increase in safety	12/5/2025 1:55 PM
405	Planned expansion and economic development	12/5/2025 12:11 PM
406	Better building code enforcement	12/5/2025 10:25 AM
407	More diverse populations & culture	12/5/2025 10:21 AM
408	Bicycle paths are increasing	12/5/2025 10:09 AM
409	Increased amenities, transformation of Montana ave	12/5/2025 9:45 AM
410	Business growth	12/5/2025 9:27 AM
411	Downtown and downtown events are thriving.	12/5/2025 9:24 AM
412	Street paving	12/5/2025 8:54 AM
413	More bike trails in outlying neighborhoods. Growth to the west.	12/5/2025 8:43 AM
414	Downtown area	12/5/2025 8:32 AM
415	Better city council members elected	12/5/2025 3:34 AM
416	More business options	12/4/2025 11:43 PM
417	No e	12/4/2025 11:39 PM
418	More activities	12/4/2025 11:00 PM
419	Infrastructure	12/4/2025 10:24 PM
420	More housing	12/4/2025 9:35 PM
421	None	12/4/2025 9:33 PM
422	Nothing	12/4/2025 6:38 PM
423	The Art House is amazing and an asset	12/4/2025 6:36 PM
424	None	12/4/2025 4:57 PM
425	Stronger Job market and business opportunities	12/4/2025 4:46 PM
426	N/a	12/4/2025 4:24 PM
427	Continued growth	12/4/2025 3:17 PM
428	Parks look nicer and have been updated	12/4/2025 2:17 PM
429	More trails, safe streets	12/4/2025 1:26 PM
430	It’s growing but not in a good way	12/4/2025 12:34 PM

431	Increased trails, downtown bike lanes, 2-way conversion	12/4/2025 10:53 AM
432	Growth	12/4/2025 9:49 AM
433	Traffic circulation, more opportunities for entertainment,	12/4/2025 8:18 AM
434	Employer acceptance of an applicants background and physical appearance.	12/4/2025 7:41 AM
435	Parks	12/4/2025 4:47 AM
436	Nothing	12/4/2025 4:45 AM
437	more access to ammenities as Billings grows, better shopping, health care and services, roundabouts to keep traffic moving, downtown, airport, EBIRD, South Side	12/4/2025 12:39 AM
438	Bike and trail system	12/4/2025 12:34 AM
439	More trails and attempts to make the city look less industrial.	12/4/2025 12:07 AM
440	Improved traffic flow, variety of restaurants, emphasis on parks and recreation spaces	12/4/2025 12:00 AM
441	Support of airport, increased support of small business	12/3/2025 11:51 PM
442	Expansion and people moving here	12/3/2025 11:39 PM
443	McKinley and Broadwater schools remodeled	12/3/2025 11:14 PM
444	Some cleaning up of rough and run down areas of city	12/3/2025 10:49 PM
445	providing more westend diversity of grocery/shops/eatery. revitalization of downtown 2 way shops and nightlife. more bike lanes and more lighting in parks.	12/3/2025 9:58 PM
446	Healthcare	12/3/2025 9:35 PM
447	New playgrounds throughout the park system	12/3/2025 8:59 PM
448	Restaurants, entertainment, shopping, parks	12/3/2025 8:36 PM
449	Medical corridor development, trail system, increased activity opportunities for children and youth	12/3/2025 7:37 PM
450	I have noticed the continued preservation of historical districts, as well as the solar paneled City bus hub.	12/3/2025 7:00 PM
451	Road and Traffic improvements, Snow removal, Trails	12/3/2025 6:27 PM
452	There was an encouraging growth in cultural options & good non-chain restaurants until recently. The gut-punch to Yellowstone Art Museum was baffling & sad. Art House Cinema has been a real asset. Increase in bike trails.	12/3/2025 5:39 PM
453	The renaissance of the downtown space & community involvement, particulalry with downtown events.	12/3/2025 5:20 PM
454	trails	12/3/2025 5:00 PM
455	thriving downtown, trail system	12/3/2025 4:35 PM
456	public transport, cardboard recycling	12/3/2025 3:43 PM
457	tearing down rundown buildings, artistic murals, work on new parks	12/3/2025 3:39 PM
458	There are a lot of fun businesses, great recreation options for families.	12/3/2025 3:37 PM
459	LOVE the growth of trails! Billings is not a super walk-able city, but the trails make it much more bike-able! There's been great economic growth--and I really love the BIRD (BURD) and revitalization of downtown. I love the both small businesses and larger companies have opened in Billings.	12/3/2025 2:30 PM
460	Growth and new opportunities	12/3/2025 1:22 PM
461	More housing and businesses	12/3/2025 1:18 PM
462	Explosive growth has led to more retail & restaurant options	12/3/2025 1:16 PM

463	Infill development of vacant or rundown properties	12/3/2025 12:53 PM
464	Roads being fixed up and improved, Costco moving off of King, beautiful new houses, growth	12/3/2025 11:46 AM
465	More bike/walk ways. Snow plowing. New middle schools. Shiloh water conservation area.	12/3/2025 10:11 AM
466	More congregate housing	12/3/2025 9:54 AM
467	Skyline bypass	12/3/2025 9:45 AM
468	Revitalization of downtown, feels safer for walking downtown after dark	12/3/2025 9:41 AM
469	Downtown is not degrading	12/3/2025 8:09 AM
470	The more emphasis on walk ability both in the downtown area and throughout Billings. Also the focus on improving spaces with murals and other creative art.	12/3/2025 6:28 AM
471	Sidewalks, handicap accessibility	12/3/2025 4:31 AM
472	The new traffic byways	12/2/2025 9:17 PM
473	Bike lanes trails, housing choice	12/2/2025 8:51 PM
474	Recreational bike path	12/2/2025 7:59 PM
475	More flights, more bike paths	12/2/2025 7:43 PM
476	Growth near the interstate	12/2/2025 6:51 PM
477	None.	12/2/2025 6:38 PM
478	Good schools	12/2/2025 6:11 PM
479	West end growth	12/2/2025 6:01 PM
480	Maintaining open spaces	12/2/2025 5:56 PM
481	None	12/2/2025 5:55 PM
482	There have been more places added where you can have fun without drugs or alcohol	12/2/2025 5:55 PM
483	New water plant	12/2/2025 5:53 PM
484	Adding sidewalks where needed	12/2/2025 2:32 PM
485	Construction development	12/2/2025 11:08 AM
486	City is cleaner, more small businesses	12/1/2025 6:48 PM
487	None	12/1/2025 4:49 PM
488	Increased retail and recreational opportunities	12/1/2025 2:27 PM
489	New commercial and retail development	12/1/2025 1:19 PM
490	Growth and modernization of the west end. Investment in new assets such as the rec center / hockey rink.	12/1/2025 1:02 PM
491	infrastructure improvements (pipes & roads)	12/1/2025 12:32 PM
492	Downtown cleanup	12/1/2025 10:18 AM
493	The development of the West end makes Billings feel like a real thriving town.	12/1/2025 12:22 AM
494	Bike and walking paths	11/30/2025 3:56 PM
495	Bike paths, airport add on	11/30/2025 2:56 PM
496	trails and hiking/biking expansion	11/30/2025 2:55 PM
497	Medical corridor expanding	11/30/2025 2:54 PM
498	Medical expansion	11/30/2025 9:59 AM
499	Biking paths.	11/29/2025 4:58 PM

500	Growth of medical service options, including the new osteopathic medical school	11/29/2025 4:58 PM
501	Walking paths/outdoor options	11/29/2025 1:50 PM
502	Open to accepting new businesses	11/29/2025 1:35 PM
503	There has been a lot of growth - people and business.	11/29/2025 10:20 AM
504	More work opportunities	11/28/2025 6:38 PM
505	lots of growth/building going on	11/28/2025 4:21 PM
506	choices of entertainment, shops, places to eat	11/28/2025 1:01 PM
507	A lot more housing opportunities, more hotels and motels	11/26/2025 11:49 PM
508	Shiloh conservation area is amazing	11/26/2025 1:24 PM
509	New businesses and shopping opportunities.	11/25/2025 9:28 PM
510	Greenery along roads	11/25/2025 5:37 PM
511	Recretional Areas, Housing	11/25/2025 1:33 PM
512	Consistent growth	11/25/2025 12:03 PM
513	Bike routes and new downtown businesses together with arts and culture improvements	11/24/2025 8:23 PM
514	Trails and transportation	11/24/2025 8:13 PM
515	Multi-use developments	11/24/2025 2:51 PM
516	Walking/biking trails, dog parks	11/24/2025 1:29 PM
517	population growth	11/24/2025 10:25 AM
518	Downtown Billings	11/23/2025 2:15 PM
519	New businesses. Dog parks. Side street snow plowing.	11/22/2025 8:46 PM
520	Completion of running trails	11/22/2025 8:28 AM
521	Parks are receiving more upkeep and the COB has made efforts to make downtown Billings easier to drive in.	11/21/2025 8:41 PM
522	two-way street conversions, development downtown, skyline trail (more trails in general, Skyline Dr (as long as we don't mess it up, new major streets are multi-modal, new airport, new zoning is beginning to be apparent	11/21/2025 7:47 PM
523	I am MOST please with the new Superintendent of SD2!! He has done nothing but better our schools and put order and systems to what has been majorly lacking. I am also very happy to still see the farm land on 32nd and Grand Ave. and along Shilo	11/21/2025 2:27 PM
524	The Babcock theater is getting a new marquee	11/21/2025 1:20 PM
525	Expanded Airport, rim renovation	11/21/2025 12:01 AM
526	More trails	11/20/2025 9:49 PM
527	roundabouts	11/20/2025 9:19 PM
528	More opportunities	11/20/2025 9:01 PM
529	Bike Lanes	11/20/2025 7:49 PM
530	more spaces for youth to be, though many come at a price. a recently elected school board and city council that better reflects the values of the people living here. the library.	11/20/2025 4:19 PM
531	More economic access/activity, improved transportation options (airport)	11/20/2025 4:17 PM
532	More arts and music	11/20/2025 3:41 PM
533	Trails and routes for walking and cycling	11/20/2025 1:52 PM
534	New bike lanes!	11/20/2025 12:42 PM

535	Infrastructure improvements	11/20/2025 12:33 PM
536	Bike/walking trails	11/20/2025 9:11 AM
537	There is more retail restaurant options that are really great!	11/19/2025 9:40 PM
538	More diversity among retailers, restaurants, etc	11/19/2025 9:35 PM
539	Skyway drive connection	11/19/2025 4:14 PM
540	Population growth	11/19/2025 2:03 PM
541	Increase in the music and arts venues throughout the city.	11/19/2025 2:02 PM
542	Good walkpaths, some effort being made to clean up blighted areas	11/18/2025 9:57 PM
543	Added vibrancy to our community has increased.	11/18/2025 6:34 PM
544	Increase in bike trails.	11/18/2025 6:19 PM
545	increases in sports tourism	11/18/2025 4:41 PM
546	trail system, culture, music scene, Art House Cinema,	11/18/2025 11:59 AM
547	Bike and walking paths	11/18/2025 11:49 AM
548	Building of new businesses and homes	11/17/2025 10:06 PM
549	Growth and development of Shiloh Corridor, New business attraction-Rocky Vista, investments in Billings Clinic and Intermountain Health, use of opportunity zones(ie EBIRD and SBURA)	11/17/2025 8:45 PM
550	Additional parks within the city	11/17/2025 8:44 PM
551	The growth of the city	11/17/2025 3:55 PM
552	Bicycle/walking paths	11/17/2025 2:37 PM
553	more affordable rental housing available	11/16/2025 11:24 PM
554	Development of Billings Industrial Revitalization District- I hope it continues! The upgrades to Alberta Bair Theatre.	11/16/2025 7:36 PM
555	more street snowfall removal, new baseball stadium, new schools were built, government trying to have better public safety, more trails were built, airport was improved, new water treatment plant and west end reservoir were approved.	11/16/2025 6:09 PM
556	Haven’t been here long enough to notice a lot of changes	11/16/2025 11:48 AM
557	redevelopment areas like BIRD	11/16/2025 11:40 AM
558	Community trails expansion	11/15/2025 7:03 PM
559	Better restaurants, more bike lanes,	11/15/2025 3:12 PM
560	Safety	11/15/2025 10:53 AM
561	More choices in many areas	11/15/2025 10:50 AM
562	few	11/15/2025 9:07 AM
563	It’s growing but it seems disorganized and poorly planned	11/14/2025 11:51 PM
564	Medical school opening, skybridge trail	11/14/2025 8:44 PM
565	More green space maintance	11/14/2025 6:54 PM
566	Efficient housing development	11/14/2025 6:40 PM
567	more bike lanes and trails; greater diversity and tolerance	11/14/2025 5:05 PM
568	More sports venues	11/14/2025 1:53 PM
569	Trail systems, improvements to sporting facilities	11/14/2025 10:19 AM
570	More bike lanes	11/13/2025 5:06 PM

571	More bicycle and walking trails	11/13/2025 12:27 PM
572	Start of Downtown Revitalization	11/13/2025 11:13 AM
573	Infrastructure improvements	11/12/2025 9:44 PM
574	Bike lanes and trails	11/12/2025 11:12 AM
575	Public safety increasing, improvement of amenities such as trails, redevelopment of older areas	11/12/2025 10:45 AM
576	Trail system, parks along river, downtown street design, better building siting due to zoning changes	11/11/2025 7:01 PM
577	Population growth, increase in job opportunities, airport remodel	11/11/2025 5:58 PM
578	Continued growth, development	11/11/2025 1:46 PM
579	more attractive site developments, expanded economic base, some adoption of innovative systems	11/10/2025 11:53 AM
580	population growth	11/10/2025 8:39 AM
581	The restoration and maintenance of the ArtHouse Cinema	11/9/2025 10:34 AM
582	Bike lanes to downtown	11/9/2025 9:49 AM
583	Continued growth in health care access	11/8/2025 2:09 PM
584	Better health options	11/8/2025 9:12 AM
585	Beautiful trail system and bypass roads being added	11/7/2025 2:10 PM
586	Downtown improvements	11/7/2025 11:04 AM
587	More businesses popping up and west end development.	11/6/2025 10:59 PM
588	There is more diversity	11/6/2025 4:51 PM
589	Finally getting a Rec Center!	11/6/2025 12:49 PM
590	Not many 😬	11/5/2025 4:22 PM
591	Airport expansion, investment in downtown and the EBURD, expansion of the trail system, ongoing efforts to improve Daylis Stadium (for the benefit of all Billings High Schools). Demonstrated commitment to excellence in maintenance of public water utilities.	11/4/2025 9:07 PM
592	I've noticed that the city infrastructure is becoming a little less utilitarian, which appeals to tourism/growth	11/4/2025 4:32 PM
593	The growth and all the new businesses	11/4/2025 1:06 PM
594	improving downtown, greater range of lifestyles	11/3/2025 2:17 PM
595	Longer times and better to pickup people on bus 🚌 routes	11/3/2025 12:46 PM
596	More local businesses, new hospital/expansion, increased bike lanes and pedestrian pathways	11/3/2025 10:39 AM
597	Good park and trail development, slightly better voter support for school levies.	11/3/2025 10:29 AM
598	I stricter focus on providing better parks and recreational locations. I think utilizing the Yellowstone river more as a location to visit by cleaning up the parks is a good next step to be. I also believe a large outdoor amphitheater for concerts would be good.	11/2/2025 9:10 PM
599	New restaurants, renewal in downtown corridor	11/1/2025 7:33 PM
600	Growth	10/30/2025 7:08 PM
601	The inner belt loop/Skyway drive. Castel Rock playground.	10/28/2025 12:02 AM
602	Trail and park infrastructure (bathrooms) development	10/27/2025 2:55 PM
603	Certain Areas of Billings are being cleaned up and made safer	10/26/2025 2:48 PM

604	More eating, entertainment options	10/26/2025 2:31 PM
605	New businesses	10/24/2025 12:31 PM
606	More bike lanes; fewer polluting industries (power plant)	10/23/2025 6:33 PM
607	Downtown is much more vibrant, safe, and interesting, with lots of high-quality businesses (and an amazing protected bike lane!). I love the new walking path along the top of the Rims as well.	10/23/2025 4:34 PM
608	Trail system and parks	10/23/2025 3:06 PM
609	Business growth, new construction and road repairs, airport improvements.	10/23/2025 12:33 PM
610	Shiloh Crossing area	10/23/2025 11:42 AM
611	Increased population	10/23/2025 10:42 AM
612	None	10/23/2025 9:58 AM
613	Good cultural events. safety mill levy passing.	10/23/2025 12:10 AM
614	Trails	10/22/2025 11:05 PM
615	Trail system	10/22/2025 3:20 PM
616	The new bridge over to Lockwood, the bypass to Zimmerman	10/20/2025 10:09 PM
617	Addition of trails for biking, walking and running	10/20/2025 7:03 PM
618	Growth of trail system, employment opportunities	10/20/2025 3:42 PM
619	Growth is happening which opens up new restaurants and lifestyle activities slowly.	10/17/2025 1:51 PM
620	Seeing some nice road work done	10/17/2025 1:31 PM
621	Mostly intentional growth and expansion to the west end	10/16/2025 6:36 PM
622	SD2, growth	10/16/2025 12:05 AM
623	Growth	10/15/2025 8:00 PM
624	Growth and associated activities	10/15/2025 7:12 PM
625	Workforce Development efforts	10/15/2025 3:58 PM
626	More quality in development; diversification of economic base; more transparency in government	10/15/2025 11:57 AM
627	More trails and Protected Bike Lanes and Separated Sidewalks	10/15/2025 11:26 AM
628	organic stability and growth	10/15/2025 8:52 AM
629	Dining, some focus on bringing destination places to the heights, ice rink, discussions on increasing realistic and meaningful tourism to the community	10/14/2025 1:33 PM
630	New homes and businesses. New plaground and paved parking in Castle Rock Park.	10/14/2025 1:13 PM
631	City has lots of new vehicles and many infrastructure projects	10/14/2025 8:11 AM
632	Development in multiple areas of the city	10/13/2025 9:20 PM
633	Increase in trails	10/13/2025 6:28 PM
634	Slow and steady progress on the quality of our parks, trails, and public spaces	10/13/2025 4:41 PM
635	Revitalization of certain neighborhoods, pride taken in improvements like certain parks	10/13/2025 4:24 PM
636	creatioin of a bike-friendly trail system	10/13/2025 2:01 PM
637	More recreational opportunities and business growth	10/12/2025 2:30 PM
638	Downtown appearance	10/12/2025 1:24 AM
639	Growth in Mental Health services	10/11/2025 4:27 PM

640	None	10/9/2025 9:08 PM
641	Lots of trees, greater push towards supporting bicycles on the road	10/9/2025 3:09 PM
642	Greater Densification in and around the city core	10/9/2025 10:41 AM
643	...	10/8/2025 3:59 PM
644	more diversity	10/8/2025 3:46 PM
645	Program for students with difficulties with English	10/8/2025 2:11 PM
646	More people moving to Billings	10/8/2025 1:35 PM
647	increase in population - hopefully increasing our workforce capacity,	10/8/2025 11:39 AM
648	growth through out the city	10/8/2025 10:30 AM
649	More job growth and business growth.	10/8/2025 10:22 AM
650	commitment to parks and trails, dog parks, good restaurants, improving airport, downtown improvements	10/7/2025 5:52 PM
651	More national brand shopping.	10/7/2025 3:16 PM
652	A move for more infull growth rather than continual sprawl	10/7/2025 12:20 PM
653	New bypass roads, new west end construction	10/7/2025 11:41 AM
654	the introduction of new roads, like the one connecting the west end to the heights, and the bridge connecting lockwood and the heights	10/6/2025 6:00 PM
655	more trail connections, more quality retail	10/6/2025 6:00 PM
656	More paths!	10/6/2025 4:45 PM
657	More businesses, forward thinking city planners - ie traffic improvements. Hockey and rodeo arenas,	10/6/2025 1:09 AM
658	Demolishing downtown and revitalizing it	10/5/2025 8:59 AM
659	more bike and walking paths, improved shopping, improved downtown with 2 way streets downtown, better safety on streets with lengthened traffic lights	10/4/2025 9:27 PM
660	The bus runs longer and the routes are better. This is the only positive I see.	10/3/2025 2:48 PM
661	More bike/walking trails,	10/3/2025 1:33 PM
662	number of businesses	10/3/2025 1:21 PM
663	Added water storage/treatment	10/3/2025 1:11 PM
664	Downtown revitalization	10/2/2025 3:36 PM
665	Increase in new businesses, improvements to roads	10/1/2025 6:54 PM
666	Walk paths, increased police for safety, economic growth steady	10/1/2025 6:47 PM
667	More bike lines	10/1/2025 2:07 PM
668	Bike paths, better aesthetics along roads/roundabouts and development, Better city branding. Downtown more clean. Nice addition of more roads.	10/1/2025 12:41 PM
669	just two weeks ago, the downtown streets were returned to two-way	10/1/2025 11:08 AM
670	Sidewalk access	9/30/2025 6:15 PM
671	Added snow removal of the city streets	9/30/2025 2:03 PM
672	Downtown vibrance, restaurants, events, Skyline trail & Marathon loop	9/30/2025 12:43 PM
673	expansion/connection of the bike trails, increased trees throughout the city, and increased multi-family housing developement	9/29/2025 5:56 PM
674	People are motivated and excited for the billings	9/29/2025 5:16 PM

675	Good for entrepreneurship, especially small business. Addition of medical school. Keeping local restaurants and local retail spaces. Positive changes for public schools - opportunity school, language school, city college opportunities.	9/29/2025 3:17 PM
676	Growth, more parks and trails,	9/29/2025 2:58 PM
677	Entertainment options	9/29/2025 2:37 PM
678	I like the addition of the outdoor trails along the Rims.	9/29/2025 2:04 PM
679	round-abouts are a great addition	9/29/2025 1:01 PM
680	Amend recreational campus, ice rinks,traffic infastructure,	9/29/2025 12:20 PM
681	The City is Growing.	9/29/2025 12:07 PM
682	Increase in police presence	9/29/2025 11:55 AM
683	Road access ie skyway	9/29/2025 11:52 AM
684	Skyline Trail, Rec Center	9/29/2025 11:36 AM
685	New Businesses	9/29/2025 11:34 AM
686	Civic pride	9/29/2025 11:31 AM
687	Business growth, road infrastructure, airport	9/28/2025 11:59 PM
688	Artwork and murals	9/28/2025 7:21 PM
689	More options for things to do	9/28/2025 1:46 PM
690	Growth in shopping and other industries.	9/27/2025 10:39 PM
691	New road corridors, new trails,	9/27/2025 10:28 PM
692	Growth and opportunity	9/27/2025 8:38 PM
693	roundabouts, bike paths, new library	9/27/2025 6:47 PM
694	More access to and from the Billings Heights to the Westend.	9/27/2025 5:13 PM
695	Growth	9/27/2025 4:14 PM
696	Improving downtown	9/27/2025 4:06 PM
697	New businesses popping up	9/27/2025 1:43 PM
698	Better /more trails, parks etc.	9/27/2025 12:26 PM
699	Events, entertainment, community engagement has improved, the cardboard pickup, city of billings notifications	9/27/2025 11:24 AM
700	More bike/ walking trails	9/27/2025 4:35 AM
701	Bike friendly roads	9/26/2025 11:37 PM
702	Substantial growth. New housing and businesses. The expansion of the trail system and preservation of public spaces.	9/26/2025 9:40 PM
703	I’ve seen billings, expand a lot and offer more places to eat, things to do, etc.	9/26/2025 8:56 PM
704	Two way streets are an improvement	9/26/2025 7:23 PM
705	growth seems controlled	9/26/2025 6:49 PM
706	Shopping opportunities	9/26/2025 6:03 PM
707	Billings is more connected and easier to access via roads, walking trails, beautification	9/26/2025 4:08 PM
708	Growth and expansion of conservative community structures	9/26/2025 1:14 PM
709	The Art House Theater taking over the Babcock Theater	9/26/2025 9:12 AM
710	Bigger name businesses coming here (Chick-fil-A, etc)	9/25/2025 9:15 PM

711	Better roads	9/25/2025 8:36 PM
712	New businesses	9/25/2025 6:49 PM
713	More retail/restaurant options	9/25/2025 6:18 PM
714	Albertsons at Grand & 54th	9/25/2025 5:53 PM
715	New developments and a commitment to a clean city	9/25/2025 5:27 PM
716	Downtown has become more walkable and more vibrant - especially the music scene.	9/25/2025 5:11 PM
717	Downtown targeted growth, growth targeted to families, hospitals	9/25/2025 5:08 PM
718	Population Growth	9/25/2025 4:39 PM
719	The expansion of housing	9/25/2025 11:47 AM
720	Our citizens care about this city, and want it to be a clean and beautiful place to live.	9/25/2025 11:25 AM
721	Increase trails and access to undeveloped areas	9/25/2025 10:28 AM
722	Fewer good restaurants like Lilac, Fieldhouse, etc.	9/25/2025 10:16 AM
723	Medical Community expansion	9/25/2025 9:39 AM
724	Parks	9/25/2025 9:29 AM
725	Emphasis on public safety.	9/25/2025 9:26 AM
726	Traffic still moves mostly efficiently	9/25/2025 9:17 AM
727	Traffic flow, shopping options, walking paths	9/25/2025 9:10 AM
728	I have noticed some wonderful trails being built and overall improvement of how Billings looks.	9/25/2025 8:41 AM
729	The cleanup in downtown	9/25/2025 7:16 AM
730	The walking and bike trails have been nice. Also, there are quite a few downtown events and a push to revitalize that area. It's helped. I like the public art, strings of lights across Broadway, and the incentives in the BIRD district. It's a start.	9/25/2025 2:12 AM
731	Cleaning up areas. New businesses. Public art.	9/25/2025 1:00 AM
732	Trails, bike trails, museums, downtown revitalization	9/24/2025 11:39 PM
733	Growing	9/24/2025 10:57 PM
734	Increased development of parks, paths/trails	9/24/2025 10:45 PM
735	Small locally run businesses downtown, cultural contributions like the Art House, the city parks (N. Park improvement for example).	9/24/2025 10:21 PM
736	Communication by the City of Billings to/with the public; willingness of the City of Billings to publicly address racism and hate messaging toward the LGBTQ community, passing Public Safety Mill Levies, shutting down the massage parlors, increase of public art and trails, two-way streets downtown, paved streets in much needed areas, Shiloh Conservation, activities for children and seniors through the Parks programs, Rose Park pool, accessible playgrounds, Billings Public Library, remodeled airport	9/24/2025 10:21 PM
737	Great new trails, especially the new cycle track.	9/24/2025 10:12 PM
738	Growth of trails	9/24/2025 10:09 PM
739	More bike paths	9/24/2025 10:03 PM
740	Good shows and festivals	9/24/2025 9:59 PM
741	Homeless and street population is significantly less than Bozeman, please keep it this way.	9/24/2025 9:54 PM
742	Public safety is better	9/24/2025 9:53 PM
743	New business, people of different ethnicities, ice rink	9/24/2025 9:43 PM

744	Haven't been here long enough	9/24/2025 9:40 PM
745	Round abouts	9/24/2025 9:38 PM
746	I've lived here my whole life and it's hard for me to pin point things I'm super positive about.	9/24/2025 8:11 PM
747	preservation of public spaces	9/24/2025 7:23 PM
748	Bench Connector, Increased walking paths	9/24/2025 6:26 PM
749	None	9/24/2025 6:25 PM
750	More sidewalks, bulbouts, signage - slightly better walkability	9/24/2025 5:22 PM
751	continued growth	9/24/2025 4:58 PM
752	new contruction	9/24/2025 4:31 PM
753	Expansion of public transit	9/24/2025 4:23 PM
754	More housing, roads	9/24/2025 4:16 PM
755	The bypass road structures and the efforts to keep downtown active and a destination	9/24/2025 2:28 PM
756	Growth and expansion of bikeways and walking paths	9/24/2025 2:13 PM
757	Still having access to recreation	9/24/2025 2:11 PM
758	N/A	9/24/2025 2:10 PM
759	Focus on building better spaces for lower income areas, ie north park remodel	9/24/2025 12:34 PM
760	Some street maintenance and jail improvement.	9/24/2025 12:26 PM
761	increase in housing options other than single family or large apartment buildings)	9/24/2025 11:07 AM
762	some redevelopment	9/24/2025 10:56 AM
763	More opportunities for everything	9/24/2025 10:50 AM
764	Moderately controlled growth.	9/24/2025 9:42 AM
765	Improved trails	9/24/2025 6:29 AM
766	Bike trail	9/24/2025 4:13 AM
767	improved roads	9/24/2025 1:55 AM
768	Dining	9/24/2025 1:54 AM
769	Downtown (minus the newest features ie 2 ways street change	9/24/2025 12:55 AM
770	Compost yard waste	9/23/2025 11:58 PM
771	activities, entertainment	9/23/2025 11:35 PM
772	Safer community. Better policing.	9/23/2025 11:33 PM
773	Expansion west	9/23/2025 11:22 PM
774	Bike & nature paths,	9/23/2025 10:53 PM
775	Growth	9/23/2025 10:27 PM
776	Amenities on west end	9/23/2025 10:27 PM
777	None	9/23/2025 10:26 PM
778	Fair minded government, but too much of it	9/23/2025 9:36 PM
779	New business opportunities	9/23/2025 9:16 PM
780	Parks being upgraded and maintained	9/23/2025 9:07 PM
781	biking trails, improvements at the rims, Shiloh Crossing, ball park, more choices of grocery	9/23/2025 8:49 PM

782	The bike lanes, the Arthouse/Babcock, the medical/vet school, the traffic pattern for Shiloh	9/23/2025 8:42 PM
783	The airport seems to have made strides in pulling in more flights, and the airport is nicer now.	9/23/2025 6:27 PM
784	Repurposing older or abandoned space. Especially retail space.	9/23/2025 6:14 PM
785	Restaurants, parks, music scene	9/23/2025 5:45 PM
786	Good infrastructure	9/23/2025 5:40 PM
787	Development of more affordable housing, clean up of the downtown area.	9/23/2025 5:25 PM
788	More apartment options	9/23/2025 4:52 PM
789	Building Skyway Dr. to add another option for getting in and out of the Heights during high traffic times and road closures.	9/23/2025 4:49 PM
790	wakling and bike paths, transportation maintenance (streets), recovery from dumpster/trash collection debacle	9/23/2025 4:49 PM
791	Downtown continues to grow and clean up	9/23/2025 4:38 PM
792	Love all the new trails and the thriving art scene.	9/23/2025 4:32 PM
793	Beautification of Billings	9/23/2025 4:19 PM
794	Downtown is much improved, Trail Development, improvements along the Yellowstone River and the Rims	9/23/2025 3:26 PM
795	More trails/parks/connections to rec opportunities, increase in # of businesses - more choice	9/23/2025 2:33 PM
796	more cultural opportunities. more bike lanes and trails	9/23/2025 1:50 PM
797	more walking/biking paths	9/23/2025 11:45 AM
798	More resources for trails	9/23/2025 12:05 AM
799	I haven't been here 10 years	9/22/2025 11:47 PM
800	Round abouts, housing expansions, increased shopping/entertainment	9/22/2025 5:59 PM
801	Lots of new development	9/22/2025 5:12 PM
802	Two way conversions downtown and the sweet new bike one on 3rd ave	9/22/2025 3:25 PM
803	Civic engagement	9/22/2025 2:59 PM
804	Walkability of shopping areas and downtown	9/22/2025 1:23 PM
805	Lively downtown and economic growth	9/22/2025 1:15 PM
806	Recognized for LEED, trails being built, airport renovations	9/22/2025 12:49 PM
807	Businesses, airlines	9/22/2025 11:50 AM
808	The growing bike and trails in the city	9/22/2025 11:33 AM
809	Shiloh corridor planning and development	9/22/2025 10:45 AM
810	Bike paths(not the ones downtown), the rims(really nice),	9/22/2025 10:34 AM
811	Parts of the city have grown more accepting to diversity. The city has continued to grow in size.	9/21/2025 10:28 PM
812	Main streets face-lift	9/21/2025 7:28 PM
813	The new bypass	9/21/2025 3:25 PM
814	None	9/21/2025 12:35 PM
815	Improved airport (albeit carriers not added)	9/21/2025 12:25 PM
816	Airport growth. Interstate improvements	9/21/2025 7:36 AM
817	Growth is good!	9/21/2025 1:20 AM

818	There are more downtown businesses	9/21/2025 12:20 AM
819	Local businesses downtown, more arts/culture, bike paths	9/21/2025 12:03 AM
820	Growth, new restaurants	9/20/2025 9:44 PM
821	Some new businesses coming to town	9/20/2025 8:30 PM
822	Skyline trail opened, airport renovated	9/20/2025 8:09 PM
823	Steady sustainable growth	9/20/2025 7:02 PM
824	Expansion of medical care	9/20/2025 1:28 PM
825	Ease of access to each end of town	9/20/2025 1:17 PM
826	Parks and Recreation does such a great job maintaining existing parks, Police presence increased,	9/20/2025 12:43 PM
827	The trails that connect the city	9/20/2025 11:51 AM
828	Development in parts of town focusing on high density	9/20/2025 11:39 AM
829	Redevelopment in some areas	9/20/2025 11:37 AM
830	More trails	9/20/2025 10:25 AM
831	economic development, traffic access is more plentiful, more roads	9/20/2025 9:40 AM
832	Repairing of streets that have needing repair for a long time	9/20/2025 2:42 AM
833	Alberta Bair Theater, Art House Cinema, Medical University. Winco	9/19/2025 11:22 PM
834	Many areas of positive growth	9/19/2025 6:00 PM
835	more place to shop and eat	9/19/2025 5:21 PM
836	2-way downtown streets, more sidewalks, new apartment complexes	9/19/2025 4:35 PM
837	Improvements of walking paths within the city have been great	9/19/2025 3:58 PM
838	Emphasis on public safety	9/19/2025 2:46 PM
839	Roundabouts	9/19/2025 2:33 PM
840	No positive	9/19/2025 1:54 PM
841	variety of events and activities	9/19/2025 1:15 PM
842	Airport improvements	9/19/2025 12:34 PM
843	Food choices	9/19/2025 12:23 PM
844	trail systems for walking, large enough for groups to walk	9/19/2025 12:17 PM
845	Improved Medical care and eating options	9/19/2025 11:38 AM
846	Trails for biking and walking	9/19/2025 11:22 AM
847	Bike routes	9/19/2025 10:14 AM
848	Downtown events	9/19/2025 8:11 AM
849	Bike trails, economic growth via new businesses	9/19/2025 1:23 AM
850	More restaurants	9/19/2025 12:33 AM
851	Trails, but please keep them natural	9/19/2025 12:19 AM
852	Attempts to preserve historical home/business while updating for ADA compliance. Redoing congested traffic area (i.e. the new interstate system)	9/18/2025 9:04 PM
853	Sports opportunities	9/18/2025 7:09 PM
854	Getting more retail business that bigger towns have	9/18/2025 5:39 PM

855	More parks and recreation areas	9/18/2025 5:16 PM
856	Roads adding more lanes to help flow	9/18/2025 4:17 PM
857	More diverse inhabitants; more small business; growth of community	9/18/2025 4:03 PM
858	Increase in walking/biking trails	9/18/2025 2:57 PM
859	development of trails; infill development	9/18/2025 2:42 PM
860	Remodel Airport	9/18/2025 2:24 PM
861	Improved travel circulation, Cleanliness/Appearance	9/18/2025 1:49 PM
862	People wanting to come to Billings - the development and growth and attracting businesses	9/18/2025 1:43 PM
863	using/protecting historic buildings	9/18/2025 12:58 PM
864	More diverse population, ethnicly and socially	9/18/2025 12:49 PM
865	New City hall with most departments in one location	9/18/2025 12:47 PM
866	Roundabouts improve traffic greatly, newer fun ideas for recreation. improving the parks!	9/18/2025 12:32 PM
867	Population Growth	9/18/2025 12:31 PM
868	Growth of new commercial development, stuff to do	9/18/2025 12:26 PM
869	we have parks	9/18/2025 12:09 PM
870	Population growth	9/18/2025 11:57 AM
871	housing developments	9/18/2025 11:50 AM
872	Bike Paths & good restaurants	9/18/2025 11:47 AM
873	City wide fiber/ broadband	9/18/2025 11:36 AM
874	Road improvements, new water plant on west end, increase biking trails, increase in medical facilities	9/18/2025 11:23 AM
875	Sustainable growth	9/18/2025 11:17 AM
876	2nd water treatment plant, Skyway Drive.	9/18/2025 11:05 AM
877	More walking/bike access	9/18/2025 11:02 AM
878	Traffic has gotten way better	9/18/2025 10:43 AM
879	Population growth	9/18/2025 10:31 AM
880	the City is actively improving the city	9/18/2025 10:15 AM
881	Garbage service	9/18/2025 9:30 AM
882	None	9/18/2025 8:48 AM
883	Airport access, City pride has increased, the downtown business uptick (but now is declining again), new library, better bike ways (tired of fighting scooters, bikes on the sideWALKs),the trail net system is becoming more cohesive and more connected, skyway walk, dog parks	9/18/2025 8:25 AM
884	Modernization	9/17/2025 10:45 PM
885	Growth	9/17/2025 9:46 PM
886	New businesses and franchises, modernized infrastructure	9/17/2025 9:41 PM
887	Hopefully in the next few years I can put something here after our local government gets changed around.	9/17/2025 9:37 PM
888	More paths and trails for walking and biking. We LOVE these! It’s o e of the most important thing for us. We also love the craft beer scene.	9/17/2025 9:36 PM
889	The growth and development has changed - building farther out on the west end	9/17/2025 9:10 PM

890	Nothing comes to mind	9/17/2025 8:59 PM
891	Downtown Billings is working hard to create fun activities and clean up the area.the art and murals make it look fun and the city trail system is getting better all the time.	9/17/2025 8:05 PM
892	Developed neighborhoods	9/17/2025 7:23 PM
893	Sadly I am having a hard time thinking of any positive changes	9/17/2025 7:19 PM
894	Adding the bike trails and lanes to make it safe.	9/17/2025 6:50 PM
895	Skyway Drive; Shiloh Conservation Area; new water plant and recreational area	9/17/2025 6:34 PM
896	more employment opportunities moved in	9/17/2025 6:32 PM
897	expanding towards laurel and new school	9/17/2025 6:12 PM
898	more apartment buildings, paved residential streets, bike lanes, new stores	9/17/2025 6:12 PM
899	New bike lanes, attracting new business	9/17/2025 5:54 PM
900	expansion of multimodal options - transportation for everyone	9/17/2025 5:52 PM
901	Private/business investment, flight options, MET Transit improvements	9/17/2025 5:48 PM
902	Continued growth within the medical community/services provided.	9/17/2025 5:46 PM
903	More trails	9/17/2025 5:45 PM
904	Diversity and growth	9/17/2025 5:44 PM
905	i see none	9/17/2025 5:42 PM
906	increased housing and family oriented entertainment	9/17/2025 5:38 PM
907	More housing available and expansion of parks and walking trails	9/17/2025 5:35 PM
908	More diversity = shopping, restaurants, entertainment	9/17/2025 5:35 PM
909	More trails	9/17/2025 5:31 PM
910	We have been getting some bigger businesses in Billings. It would be nice to see more businesses coming to Billings.	9/17/2025 5:27 PM
911	Population growth creates a more diverse culture	9/17/2025 5:25 PM
912	More amenities, flights from BIL, cleaner streets / neighborhoods	9/17/2025 5:23 PM
913	More businesses and more housing	9/17/2025 5:21 PM
914	New hospital,medical and veterinary schools	9/17/2025 5:20 PM
915	Transit System improvements	9/17/2025 5:19 PM
916	More apartments for residents	9/17/2025 5:18 PM
917	additional biking/walking paths - I try to ride my bicycle to/from work when weather is cooperative and I spend time walking as well. Having safe bike/walking spaces improves my health and quality of life	9/17/2025 5:17 PM
918	More Jobs	9/17/2025 5:16 PM
919	Round abouts all over seem like a good flow for traffic and to not have a traffic lights. More green space availability. The bike trails all over the city connecting the heights to west end is nice. 32nd street bike trails are also nice. The rebuilding downtown is a positive change, hopefully the unhoused people don't ruin that.	9/17/2025 5:16 PM
920	N/A	9/17/2025 5:15 PM
921	The City in the past couple of years seems cleaner with less garbage.	9/17/2025 5:14 PM
922	Nothing jumps out specifically	9/17/2025 5:14 PM
923	NA	9/17/2025 5:13 PM

924	job oppertunties	9/17/2025 5:09 PM
925	More options for things like dining out and shopping	9/17/2025 5:09 PM
926	Growth in population and infastructure	9/17/2025 5:08 PM
927	It still feels like a big town made up of small town people	9/17/2025 5:07 PM
928	expansion of parks and community networking	9/17/2025 5:02 PM
929	Development and business	9/17/2025 4:57 PM
930	expansion and growth - housing	9/17/2025 4:57 PM
931	more housing choice	9/17/2025 11:44 AM
932	Newer schools, hospital renovations, new restaurants, revitalized trail systems, Skyway Drive	9/17/2025 9:28 AM
933	Access to entertainment and retail stores	9/16/2025 8:57 PM
934	Amenities.	9/16/2025 8:04 PM
935	New Development in multiple area of Billings	9/16/2025 8:02 PM
936	two ways downtown, increased trails	9/10/2025 7:03 AM
937	Downtown improvements	9/7/2025 6:22 PM
938	More trails - skyway drive	9/4/2025 5:28 PM

#	NEGATIVE CHANGES	DATE
1	Parts of the town seem empty	12/31/2025 3:46 PM
2	Waste of money on changing downtown traffic without adding green space, 3rd space, or convention center. Reducing parks budget. Housing is completely unaffordable. I work at a college in town and I can't afford to buy a house. Renting is also insanely expensive. It forces college graduates to consider other states for employment. I strongly believe unaffordable housing is the biggest challenge Billings faces.	12/31/2025 11:20 AM
3	crime, not affordable housing or even rentals.	12/31/2025 7:13 AM
4	Too many car washes	12/27/2025 7:06 PM
5	Crime rate is up	12/26/2025 1:34 PM
6	Sprawl. Development shouldn't always increase acreage of Billings. We have enough trouble getting public services. Stop annexing more and more acreages that police and city fire are responsible for.lic services places. If we can't afford more services we shouldn't be annexing more developments. Also the number of houseless people has increased dramatically.	12/24/2025 4:43 PM
7	Traffic. No one uses a blinker and the 3rd world motorcycle rule	12/24/2025 11:56 AM
8	businesses come and go	12/22/2025 5:11 PM
9	Homelessness. Prices in housing and rentals is outrageous/no support for sports teams/lack of good concerts. Prices are just too high to do anything!	12/21/2025 7:00 PM
10	"There's a new carwash/casino/coffee shop opening" has gotten to be a running joke. Also, it seems like since things reopened after Covid, places have reduced hours.	12/21/2025 9:57 AM
11	growth	12/21/2025 8:29 AM
12	Housing prices Rose and there is more congestion. Too many apartment buildings.	12/20/2025 6:54 PM
13	Loss of open spaces, many businesses are the same and do not provide much benefit at their current saturation (car washes, casinos), lack of recreation spaces/ parks in new developments	12/20/2025 9:08 AM
14	Positive growth focused on west end and not other areas like Southside and Heights	12/19/2025 7:48 PM
15	City/County govt unresponsive to grassroots advocacy and unwilling to invest in our City; too many businesses closing and not being replaced; too much greenfield development and not enough infill	12/18/2025 12:55 PM
16	Urban sprawl/lack of infill. Increased precipitation of crime	12/16/2025 10:10 PM
17	School scheduling changes. Longer class periods have been nice, however a shorter school year has been detrimental to courses. In a single day, it is helpful to get longer assignments done, however, whole classes (especially AP courses with set content and tests on a national schedule) have had to cut multiple units of content. By the end of the year we are much less prepared for AP tests than students in other districts with better schedules.	12/16/2025 1:36 PM
18	restrictive code enforcement, harder access to afforable venue space for evening and night events	12/16/2025 12:10 PM
19	cost of living, drugs and lack of resources	12/16/2025 11:41 AM
20	More car wash places, casinos	12/16/2025 9:00 AM
21	More homeless	12/15/2025 7:35 PM
22	sprawling development on West end - I'd like to see more neighborhoods with mixture of single/multi family along with businesses.	12/15/2025 5:17 PM
23	Not affordable housing	12/15/2025 12:43 PM
24	Not enough emphasis on infill development	12/15/2025 12:42 AM
25	The ridiculous number of roundabouts. Money wasted on downtown roads and bike pads. Too much money spent on trails. Way too many sober living homes allowed. Too many transients.	12/14/2025 11:03 PM
26	Traffic infrastructure is not well designed for the amount of traffic. Traffic flow must be improved to cut down on vehicle smog; Bicycles allowed to use the vehicle lanes is dangerous; Too many casinos; Too many corporate restaurants, fast food companies	12/14/2025 10:37 PM
27	Increase in unhoused/transient population	12/14/2025 5:51 PM
28	more pollution, empty lots in the city and especially downtown, empty buildings downtown and overall lack of people, too many carwashes and casinos and not enough other types of businesses, traffic, increased sprawl, expensive housing, unwelcoming attitudes, lack of diversity, no passenger rail service, lack of aesthetic appeal, lacking entertainment options, some areas lack sidewalks	12/14/2025 3:27 PM
29	always wanting to raise property taxes	12/14/2025 11:44 AM
30	Traffic congestion (32nd St), car racing, Less attention to park maintenance, trail expansion removed from city plan, more crime, especially violent crime.	12/13/2025 10:45 PM
31	The inability to make a "forever" choice on parking in the downtown area	12/13/2025 12:17 PM
32	Crime, less commitment to public safety, schools, housing prices	12/13/2025 10:32 AM
33	Cost of living too high, lots of crime especially among teens,	12/13/2025 1:13 AM
34	Not much quality community spaces. Sports. Clubs etc	12/13/2025 12:04 AM
35	Increased violence, crime, drug activity, homelessness and the rising of living without wage growth	12/12/2025 11:50 PM
36	Poor funding of public schools, poor funding of local recreational opportunities, too much focus on policing and not enough on investing in family friendly spaces, too many casinos and liquor stores	12/12/2025 9:56 PM
37	Changing the downtown streets	12/12/2025 8:45 PM
38	Drugs, crime, too many car washes and banks	12/12/2025 8:40 PM
39	Homeless	12/12/2025 5:37 PM
40	Too many car washes	12/12/2025 4:22 PM
41	Too many. Unplowed roads, bad city road layout, construction during the winter, police officers not pulling over fast drivers, basically everything	12/12/2025 4:18 PM
42	housing prices rising	12/12/2025 4:08 PM

43	housing costs, failing mill levies, lots of retail closures	12/12/2025 3:59 PM
44	Price of housing and rent	12/12/2025 3:43 PM
45	House prices	12/12/2025 2:23 PM
46	Worse drivers	12/12/2025 2:18 PM
47	Increase in crime rate	12/12/2025 2:13 PM
48	Weed shops, drugs	12/12/2025 2:08 PM
49	Theft	12/12/2025 1:55 PM
50	Costs of everythings ip, nothing is affordable, everywhere is dirty.	12/12/2025 1:41 PM
51	Billings city staff seem to be anti-business	12/12/2025 1:36 PM
52	Cost of living, housing, political polarization	12/12/2025 11:58 AM
53	No actual care for the city or community. Billings is expanding rapidly and instead of maintaining the city as a whole, the west end is only maintained. Downtown is an absolute mess. Businesses shutting down, huge empty lots. For the largest "city" in MT, we are still very much a town	12/12/2025 11:18 AM
54	Real bad urban sprawl - little support for cultural organization and Agriculture	12/12/2025 10:33 AM
55	Lack of resources for homeless population, slow to upgrade to modern infrastructure products (fiber internet)	12/12/2025 10:11 AM
56	Nearly nonexistent snow removal from streets	12/12/2025 9:50 AM
57	Too many homeless people downtown. Cannot feel safe walking downtown.	12/12/2025 8:37 AM
58	Mult commercial developments like car washes, casinos; poor school test scores; increased traffic and noise; lack of medical specialists	12/12/2025 7:42 AM
59	Crime, drugs, beggars, road conditions	12/12/2025 1:13 AM
60	Too many people moved here and traffic is a major problem now and housing prices are too high	12/12/2025 12:49 AM
61	Crime vagrants all the wasted money on studies to many casinos not enough cultural dining and fun things for young and old to do . Billings needs to get with the times and get rid of the good ol' boy ways . That happen within the county and city government .	12/12/2025 12:30 AM
62	Too many car washes and casinos	12/12/2025 12:18 AM
63	We need a rec center.	12/12/2025 12:15 AM
64	Lack of common courtesy	12/11/2025 11:57 PM
65	Crime. It's up but what is happening doesn't make the news.	12/11/2025 11:11 PM
66	Lack of housing and increase in homelessness	12/11/2025 10:51 PM
67	Mentioned before in my top five in Billings.	12/11/2025 10:22 PM
68	Crime	12/11/2025 8:36 PM
69	Casinos, bars,	12/11/2025 7:46 PM
70	Minimal police presence, speeding has increaaed, disregard to traffic rules, half the license plates in Billings are expired and no one gets held accountable, too many car washes and casinos	12/11/2025 7:37 PM
71	Lots of housing west of Shiloh with few amenities, 32nd street was never built for the traffic it would take	12/11/2025 6:44 PM
72	Very little has changed. Billings must modernize.	12/11/2025 6:36 PM
73	Abundance of dispensaries	12/11/2025 5:45 PM
74	Too may casinos and storage unit facilities opening up	12/11/2025 5:26 PM

75	No real sense of community from the neighborhoods.	12/11/2025 4:42 PM
76	Crime	12/11/2025 4:29 PM
77	Increase in housing cost relative to overall inflation over the same period	12/11/2025 2:33 PM
78	There has definitely been a slight uprising in drug and alcohol uses, but it does seem like the public safety departments try their best to keep everyone safe.	12/11/2025 2:30 PM
79	I think crime and car wrecks have increased.	12/11/2025 2:25 PM
80	homelessness	12/11/2025 2:22 PM
81	a lot of expansion of houses in the west end but not many stores past shiloh	12/11/2025 2:18 PM
82	More and more people come and it tajes over the land.	12/11/2025 2:15 PM
83	Crime and corruption has skyrocketed, homeless population is very bad, many students suffer from depression and anxiety, and the use of drugs has increased significantly.	12/11/2025 2:08 PM
84	Not taking care of the high schools	12/11/2025 2:06 PM
85	I have noticed that construction on roads takes way too long, and that it is super inconvenient.	12/11/2025 2:03 PM
86	Not making the recreational area becuase it is coming out old pell tax money and they are mad/salty. Would of made our city ten time better.	12/11/2025 2:01 PM
87	Building of to many car washes and casinos	12/11/2025 1:58 PM
88	Not been here ten years	12/11/2025 1:51 PM
89	The roads have been taken care of less and less especially in the winter seasons.	12/11/2025 1:47 PM
90	The increase of car washes and casinos	12/11/2025 1:42 PM
91	Uprise in homeless and drug abuse	12/11/2025 1:39 PM
92	Decline in keeping things as nice as they could be	12/11/2025 1:36 PM
93	Traffic, rising costs	12/11/2025 1:34 PM
94	Not affordable housing	12/11/2025 1:29 PM
95	crime and housing cost	12/11/2025 1:16 PM
96	Rise in housing prices	12/11/2025 1:08 PM
97	Lots of crime. like robberies, shootings, car accidents and trafficking. Also people not carrying about the Native American culture that has always been in Montana. We would all like these problems to be fixed. Also especially us young people we really have no fun places to hang out or activities we can do like big cities. Yeah we have a trampoline park But I think a Top Golf would be so fun to have here !	12/11/2025 1:05 PM
98	Everything	12/11/2025 1:00 PM
99	Downtown is still pretty dirty, same with outside.	12/11/2025 12:57 PM
100	The amount of roundabouts	12/11/2025 12:50 PM
101	Seems like constant construction, and the end result isn't typically very helpful or even noticable.	12/11/2025 12:46 PM
102	Yeah. Farmers can't pay property tax so they have to sell off their land to large businesses where they build more housing. I hate going near bensteel area and seeing all these new houses being put in where farms and land once were.	12/11/2025 12:43 PM
103	The roads,the people, job opportunities and the school system	12/11/2025 12:40 PM
104	I don't know	12/11/2025 12:37 PM
105	Gambling	12/11/2025 12:35 PM
106	i have no idea	12/11/2025 12:32 PM

107	Unsafe areas increasing. Homeless population increasing	12/11/2025 12:29 PM
108	The roads and car washes	12/11/2025 12:26 PM
109	A lot more construction over useless things	12/11/2025 12:20 PM
110	decreased opportunities for affordable/starter housing; increased number of businesses that don't employ many locals and duplicate services (ie, car washes)	12/11/2025 11:28 AM
111	People moving here and suck at driving	12/11/2025 11:23 AM
112	Cops don’t let us have car meets	12/11/2025 11:19 AM
113	Schools (not sure if it changed, but I see it more), crime, construction labor shortage, high costs compared to most places in other states	12/11/2025 11:18 AM
114	One way street changes was TERRIBLE idea	12/11/2025 11:13 AM
115	Overun by vagrants, too much crime, overrun with drugs, unsafe to be out alone as female or young person	12/11/2025 10:39 AM
116	crime increase, homelessness increase, cost of housing, lack of services for homeless, mentally ill or corruption/problems in the agencies providing those services	12/11/2025 10:02 AM
117	Some of the mega rentals scare me a little. Some of that parking is insane.	12/11/2025 8:43 AM
118	Traffic is bad	12/11/2025 2:02 AM
119	more pollution, empty lots in town and downtown, too many car washes and casinos and not enough variety of other businesses, traffic, increased sprawl, expensive housing, unwelcoming behaviors and lack of diversity	12/11/2025 12:36 AM
120	Higher crime	12/11/2025 12:32 AM
121	Crime	12/10/2025 11:53 PM
122	Housing developments without first upgrading street access	12/10/2025 11:04 PM
123	Too many homeless and drug use. Traffic and inconsiderate drivers	12/10/2025 10:55 PM
124	Everything is expensive	12/10/2025 9:53 PM
125	Lack of public school funding and community safety	12/10/2025 9:43 PM
126	Increase in crime, homelessness	12/10/2025 9:03 PM
127	Needs more public transportation on the Westend. I can't drive any more. I would use public transportation if it was available midway between 54th and Rimrock!	12/10/2025 8:14 PM
128	Traffic	12/10/2025 6:26 PM
129	Degradation of Metra, shootings, drugs	12/10/2025 6:10 PM
130	Rise in crime	12/10/2025 5:31 PM
131	Noise from loud vehicles, problems in schools	12/10/2025 5:03 PM
132	Poorly ran city government	12/10/2025 4:51 PM
133	Homeless, Traffic	12/10/2025 4:34 PM
134	Money being spent on projects like changing direction of streets downtown while we hack our first responder budgets and increase taxes... city officials are out of touch with wants vs needs in our community	12/10/2025 4:27 PM
135	Housing Costs	12/10/2025 3:31 PM
136	Increased traffic congestion	12/10/2025 3:25 PM
137	Housing cost is incredibly high.	12/10/2025 2:11 PM
138	Higher crime rate	12/10/2025 1:48 PM
139	More population and less affordable housing	12/10/2025 1:43 PM

140	Drugs, lack of true leadership and guidance, way too much focus on a dead downtown area.	12/10/2025 1:11 PM
141	Homeless population	12/10/2025 12:41 PM
142	Sprawl development,lack of upkeep, no downtown, little entertainment.	12/10/2025 12:08 PM
143	Homelessness	12/10/2025 11:48 AM
144	Crime has seemed to increase	12/10/2025 11:05 AM
145	To many accidents and not enough retailers	12/10/2025 10:45 AM
146	Traffic management, road conditions	12/10/2025 8:55 AM
147	traffic and congestion	12/10/2025 8:47 AM
148	Population growth, loss of farmland, traffic, building to many apartment complexes, loss of restaurants/shopping options	12/10/2025 4:17 AM
149	Crime, idiot drivers, roundabout wrecks, grew too fast, losing farmland to pavement, legalizing weed just created problems and more addictions	12/10/2025 3:20 AM
150	Too many casinos	12/10/2025 3:15 AM
151	Housing prices and rental prices/The unhoused population has increased	12/10/2025 2:18 AM
152	Crime	12/10/2025 1:17 AM
153	The list is too long but, "lack of funding" for anything, misappropriation of funding, crime.....	12/10/2025 12:33 AM
154	Crime and drugs	12/9/2025 10:45 PM
155	Crime, lack of traffic law enforcement and booming homeless population.	12/9/2025 10:39 PM
156	Crime	12/9/2025 10:28 PM
157	Grocery, housing prices are too high, population is getting to big	12/9/2025 8:42 PM
158	Poor housing choices	12/9/2025 7:23 PM
159	The fucking casinos. I hate the casinos. Also traffic is getting more problematic especially on the west end.	12/9/2025 5:47 PM
160	Traffic flow	12/9/2025 5:46 PM
161	more and more car washes	12/9/2025 5:35 PM
162	Crime	12/9/2025 4:17 PM
163	Cost of housing, property taxes, constant mill levy votes	12/9/2025 2:35 PM
164	round abouts, fast traffic, noise at night, packed roads	12/9/2025 2:17 PM
165	Not enough jobs, rent and housing prices high, water issue not dealt with, high power prices	12/9/2025 2:00 PM
166	Not enough development	12/9/2025 1:37 PM
167	Crime. Funding education	12/9/2025 1:01 PM
168	Homelessness	12/9/2025 1:01 PM
169	Traffic, undeveloped parks	12/9/2025 12:04 PM
170	Affordability. Its insane.	12/9/2025 12:03 PM
171	Cost of housing	12/9/2025 11:50 AM
172	City corruption - city manager, water bills	12/9/2025 11:45 AM
173	Casinos	12/9/2025 11:45 AM
174	wages, murder, suicde and gangs	12/9/2025 11:45 AM
175	water pollution, lack of mixed use zoning in neighbors, chain/box store, not enough natural spaces and loss of agricultural land, concrete	12/9/2025 11:35 AM

176	Gun violence, murder, suicide, and general violence	12/9/2025 11:33 AM
177	broke into ma car	12/9/2025 11:29 AM
178	MAGA	12/9/2025 10:53 AM
179	Homeless population, corruption in city leadership, lack of accountability in utilities	12/9/2025 10:45 AM
180	Car washes,Dental Offices,Casinos,Coffee shops,Banks,Churches are only retailers lured in we have enough. Police Chief is garbage the PD needs a culture change. Housing is now unaffordable for many.	12/9/2025 10:40 AM
181	Lack of capable leadership from top to bottom and lack of accountability in those positions	12/9/2025 10:36 AM
182	all of it	12/9/2025 10:31 AM
183	Traffic and crime	12/9/2025 10:31 AM
184	idk	12/9/2025 10:30 AM
185	More development has led to the city looking so urban, lots of light pollution, a lot of traffic congestion, people care less about one another, a lot of noise pollution (loud mufflers, fireworks), less feeling that youre in Montana (less and less access to open views)	12/9/2025 9:34 AM
186	Lots of vacant commercial properties all over town.	12/9/2025 8:29 AM
187	Increase in people moving here	12/9/2025 7:57 AM
188	Traffic and noise rules not enforced	12/9/2025 7:45 AM
189	Losing too many businesses downtown.	12/9/2025 7:03 AM
190	People’s attitudes toward each other has shifted	12/9/2025 6:49 AM
191	Too many chain businesses, carwashes, casinos, etc. too many mixed use buildings that make it look like every other city in the usa. Cities lose culture when they all look and feel the same.many favorite restaurants closed	12/9/2025 6:15 AM
192	Petty crime rate	12/9/2025 5:45 AM
193	Skyrocketing housing costs	12/9/2025 4:49 AM
194	Housing cost have climbed	12/9/2025 3:51 AM
195	More crime	12/9/2025 3:23 AM
196	The baffling over abundance of cheap, quick-money scheme businesses/facilities (i.e. the car washes, casinos, gas stations, etc.). The lack of good public transport amid a very unwalkable city (and growing). An over reliance on new developments that are built quick and with little planning instead of actually focusing on the architectural longevity in aesthetics and sustainability. The loss of our local culture in pursuit of a faceless, generic, corporate visage the city is trying to head towards. New housing that’s not only dreadfully unaffordable but also rather ugly, confined, and boxed-in.	12/9/2025 3:08 AM
197	Increased crime, too many corporate businesses, inadequate and unaffordable housing, too many car washes	12/9/2025 2:46 AM
198	Traffic-as it has gotten worse in the last six years.	12/9/2025 2:19 AM
199	crime	12/9/2025 2:11 AM
200	Terrible traffic planning throughout the city, Downtown shrinking, abundance of addictive businesses such as casinos, marijuana, liquor, and tobacco/vape shops,	12/9/2025 1:40 AM
201	Not adapting well to the growth	12/9/2025 12:54 AM
202	Crime	12/9/2025 12:40 AM
203	City administrator is unqualified to continue in his position. He has wasted endless amount of tax dollars.	12/9/2025 12:08 AM
204	Increases in urban sprawl.	12/9/2025 12:03 AM

205	Urban sprawl	12/8/2025 11:55 PM
206	Casinos. Too many.	12/8/2025 11:53 PM
207	Lack of flights offered	12/8/2025 11:47 PM
208	Bums, drug addicts stealing off porches.	12/8/2025 11:43 PM
209	Too much focus on crime and not enough on ways to improve the community with opportunities or recreational sites.	12/8/2025 11:38 PM
210	Proliferation of car washes and banks all over town. The police don’t seem to be any more effective at preventing crime despite significant taxpayer support. The court system, especially the juvenile courts are understaffed and completely ineffective. I am a big fan of the developments at Amend Park, but the parking and traffic around the park are awful and I hate being there for events.	12/8/2025 11:19 PM
211	Loss of businesses	12/8/2025 11:11 PM
212	Where are all the taxes from dispensaries going , why do the schools still have shortages .	12/8/2025 11:11 PM
213	Too conservative	12/8/2025 11:07 PM
214	Affordability is a joke. Everything is crazy expensive.	12/8/2025 11:07 PM
215	House costs have risen	12/8/2025 11:00 PM
216	All new builds are banks, casinos, car washes, storage units	12/8/2025 10:59 PM
217	Lots of growth that doesn’t seem planned well. I think it would be smart to have the grid system extend out farther to the west end, keeping original street names intact where possible. This would make it much easier to get around. I think it will be important to be mindful of the quality of the growth, keeping population density limited to certain areas. We also need more affordable housing for renters.	12/8/2025 10:44 PM
218	Seems like crime has gotten worse, cost of living has increased a lot	12/8/2025 10:42 PM
219	Higher violent crime and too many new casinos.	12/8/2025 10:33 PM
220	Where did the one ways go? Why cant I afford a house in a good neighborhood on 80k a year.	12/8/2025 10:15 PM
221	Housing costs have gone up significantly	12/8/2025 10:02 PM
222	Increase in homeless population due to low levels of affordable housing	12/8/2025 10:02 PM
223	High speed traffic.	12/8/2025 10:01 PM
224	Crime	12/8/2025 9:59 PM
225	Terrible wages, out of staters looking to profit off of Montana but do nothing to give back and only care about lining their pockets, property managements from out of state screwing over locals	12/8/2025 9:53 PM
226	Rapid housing cost increases, alot of wasted development in west end ie: casinos, car washes, other trashy money grabs business), recreational weed shops all over the intersate	12/8/2025 9:36 PM
227	lack of enforcement, too many cars in yards, casinos, vape shops, lack of progressive local government	12/8/2025 9:27 PM
228	Car washes, casinos, aggressive MAGAt cops, Republican politicians	12/8/2025 9:27 PM
229	Expensive housing	12/8/2025 9:23 PM
230	More Crime	12/8/2025 9:17 PM
231	Violent crime, drug activity, homelessness and associated issues, construction project management	12/8/2025 9:10 PM
232	Homeless, shootings, too many hotels and casinos	12/8/2025 9:07 PM
233	Very poor city management. Needs overhaul	12/8/2025 9:00 PM
234	Crime.	12/8/2025 8:51 PM

235	Tons of homeless and crime	12/8/2025 8:50 PM
236	To many casinos! Lack of entertainment options	12/8/2025 8:49 PM
237	Increased cost of living, including housing	12/8/2025 8:42 PM
238	Roads are cared for less, small business can't last, schools have lost money and resources, more money to cops instead of in schools,	12/8/2025 8:36 PM
239	Sprawl toward the west end.	12/8/2025 8:33 PM
240	More homeless	12/8/2025 8:26 PM
241	Bad traffic	12/8/2025 8:24 PM
242	Housing costs, traffic, crime	12/8/2025 8:24 PM
243	Crime, it's the same people every week, we need services for the underprivileged, and an upgrade of police behavior. School funding. Less and less affordable childcare in the community. Traffic circles are terrible. We have an older driving population the and concept of a traffic circle is too much for them.	12/8/2025 8:22 PM
244	Too much sprawl and not enough infill. Why is it necessary to pave over fertile farm ground? Costco building near Zoo Drive was a huge mistake. They should have been settled in the industrial area/downtown closer to Metra.	12/8/2025 8:19 PM
245	lack of affordable housing	12/8/2025 8:14 PM
246	Too many casinos and weed shops	12/8/2025 8:13 PM
247	Too many cheaply-made apartments. Not enough affordable homes.	12/8/2025 8:09 PM
248	roads (the new bike lanes downtown are horrible)	12/8/2025 7:58 PM
249	Transplants.	12/8/2025 7:52 PM
250	Bad housing policy, crappy developers pushing sprawl, businesses abandoning downtown for the west end, conservative policies on the city council pushing policing and enforcement as solutions to social problems, bad transportation policy, missing opportunities for economic growth	12/8/2025 7:49 PM
251	The repetition of some businesses - there are so many car washes and casinos it makes my head spin	12/8/2025 7:40 PM
252	SD2 is absolutely garbage, changing the directions down town,	12/8/2025 7:35 PM
253	Overcrowded, too many apartments, no open land, no traffic flow, expensive housing	12/8/2025 7:33 PM
254	More traffic	12/8/2025 7:26 PM
255	Affordability	12/8/2025 7:10 PM
256	Closing of restaurants	12/8/2025 6:59 PM
257	Increased housing and utilities costs	12/8/2025 6:56 PM
258	Crime	12/8/2025 6:41 PM
259	More people believing there is more crime and complaining about it, draining our resources towards "public safety"	12/8/2025 6:40 PM
260	Terrible drivers	12/8/2025 6:35 PM
261	Too many people trying to make Billings into Denver	12/8/2025 6:31 PM
262	Way too many car washes and casinos, housing costs are astronomical!!	12/8/2025 6:28 PM
263	Housing costs, traffic, crime, responsible leadership that cares	12/8/2025 6:23 PM
264	Homelessness and lack of support for those who need it the most.	12/8/2025 6:17 PM
265	Police do nothing about traffic, dui, noise complaints etc. Not many entertainment options that don't include alcohol. Music scene is lacking. Public intramural sports are lacking. Hate seems	12/8/2025 6:10 PM

	more prevalent with people drawing swastikas and such around town and being unsupportive of their neighbors. Water bill fiasco. Rental prices are obscene and should be illegal	
266	City government is out of touch	12/8/2025 6:05 PM
267	Too many car washes and not enough food options	12/8/2025 5:54 PM
268	More crime, lack of police growth	12/8/2025 5:51 PM
269	same type of businesses, no recrational expansion, too many banks, too many car wash's, too many used car lots, too many casinos	12/8/2025 5:43 PM
270	Way more maga people now	12/8/2025 5:40 PM
271	Why are we first in line for AI data centers? Where are we getting the water? What about our air quality and the pollution? Throwing our city under the bus. Billings is the first place I heard the 'n' word used casually, at a business. That racism and white supremacy attitude is growing.	12/8/2025 5:40 PM
272	Unfair pricing (and I'm a high income earner), city water issues, transients, safety, community safety, safe spending by elected community officials.	12/8/2025 5:34 PM
273	certain comments have been redacted due to content	12/8/2025 5:31 PM
274	Construction downtown; the changing of the streets. It's very stressful to new and old drivers.	12/8/2025 4:31 PM
275	*Ditto	12/8/2025 4:31 PM
276	affordability on housing like rent	12/8/2025 4:31 PM
277	housing is very expensive	12/8/2025 4:28 PM
278	more crime and depression	12/8/2025 4:27 PM
279	Stop giving more gas stations, city brews, and Starbucks..	12/8/2025 4:27 PM
280	urban sprawl and new growth overflowing into agricultural lands	12/8/2025 4:27 PM
281	Taxing, lack of new amenities, nothing to do for residents over a long period of time	12/8/2025 4:27 PM
282	Construction taking forever	12/8/2025 4:25 PM
283	idk	12/8/2025 3:27 PM
284	Uncontrolled sprawling growth, eating up agricultural lands and open space.	12/8/2025 3:25 PM
285	There are a lot of new construction that is decreasing the space in Billings and making it seem more crowded.	12/8/2025 3:24 PM
286	Less restraunts	12/8/2025 3:24 PM
287	costs, homelessness	12/8/2025 3:24 PM
288	Dispensary locations opening up, also way too many casinos and car washes.	12/8/2025 3:23 PM
289	The Downtown area has become a danger zone/ no go zone for most teens.	12/8/2025 3:22 PM
290	rising crime, aggressive driving, increased homelessness	12/8/2025 3:22 PM
291	Housing cost,	12/8/2025 3:21 PM
292	people the worthless land being used for notthing and the school district 2 not getting enfes funding to give to all hight schools evenly	12/8/2025 3:21 PM
293	Crime Rates	12/8/2025 3:20 PM
294	Less green space	12/8/2025 3:20 PM
295	Many people moving from other states to Billings.	12/8/2025 3:20 PM
296	I don't know	12/8/2025 3:20 PM
297	cost of living increasing	12/8/2025 3:20 PM
298	bigger population	12/8/2025 3:20 PM

299	Dispensaries all over	12/8/2025 3:20 PM
300	I have noticed more people getting away with reckless driving and more children drinking.	12/8/2025 3:20 PM
301	?	12/8/2025 3:19 PM
302	bad traffic and drivers	12/8/2025 3:18 PM
303	no big retail stores here	12/8/2025 3:18 PM
304	Cleanlyness, crime, downtown.	12/8/2025 3:17 PM
305	Illegal immigrants	12/8/2025 1:49 PM
306	Resistance to growth or change, crime, perception of safety	12/8/2025 1:39 PM
307	We lack an appropriate mental health facility, our schools are too crowded and the high schools are way overdue for another building. The west end is a very nice area, however is getting to be a rather high price for the value of the homes on the west end.	12/8/2025 1:35 PM
308	the schools are run down	12/8/2025 1:33 PM
309	- homelessness - drug use/trafficking - cost of living	12/8/2025 1:33 PM
310	I don't think we have put enough spending into our roads	12/8/2025 1:32 PM
311	expansion into land	12/8/2025 1:31 PM
312	As a city it would be nice to have access to nicer stores and more restaurants	12/8/2025 1:31 PM
313	Billings has become more expensive	12/8/2025 1:30 PM
314	Downtown Degrading.	12/8/2025 1:30 PM
315	no more car washes	12/8/2025 1:29 PM
316	growing population	12/8/2025 1:29 PM
317	Expansion out west and adding several stop signs	12/8/2025 1:29 PM
318	Institutionalized racism in media	12/8/2025 1:29 PM
319	There are some places where there is limited parking, or the parking lot is very bad, making people not want to go to those places.	12/8/2025 1:29 PM
320	a lot more traffic and stupid people	12/8/2025 1:28 PM
321	Increase in crime	12/8/2025 1:28 PM
322	not plowed roads, no sidewalks, dirty, a lot of banks, too many billboards, downtown environment, nightlife, shopping	12/8/2025 1:28 PM
323	There is higher crime in Billings	12/8/2025 1:28 PM
324	Many smaller businesses have shut down and housing costs are way too high.	12/8/2025 1:28 PM
325	More population as well as more homeless people in our downtown area.	12/8/2025 1:27 PM
326	More crime, violence, housing availability, housing cost	12/8/2025 1:27 PM
327	I wasn't here	12/8/2025 1:27 PM
328	Traffic	12/8/2025 1:27 PM
329	There is nothing to do here especially for younger people, no shopping.	12/8/2025 1:27 PM
330	It's a state many people are moving to.	12/8/2025 1:26 PM
331	tourists and banks we don't have anything to do here	12/8/2025 1:26 PM
332	higher housing prices and traffic	12/8/2025 1:26 PM
333	Increase in crime	12/8/2025 1:26 PM
334	More people, Higher cost of living	12/8/2025 1:25 PM

335	N/A	12/8/2025 1:25 PM
336	How early everything closes like stores and fast food places	12/8/2025 1:25 PM
337	Way to many people, nothing fun to do, people are mean	12/8/2025 1:24 PM
338	Crime	12/8/2025 1:24 PM
339	Billings is not a good city, do not move here	12/8/2025 1:24 PM
340	N/A	12/8/2025 1:24 PM
341	too many giant ugly apartment buildings blocking the rims	12/8/2025 1:24 PM
342	too many people moving here	12/8/2025 1:24 PM
343	more traffic lights	12/8/2025 1:23 PM
344	more crime	12/8/2025 1:23 PM
345	more expenses	12/8/2025 1:22 PM
346	not having this stugf	12/8/2025 1:20 PM
347	More crime	12/8/2025 11:53 AM
348	I don't know	12/8/2025 10:45 AM
349	the amount of car washes the have been built	12/8/2025 10:42 AM
350	Increase in living costs, lack of entertainment	12/8/2025 10:42 AM
351	more traffic and more crowded areas	12/8/2025 10:37 AM
352	The expansion of the city is kind of insane	12/8/2025 10:37 AM
353	too many people moving here, less public land, if you live away from downtown there less and less need to go there.	12/8/2025 10:35 AM
354	I don't know	12/8/2025 10:34 AM
355	The increase in homeless people. Prices on houses have been raised through the roof.	12/8/2025 10:34 AM
356	Not needed traffic lights	12/8/2025 10:33 AM
357	housing costs	12/8/2025 10:32 AM
358	traffic, view of the mountains obscured	12/8/2025 10:32 AM
359	Too many car washes and banks, no touristy things	12/8/2025 10:32 AM
360	Homelessness,	12/8/2025 10:30 AM
361	A lot of land is being built up on, and it is taking away from the Billings everyone once new and loved.	12/8/2025 10:29 AM
362	Increased property taxes & expenses, increased water bills, violence	12/8/2025 10:29 AM
363	youth gangs, youth gun violence, youth car accidents	12/8/2025 10:28 AM
364	spike in prices	12/8/2025 10:28 AM
365	bigger population	12/8/2025 10:27 AM
366	gas stations all being sold	12/8/2025 10:27 AM
367	Traffic	12/8/2025 10:12 AM
368	Housing is unaffordable, much more crime, daycares aren't as good	12/8/2025 7:54 AM
369	Housing/ renting market, the lack of activities to do inside, too many car washes/ banks/ vacant buildings, the loss of geyser park	12/8/2025 7:39 AM
370	Casinos coffee shops car washes cost of housing	12/8/2025 6:51 AM

371	Cost of living	12/8/2025 3:12 AM
372	Housing costs	12/8/2025 2:30 AM
373	Inability to utilize the demolished meat shack for a community project.	12/8/2025 2:26 AM
374	Crime	12/7/2025 8:47 PM
375	Crime and cost of living.	12/7/2025 8:33 PM
376	Housing costs, crime, low job market / low wages, not enough “good” flights which can also translate into not much tourism	12/7/2025 7:22 PM
377	Affordability, safety, public education	12/7/2025 7:15 PM
378	Voters nixed recreation bond	12/7/2025 6:40 PM
379	Far too many car washes, vape shops, and casinos	12/7/2025 5:01 PM
380	So many marijuana shops and carwashes	12/7/2025 4:37 PM
381	Affordability	12/7/2025 11:52 AM
382	The city road planning is short-sighted. As an example, on 32nd and King adding a turn lane into a subdivision instead of two turn lanes at the light heading south from 32nd onto King is so dumb. That is the most blatant example of not paying attention to traffic flow that I can think of but there are others as well. The number of casinos and car washes is ridiculous. Is the city government getting a kickback from casino owners to not put a restriction on the number of them allowed within city limits? Obviously there’s tax revenue but I think there might be something more going on behind the scenes as it makes no sense.	12/7/2025 11:25 AM
383	Dwindling downtown, safety, limited flights, lack of support for the arts	12/7/2025 10:50 AM
384	Increase in socioeconomic issues. Downtown struggling with unhoused. Don’t know what the answer is.	12/7/2025 10:09 AM
385	To many new car washes and banks	12/7/2025 10:04 AM
386	Housing costs	12/7/2025 8:45 AM
387	Crime is horrendous	12/7/2025 8:31 AM
388	Too many people. Too much building and growth. The more you grow, the worse the people are.	12/6/2025 10:41 PM
389	Expansion of development outward taking over agriculture land when space is available in town.	12/6/2025 7:59 PM
390	Crime seems more prevalent. A huge number of multi person expensive housing has been built	12/6/2025 7:56 PM
391	Downtown and midtown and parts of Main Street seem to have increased in transient population, more crime, difficulty in getting affordable houses, cost of living due to inflation, sketchy water bill situation	12/6/2025 7:54 PM
392	stupid wide green bike lanes downtown ruined 3rd ave.; too much high density housing; pot shops on the edges of town; jail overcrowding; more crime; fewer good restaurants downtown; bums/panhandlers mainly downtown	12/6/2025 7:42 PM
393	The increased population.	12/6/2025 7:36 PM
394	Changing downtown streets from one way to two way. Streets felt more open and are now cramped and traffic gets backed up when a vehicle is turning across traffic at light.	12/6/2025 6:50 PM
395	Homelessness, crime, expanding roads and streetlights without adequate consideration for increased traffic ex: not adding turn lanes at new traffic lights, widening streets without adding a center turn lane), utility costs have skyrocketed	12/6/2025 6:36 PM
396	Crime crime crime.	12/6/2025 5:49 PM
397	dangerous dogs attacking, dog owners not picking up poop, can’t enjoy walk paths	12/6/2025 5:19 PM
398	Emergency services and schools not expanding at same rate as population	12/6/2025 4:01 PM

399	Streets cannot handle the traffic	12/6/2025 3:44 PM
400	Lots of carwashes, more emphasis on chain companies vs local, still no crafts/other local vendors at the farmers markets besides food	12/6/2025 2:37 PM
401	New businesses not coming in	12/6/2025 2:36 PM
402	lack of traffic enforcement for reckless drivers	12/6/2025 1:56 PM
403	Traffic planning is horrible. Very poor anticipation of usage resulting in massive congestion and slow backed up traffic. Specifically, the bypass is complete disaster from one end all the way to the other. We need way better traffic engineers. They have already made a mess out of all new construction except roundabouts. We don't need flower pots and boulevard trees in the center of the road, WE NEED MORE LANES.	12/6/2025 1:56 PM
404	The quality of our citizens and traffic	12/6/2025 11:27 AM
405	Places that are closed since Covid	12/6/2025 10:58 AM
406	Homeless criminal elements wandering downtown	12/6/2025 10:49 AM
407	Unhinged growth in residential zones areas	12/6/2025 10:01 AM
408	So many car washes, not enough roundabouts/still putting in 4-way stops	12/6/2025 9:25 AM
409	Not enough traffic enforcement, especially on 6th Ave	12/6/2025 7:41 AM
410	Youth crime, crime, not bike friendly	12/6/2025 6:36 AM
411	Increased crime	12/6/2025 2:17 AM
412	High crime, drugs, horrific drivers, lousy schools, AMR being c 1st responders	12/6/2025 12:21 AM
413	Too many casinos, car washes, and lack of development and beautification near the river. Too many industrial businesses near the river.	12/6/2025 12:18 AM
414	Roundabouts are dangerous, 2 way streets downtown	12/5/2025 10:48 PM
415	Suburbanization, sprawl	12/5/2025 10:11 PM
416	Instead of selling the old town hall for a decent price they took a low ball offer and it has resulted in a budget shortfall. This then means that city council did things like take funding from the YAM, an organization that does more for this community then most elected officals	12/5/2025 9:11 PM
417	Over building	12/5/2025 9:01 PM
418	Too many cars on west end	12/5/2025 9:01 PM
419	Crime	12/5/2025 8:45 PM
420	Lack of enforcement by police and code enforcement.]	12/5/2025 7:58 PM
421	chain restaurants, fast food shops, furniture stores, etc coming in (they’re not even much cheaper), water/utlities, no recreation or places for teens and young adults under 21, tons of banks, vape shops, car wash’s-not many third spaces, losing green areas for nothing,	12/5/2025 7:43 PM
422	Increased housing costs, increased crime	12/5/2025 7:14 PM
423	Not planning for more traffic when developing more housing	12/5/2025 5:53 PM
424	empty storefronts in downtown	12/5/2025 5:26 PM
425	Speeding motorists, sprawl of housing outside the city	12/5/2025 5:25 PM
426	Crime, homelessness, drug use, cost of living	12/5/2025 5:07 PM
427	Car washes	12/5/2025 4:08 PM
428	Crime	12/5/2025 3:58 PM
429	Crime, traffic, housing costs	12/5/2025 3:32 PM
430	Traffic on Rimrock near Zimmerman and Shiloh has gotten very bad.	12/5/2025 3:01 PM

431	Exploitive development on west end, mismanagement of maintenance of city parks	12/5/2025 1:55 PM
432	Crime increases	12/5/2025 12:11 PM
433	Gang activity, need to crack down on speeders and unlicensed vehicles.	12/5/2025 10:25 AM
434	Sprawl	12/5/2025 10:21 AM
435	Drivers are more aggressive and dogs snarl behind fences making it feel unsafe to walk	12/5/2025 10:20 AM
436	$$ taken from Yellowstone Art Museum, Mark Morse rudeness, Terrible traffic noise, traffic congestion, FAR TOO MANY apartments at West Central, lack of city planning, “boys on their bikes” motorcycles racing at night on Grand, unattractive buildings everywhere on west side, FAR TOO MANY APARTMENTS	12/5/2025 10:09 AM
437	Increased crime, increased transients, downtown decline, traffic patterns, urban blight	12/5/2025 9:45 AM
438	The cost of everything- taxes.	12/5/2025 9:27 AM
439	Westward sprawl, overemphasis on west end, and lack of prioritization of heights and east TIF.	12/5/2025 9:24 AM
440	Ridiculous housing costs	12/5/2025 8:54 AM
441	Businesses closing, downtown street driving/biking situation, criminalization of homelessness.	12/5/2025 8:43 AM
442	Traffic	12/5/2025 8:32 AM
443	Crime, housing costs and availability, snow removal, trash collection, waste of tax money	12/5/2025 5:35 AM
444	Private security expanding downtown, Chief St John needs to go.	12/5/2025 3:34 AM
445	More people have increased crime and violence	12/4/2025 11:43 PM
446	Crime, traffic, no affordable housing	12/4/2025 11:39 PM
447	Too many casinos and car washes	12/4/2025 11:00 PM
448	Too many car washes and influx of population that our infrastructure can't support	12/4/2025 10:24 PM
449	Increases in rent	12/4/2025 9:35 PM
450	Population growth and the downside 2 way street change	12/4/2025 9:33 PM
451	Sprawl	12/4/2025 8:36 PM
452	Continued subdivision growth in new areas rather than reusing old spaces	12/4/2025 6:38 PM
453	To Many Carwashes and Albertsons does not look good to attract people to the city	12/4/2025 6:36 PM
454	Not enough spent on infrastructure	12/4/2025 5:13 PM
455	Increased homeless population, drugs and crime. Huge increase in housing and water.	12/4/2025 5:12 PM
456	Mass influx of out of state and country people.	12/4/2025 4:57 PM
457	Increase in violent crime, drug activity, homelessness,	12/4/2025 4:46 PM
458	You have not kept up with maintaining and expanding emergency services. You are short 30 patrol officers, 20 detectives, 32 firefighters, an additional truck company, an additional engine company, and a vastly improved emergency medical service.	12/4/2025 4:24 PM
459	More drug issues, housing shortage. Rising cost of living.	12/4/2025 3:17 PM
460	Drug and crime on the rise-house costs	12/4/2025 2:17 PM
461	Crime	12/4/2025 1:26 PM
462	Growth, hard crime, lack of affordable housing, no useful development	12/4/2025 12:34 PM
463	Lack of investment downtown, defunding of arts, westward urban sprawl that is expensive to maintain and unsightly	12/4/2025 10:53 AM
464	Not able to handle the growth	12/4/2025 9:49 AM
465	Using green space for housing, too many car washes and banks, need more restaurants,	12/4/2025 8:18 AM

	shopping and entertainment	
466	School quality, housing costs, more racism	12/4/2025 7:41 AM
467	Homeless, development, lack of art and culture	12/4/2025 4:47 AM
468	Bars for families , pony casinos , car washes , city council , building bars by residential areas and destroying home values because of it. Horrible traffic circles without proper safety lights for cars . Overbuilding so the infastructure cannot support it. Keep hiking up property taxes for a city with no work opportunities.	12/4/2025 4:45 AM
469	Lack of community pride, sprawl instead of infill redevelopment, no support for the heights, lack of city investment in the heights, crime	12/4/2025 12:39 AM
470	Traffic and speeding in heights	12/4/2025 12:34 AM
471	So many apartments going up	12/4/2025 12:07 AM
472	Too many casinos, car washes	12/4/2025 12:00 AM
473	Urban sprawl, lack of police support from city- i.e. reallocating funds voted on for police to other areas (city overreach), allocation of funds to repave/rebuild roads that are basically new and older roads have had potholes or need repaved, excess car washes, tearing down historic buildings, hospital sprawl	12/3/2025 11:51 PM
474	Water department service is awful	12/3/2025 11:39 PM
475	Street maintenance, roundabouts, crime	12/3/2025 11:14 PM
476	New businesses are typically just casinos and car washes	12/3/2025 10:49 PM
477	still large neighborhoods of housing past 50th street without bike/walking/parks within 1 mile of their homes. lack of affordability of homes available to local residents with more persons from out of state buying homes.	12/3/2025 9:58 PM
478	Gang activity/drugs	12/3/2025 9:35 PM
479	The city is less friendly than it used to be	12/3/2025 8:59 PM
480	Crime, drugs & homelessness	12/3/2025 8:36 PM
481	Higher residential speed limits, less city services for increased costs, less senior friendly	12/3/2025 7:37 PM
482	I believe there are not enough bus stops to make it viable for me to ride. We need to create a city with more accessible public transit options.	12/3/2025 7:00 PM
483	We need to increase our police force, they are spread too thin. The city needs to expand and continue the public water access to the west end- at least to 72nd Street.	12/3/2025 6:27 PM
484	Sprawl. Growth has out-paced green spaces and public land resulting in overuse of areas like Norm’s Island. Ugly commercial growth along the river (probably vulnerable to flooding) where there could have been public land and trails. Downtown looks pretty good, but the proliferation of casinos and carwashes throughout the rest if town is an eyesore.	12/3/2025 5:39 PM
485	Housing issues/homelessness, Billings' residents attitude towards Billings has become more negative, particularly in regards to crime and our lack of amenities	12/3/2025 5:20 PM
486	downtown street parking/bike lanes	12/3/2025 5:00 PM
487	lack of police presence, racing, drugs, crime	12/3/2025 4:35 PM
488	parks not being kept up	12/3/2025 3:43 PM
489	speeding, road rage, reckless driving - all with no consequences. too many car washes, too many banks, too many chain restaurants, taxes too high, housing too high, graffiti	12/3/2025 3:39 PM
490	Car washes, crime, the challenge to update infrastructure to keep up with growth.	12/3/2025 3:37 PM
491	ugh, crime...and the fact that our population doesn't seem to want to support our law enforcement & emergency services with $...but, yeah, crime--and it's not centralized to one area any more, it's expanded throughout the city	12/3/2025 2:30 PM
492	Need more businesses and restaurants in the heights / more teen and college activities (go	12/3/2025 1:22 PM

	cart racing / top golf/ etc)	
493	More crime	12/3/2025 1:18 PM
494	Housing cost explosion; influx of shoddy builders	12/3/2025 1:16 PM
495	Greenfield development on the west end	12/3/2025 12:53 PM
496	More congestion up around Rimrock and Grand, some of the extra tall apartment buildings, schools becoming extra full, water prices going up	12/3/2025 11:46 AM
497	Loss of employment opportunities (closing of Wells Fargo hub). Not many other jobs are available to those of us who have put in decades working for one company.	12/3/2025 11:28 AM
498	School overcrowding.	12/3/2025 10:11 AM
499	Defunding public schools	12/3/2025 9:54 AM
500	Too much emphasis on bike paths, quality of education	12/3/2025 9:45 AM
501	So much expansion on the west end and very little in the heights, feels less accessible when you have to drive 30 mins. just to get across town for grocery shopping.	12/3/2025 9:41 AM
502	Homelessness	12/3/2025 8:09 AM
503	Small businesses going out of business	12/3/2025 6:28 AM
504	City does not hire within or encourage professional development, they allow city administration to live outside the city limits!	12/3/2025 4:31 AM
505	Increased crime, increased traffic, increased cost of housing	12/2/2025 9:17 PM
506	Traffic, gun violence, cost of housing	12/2/2025 8:51 PM
507	Crime rate is unreal	12/2/2025 7:59 PM
508	More violence, more californians	12/2/2025 7:43 PM
509	The drivers have gotten worse, the bills have gotten more expensive and housing is out of control, to the point where i want to move out	12/2/2025 7:08 PM
510	Putting business in the country	12/2/2025 6:51 PM
511	Over population, housing costs, Transplants.	12/2/2025 6:38 PM
512	Traffic congestion	12/2/2025 6:13 PM
513	Magnitude of Property tax increases	12/2/2025 6:11 PM
514	Increased drug use and crime	12/2/2025 6:01 PM
515	Lack of public safety	12/2/2025 5:56 PM
516	Amount of drugs	12/2/2025 5:55 PM
517	The amount of casinos and car washes	12/2/2025 5:55 PM
518	Housing costs	12/2/2025 5:53 PM
519	Converting downtown to two way streets	12/2/2025 2:32 PM
520	Increase in utility & property tax.	12/2/2025 11:08 AM
521	The scourge of more traffic circles, too much development of land, promotion of digital ID (I know, that's a DMV state thing but a bad precedent), data centers which deplete resources in too close proximity, should not be allowed!	12/1/2025 6:48 PM
522	Growth	12/1/2025 4:49 PM
523	Increased traffic and airport noise	12/1/2025 2:27 PM
524	West end traffic and overdevelopment of large rental complexes	12/1/2025 1:19 PM
525	Schools crowded. Downtown is withering away.	12/1/2025 1:02 PM

526	More housing developments on west end creating water and traffic isues.	12/1/2025 12:34 PM
527	uncontrolled sprawl and traffic speeds	12/1/2025 12:32 PM
528	Too many people	12/1/2025 10:18 AM
529	Not as much improvement as there could have been.	12/1/2025 12:22 AM
530	Crime, cost of housing, & tax increases	11/30/2025 2:56 PM
531	not enough parks in the westend	11/30/2025 2:55 PM
532	Being a dumping ground for transients, pre release, ect. Downtown has gone way downhill in the last 10 years.	11/30/2025 2:54 PM
533	Deteriorating road system, adequate reliable electrical services, criminal activity, increasing homeless numbers, and probably increased illegal aliens.	11/30/2025 9:59 AM
534	Traffic congestion.	11/29/2025 4:58 PM
535	Aggressive driving has increased	11/29/2025 4:58 PM
536	Crime	11/29/2025 1:50 PM
537	Not investing in our natural areas ie. parks, boulevard trees	11/29/2025 1:35 PM
538	There isn't infrastructure in place to accommodate this growth.	11/29/2025 10:20 AM
539	Traffic	11/28/2025 6:38 PM
540	lots of Airbnbs and people therefore unable to afford housing because of the STR boom	11/28/2025 4:21 PM
541	crime, too many people	11/28/2025 1:01 PM
542	too much traffic	11/26/2025 11:49 PM
543	Massive traffic on rimrock and zimmerman with jams, speding and DUIs	11/26/2025 1:24 PM
544	Traffic. Added stop signs that slow the flow of traffic. Loss of rim views with so many apartment complexes	11/25/2025 9:28 PM
545	Drug trafficking	11/25/2025 5:37 PM
546	Crime, Traffic, Schools Overcrowding	11/25/2025 1:33 PM
547	Perception of criminal activity	11/25/2025 12:03 PM
548	Destruction of farms and wildlife habitat; no compassion and too few facilities to help the homeless and impoverished	11/24/2025 8:23 PM
549	Traffic and lack of traffic law enforcement	11/24/2025 8:13 PM
550	Hollowed-out City Center (downtown)	11/24/2025 2:51 PM
551	crime	11/24/2025 1:29 PM
552	no city growth	11/24/2025 10:25 AM
553	More crime	11/23/2025 2:15 PM
554	Lack of community forestry development especially out of city parks	11/22/2025 8:51 PM
555	Drugs, water fiasco, incompetent leadership.	11/22/2025 8:46 PM
556	Higher housing costs, higher energy costs	11/22/2025 6:37 PM
557	Crime, drugs, homelessness	11/22/2025 9:27 AM
558	Downtown has gotten worse. Downtown is the heart of our city. Focus needs to be placed on downtown safety, walk ability, trees and amenities.	11/22/2025 8:28 AM
559	More crime citywide and cost of housing is too high for many residents. Less expensive apts. and single family homes for those with low incomes are needed.	11/21/2025 8:41 PM
560	west end continues to sprawl - no real "neighborhoods" seem to be developing, Shilo Crossing	11/21/2025 7:47 PM

	is a disappointment, too many single use mega multi family projects - no sense of place.,	
561	Tax increases	11/21/2025 6:15 PM
562	Safe street changes	11/21/2025 5:26 PM
563	In new development, the mounds of high rising apartments and the dissonance of keeping stores and shops adequately spaced amongst residential areas. The lack of walking paths in and around neighborhoods.	11/21/2025 2:27 PM
564	Crime	11/21/2025 2:13 PM
565	Infrastructure not supporting growth-increase of transient population and services for that population being overwhelmed-the state needs to set up and help if the solution is to send them to Billings. Increase in poorly structured “sober living home” aka prerelease homes 36 plus residents in these homes are sent from all across the state.	11/21/2025 1:20 PM
566	West grand traffic, winter road clearing, shortage of police even after mill, city management salaries	11/21/2025 12:01 AM
567	Haphazard construction planning	11/20/2025 9:49 PM
568	deterioration downtown due to Westend development	11/20/2025 9:19 PM
569	Taxes have gone up	11/20/2025 9:01 PM
570	The amount of Bars, Casinos, Car Washes, and Coffee Shops	11/20/2025 7:49 PM
571	more wealth inequality, rising costs and continuing difficulty finding safe routes to ride bikes in many areas (the county is much to blame here) continuing corruption in the homeless services and at risk services like the food bank and MRM with no other options for many.	11/20/2025 4:19 PM
572	Traffic flow, continued sprawl, utility costs	11/20/2025 4:17 PM
573	Police overuse, the county commission not keeping the YAM funding, rate hikes, tax hikes	11/20/2025 3:46 PM
574	Less airline carriers	11/20/2025 3:41 PM
575	Roadways that encourage motorists to drive at illegal and dangerous speeds and to run red lights and stop signs.	11/20/2025 1:52 PM
576	Less affordable	11/20/2025 1:29 PM
577	Too many high density crowded developments with no open space.	11/20/2025 1:11 PM
578	You defunded the art museum! Now having fun is more unaffordable! >:(	11/20/2025 12:42 PM
579	Crime - repeat criminals with weak judicial system	11/20/2025 12:33 PM
580	Spread	11/20/2025 9:11 AM
581	There’s so much new development going up that feels out of place and poorly planned, especially when it comes to traffic, overall appearance, and Billings’ long-term growth. Many of these buildings look cheaply built, and at this pace we’re going to end up with apartment complexes scattered randomly across the West End. It feels like there’s no cohesive vision for how these projects fit into the community or how they’ll impact the future of our city.	11/19/2025 9:40 PM
582	Mismatch of developments with surroundings i.e large apartment complexes on the urban/ag interface. Appearance of lack of planning with respect to road infrastructure and developments.	11/19/2025 9:35 PM
583	Housing valuation / utility costs (ie. water rates)/ lack of transportation options	11/19/2025 4:14 PM
584	Costs of living here has increased significantly	11/19/2025 2:03 PM
585	A lot of apartment complexes replacing open farmland and not as many single family, affordable homes being available.	11/19/2025 2:02 PM
586	Downtown needs help. No more used stores. Ground level businesses need to be tax payers. No more non profits in retail atmospheres. Non profits need to work together.	11/19/2025 11:23 AM
587	More bad drivers (speeding, running red lights), traffic congestion on westend north-south corridors, more crime, crowded jail	11/18/2025 9:57 PM

588	Loss of open space around the city boundaries.	11/18/2025 6:34 PM
589	Absolutely no progress in downtown.	11/18/2025 6:19 PM
590	leapfrog development to the west on prime agricultural land	11/18/2025 4:41 PM
591	consolidation of apartments complexes	11/18/2025 11:59 AM
592	Heights lack of commercial business	11/18/2025 11:49 AM
593	Crime is still very bad, police force not visable	11/17/2025 10:06 PM
594	Crime, lack of thoughtful planning on zoning with too much multifamily clustered together. We need housing, but wish communities were better thought out. Underwhelming development of Metra Park. Lack of investment in jail and public safety.	11/17/2025 8:45 PM
595	Downtown	11/17/2025 8:44 PM
596	Seemingly uncontrolled homeless popaultion	11/17/2025 3:55 PM
597	Crime	11/17/2025 2:37 PM
598	The driving downtown. Round abouts.	11/17/2025 1:29 PM
599	Too many conservatives. Too many out-of-state conservatives.	11/17/2025 6:36 AM
600	Loss of valuable ag land;New west-end housing developments aren't mixed development; lack of housing; populations concentrated in areas without all services needed nearby; huge increase in corporate-owned housing	11/16/2025 11:24 PM
601	Downtown business space vacancies, even as West End sprawls. This kind of business location growth does not unify our residents. The Heights is seemingly neglected for attractive development while its residents do a lot to fuel the city's economy- unfair! For example, Shiloh and 32nd have landscaped medians while the median heading north from Metra (near Applebee's) is concrete ugliness. There has been all the commercial development at Shiloh even as the old Heights Party Store & Office Depot buildings are empty, with huge, vacant parking lots- depressing. These sites could be converted to conference or other sites supportive of the Metra. Or, how about this location for a competition swimming pool? Perhaps could have been a good site for the new medical school. Main Street is seedy.	11/16/2025 7:36 PM
602	more unsafe traffic, less government cooperation, feeling less safe in general, less night life and shopping amenities, more litter and less affordable housing.	11/16/2025 6:09 PM
603	lack of unity regarding priorities	11/16/2025 11:40 AM
604	Not enough public transportation especially West of Shilo	11/15/2025 7:03 PM
605	Too many car washes, banks and casinos	11/15/2025 3:12 PM
606	TIF	11/15/2025 10:53 AM
607	Huge growth	11/15/2025 10:50 AM
608	unabated development in our neighborhood that ruined our equity	11/15/2025 9:07 AM
609	We need to fund schools and activities to invest n making Billings better. Small businesses are closing and chain restaurants are taking over. Every restaurant is the same. We need diversity. We need low cost/free things for kids to do that aren’t parks.	11/14/2025 11:51 PM
610	Too crowded, significant increase in traffic in the streets.	11/14/2025 8:44 PM
611	Crime	11/14/2025 6:54 PM
612	Crime/gang activity	11/14/2025 6:40 PM
613	urban sprawl	11/14/2025 5:05 PM
614	Stagnant downtown	11/14/2025 1:53 PM
615	Metrapark in general--what a trainwreck	11/14/2025 10:19 AM
616	Increased cost of living	11/13/2025 5:06 PM

617	More ultra conservative views elected to our local school boards and council without vision	11/13/2025 12:27 PM
618	Development of Ag Lands	11/13/2025 11:13 AM
619	Increased out of state influences	11/12/2025 9:44 PM
620	traffic issues, red light runners	11/12/2025 11:12 AM
621	Loss of crisis intervention team is terrible and will cost us more. inadequate attention to providing well functioning integrated continum of care to prevent homelessness and keep those with mental illness and addiction stable and off the streets and out of jails, hospitals.	11/12/2025 10:45 AM
622	Prime farmland consumed by low density development, society inequity manifested in un-housed population (like rest of nation)	11/11/2025 7:01 PM
623	Crime, homelessness, lack of good development within the city	11/11/2025 5:58 PM
624	Increasing traffic and airport noise	11/11/2025 1:46 PM
625	Some sectors stuck in old modes, continued reliance on property taxes but hiding real costs in fees	11/10/2025 11:53 AM
626	rather build new than update existing building/housing	11/10/2025 8:39 AM
627	The proliferation of large, garish car wash businesses, and the unmitigated expansion of west end services while the downtown languishes	11/9/2025 10:34 AM
628	Loss of quality restaurants in downtown	11/9/2025 9:49 AM
629	Decrease in religious values; increase in progressive activism	11/8/2025 2:09 PM
630	Infrastructure isn't being improved. City officials , council and boards dont represent the people.	11/8/2025 9:12 AM
631	Home affordability	11/7/2025 2:10 PM
632	Urban sprawl	11/7/2025 11:04 AM
633	The constant switching of oneways downtown is enraging. I love the west end, but it has too many roundabouts. It gets nausiating.	11/6/2025 10:59 PM
634	The culture hasn't really changed	11/6/2025 4:51 PM
635	Closing of the HUB, other homeless resources	11/6/2025 12:49 PM
636	Billings seems perpetually depressed, the houselessness and how the houseless are treated is abhorrent, our cops are perverts and pricks	11/5/2025 4:22 PM
637	Expansion of development on the "west end" of Billings (west of Shiloh) is almost exclusively residential and not conducive to pedestrian transit, public transit options, or efficient use of tax dollars for public services.	11/4/2025 9:07 PM
638	I still cringe every time I see a median filled with concrete	11/4/2025 4:32 PM
639	More crime and more trash on roads and streets	11/4/2025 1:06 PM
640	school quality is going down, overexpansion on the west end	11/3/2025 2:17 PM
641	Don't know the answer	11/3/2025 12:46 PM
642	Cost of living, not enough housing, airport is poorly managed, need more support for transient and homeless populations	11/3/2025 10:39 AM
643	Perceived city government inefficiency has made it difficult for many voters to support measures that would improve the city.	11/3/2025 10:29 AM
644	I think housing is still a challange that Billings may need to address.	11/2/2025 9:10 PM
645	Homelessness, limited retail,	11/1/2025 7:33 PM
646	Traffic	10/30/2025 7:08 PM
647	ripping out farmland and open spaces for housing, lack of planning, casinos, lack of infrastructure	10/29/2025 7:08 PM

648	Higher taxes, less goverment services, higher goverment cost. Higher crime, Less single family homes, less planning on street intersections. High density housing too closed to single family homes and far from center of city.	10/28/2025 12:02 AM
649	Good restaurants closing	10/27/2025 2:55 PM
650	Putting multi-family properties with high end single family residential	10/26/2025 2:48 PM
651	Crime, traffic flow	10/26/2025 2:31 PM
652	Rundown appearance	10/24/2025 12:31 PM
653	Housing and commercial sprawl on West End, too many ugly carwashes, high rise building that obscures views of rimrocks	10/23/2025 6:33 PM
654	More growth on the West End means way more people are driving. Drivers have become MUCH worse -- they text while driving and run over bollards designed to keep children safe, etc. There is an increased unhoused/transient population downtown, which increases the perception of danger/lack of safety. Home prices have skyrocketed and the city hasn't kept up with building housing & rental supply.	10/23/2025 4:34 PM
655	Loss of agricultural land on Westend to housing	10/23/2025 3:06 PM
656	Promotion and communication around programs assisting unhoused populations, media negativity driving misperceptions, programs collaboration delaying speed of progress/change.	10/23/2025 12:33 PM
657	To many apartments	10/23/2025 11:42 AM
658	Worse traffic and crime	10/23/2025 10:42 AM
659	Out of state traffic	10/23/2025 9:58 AM
660	Funding for the arts and museum is very detrimental to our community	10/23/2025 12:10 AM
661	Careless drivers not paying attention to pedestrians/cycylists	10/22/2025 11:05 PM
662	In the past year, seeing too much development on agricultural land. Too many duplexes being developed.	10/22/2025 6:38 PM
663	More traffic congestion on the west end	10/22/2025 3:20 PM
664	Does not plan for the future, only plans for the present and we're always behind	10/20/2025 10:09 PM
665	Traffic noise and speeding on Rimrock road.	10/20/2025 7:03 PM
666	Cost of housing	10/20/2025 3:42 PM
667	The deliberate execution of the south side of town by permitting a vagrant shelter there. Massive increase in Crime. General appearance of the city. Billings has become synonymous with “white trash” according to everyone that alis here. The vagrant problem is worse than ACTUAL cities.	10/17/2025 6:32 PM
668	Crime seems to have increased and the city does not seem to be sustaining the growth well.	10/17/2025 1:51 PM
669	housing prices is running people out of town	10/17/2025 1:31 PM
670	poor walkability, dependence on cars	10/17/2025 1:27 PM
671	Increase in high school dropout rates, increase in juvenile crime	10/16/2025 6:36 PM
672	Increased crime, increased population	10/16/2025 12:21 PM
673	homelessness, increase of violence, too many casinos and dispensaries	10/16/2025 12:05 AM
674	Growth in the wrong areas. More focus from locals on downtown	10/15/2025 8:00 PM
675	Crime, lack of jail space	10/15/2025 7:12 PM
676	Recruiting out of state instead of building/growing our own	10/15/2025 3:58 PM
677	Lack of coordination on emergency responses, increase in minor lawbreaking e.g. parking against traffic flow, speeding, red light running, not yielding to pedestrians, littering, leaving	10/15/2025 11:57 AM

	RVs on the street for weeks etc.; traffic volume increases on major streets that have poor traffic management systems.	
678	Sprawl Style Development	10/15/2025 11:26 AM
679	inability or lack of desire to attract and secure large business and government contracts to move to Billings	10/15/2025 8:52 AM
680	Still don't have zoning (I.e. placing a car wash and an optimal spot across the metro instead of a restaurant bar and or hotel), Increase transient decreased community resources that address (courts/judges, jails, more patrol), " Fighting" for bringing businesses to the West End versus downtown	10/14/2025 1:33 PM
681	More homeless people on streets. Inadequate city park maintenance and deterioration of Daylis stadium. Lack of new facilities at MetraPark.	10/14/2025 1:13 PM
682	Administrators' poor leadership and management	10/14/2025 8:11 AM
683	Loss of many smaller businesses/sole proprietors & restaurants.	10/13/2025 9:20 PM
684	Increase in angry, intolerant people	10/13/2025 6:28 PM
685	Law enforcement as the be-all-and-end-all of public safety	10/13/2025 4:41 PM
686	CRIME is off the hook, serious and radical actions should be taken immediately	10/13/2025 4:24 PM
687	bike lane system on roads is unsafe.	10/13/2025 2:01 PM
688	Little choice in housing, little affordable housing, little affordable groceries, poor long term developmental design, majority of the housing being built is massive congested apartment complexes with little resources in walkable distance	10/12/2025 2:30 PM
689	Homeless problem/ tax payer safety	10/12/2025 2:08 PM
690	To many transients.	10/12/2025 1:24 AM
691	Costco of utilities, mostly water/sewer	10/11/2025 4:27 PM
692	Stripping huge fields of farming land for $2,000 studio apartments. Poorly built roundabouts in place of streetlights. High crime rate due to police not actually enforcing laws but just doing pullovers to reach quotas for the week.	10/9/2025 9:08 PM
693	Housing issues! Property taxes and insurance sky high. Increase in vagrants, petty crime, and overall crime.	10/9/2025 5:41 PM
694	Too many wealthy people moving into town, housing is being bought up by flippers/PMGs	10/9/2025 3:09 PM
695	Increase in crime	10/9/2025 10:41 AM
696	Lots more homeless	10/8/2025 3:59 PM
697	small town with big city problems, our prevention strategies have not kept up with our growth, if we do not focus on prevention we will not get ahead of the crime	10/8/2025 3:46 PM
698	not adapting to changing conditions	10/8/2025 2:11 PM
699	Increase in drug consumption	10/8/2025 1:35 PM
700	local businesses closing, decreased quality of new businesses opening, less collaborative work in city/county initiatives	10/8/2025 11:39 AM
701	increased crime, issues with trusting city government	10/8/2025 10:55 AM
702	More crime	10/8/2025 10:30 AM
703	Sky rocketing costs of housing, food, and general accessibility to necessary resources has gotten worse as housing is built. Not walkable.	10/8/2025 10:22 AM
704	traffic, a casino on every block, air and water pollution, hodge podge development on the west end, city services extended to those who don't pay	10/7/2025 5:52 PM
705	Traffic is too heavy for the amount of lanes available.	10/7/2025 3:16 PM

706	political polarization seems to make people less friendly	10/7/2025 12:20 PM
707	Inflated housing prices	10/7/2025 11:41 AM
708	the way billings is handling the water billing issues is very concerning	10/6/2025 6:00 PM
709	more crime, more unsafe people downtown	10/6/2025 6:00 PM
710	Gun violence	10/6/2025 4:45 PM
711	Crime. City could look cleaner - ie spend more money on trash cleanup through city.	10/6/2025 1:09 AM
712	Lack of business growth and improved infrastructure in the heights	10/5/2025 8:59 AM
713	crime, continued proliferation of casinos and car washes, although improved yet lack of good shopping compared to other similar sized regional cities.	10/4/2025 9:27 PM
714	Too many drunks, druggies and homeless people especially in the downtown area make it unsafe. There are not enough police or jail space or even drunk tanks to deal with all the issues. No one who is intoxicated should be sold more drugs and alcohol. It's the law. People keep driving using thieir cell phones	10/3/2025 2:48 PM
715	High crime, loud cars and motorcycles, heavier traffic.	10/3/2025 1:33 PM
716	cost of housing	10/3/2025 1:21 PM
717	To much low income/high density housing - apartments	10/3/2025 1:11 PM
718	Crime increases whether it is accurate or just perceived as such	10/2/2025 3:36 PM
719	Affordability,lack of diversity	10/1/2025 6:54 PM
720	drug related property damage, safety	10/1/2025 6:47 PM
721	Lack of services for homeless. Lack of affordable housing.	10/1/2025 2:07 PM
722	the abundance of bike lanes, downtown traffic, empty space downtown	10/1/2025 12:46 PM
723	Water bills are too high. I was not terribly effected by the water bill issues last year and I'm not happy with the treatment people were given by the city and holding people responsible for bills that were outrageous based on previous water consumption and telling many people they had leaks when it was not an issue. I lost a lot of trust in the city. Road repairs could be way better when ripping up nice streets. The chip sealing performed in my neighborhood a couple tears ago was atrocious. The streets were way better before. The streets are now very coarse with rocks and my driveway gets filled with little rocks falling off the tires even years later which never was an issue before. It also rips up kids skin terribly if they have a fall. They also sprayed tar all over the decorative cement road borders in our neighborhood. This decreased the quality of living in my neighborhood considerably.	10/1/2025 12:41 PM
724	not enough emphasis on downtown, and its viability, too much expansion west of town	10/1/2025 11:08 AM
725	Attitudes towards Americans moving to MT- even if NOT rich- property sellers over pricing property values	9/30/2025 6:15 PM
726	Too many apartment buildings; not enough affordable single family, stand alone homes. More overcrowding of the schools. No cohesion and limited knowledge of community meetings to discuss changes	9/30/2025 2:03 PM
727	increase in homeless population and safety issues all around the city, family-owned restaurants closing	9/30/2025 12:43 PM
728	increased rent prices (thus a lot of the multi-family housing isn't really affordable to the general public)	9/29/2025 5:56 PM
729	Lack of transparency in City Government/affairs	9/29/2025 3:41 PM
730	Poor community enthusiasm for Billings, not much to do for teens, housing too high for starter homes or rent. Politically divisive. Traffic backflows as a result of poor city design.	9/29/2025 3:17 PM
731	more homelessness	9/29/2025 2:58 PM
732	big city crime	9/29/2025 2:37 PM

733	Crime is high and lack of quality retail stores.	9/29/2025 2:04 PM
734	allowing vagrancy to multiply	9/29/2025 1:01 PM
735	the slow growth, cost of doing business, no tax to fund growth	9/29/2025 12:20 PM
736	Housing costs and Crime are out of control.	9/29/2025 12:07 PM
737	perception of increased crime; increase in transient activity	9/29/2025 11:55 AM
738	vacant buildings, property taxes	9/29/2025 11:52 AM
739	Funding	9/29/2025 11:36 AM
740	Price of housing	9/29/2025 11:34 AM
741	Affordability	9/29/2025 11:31 AM
742	Crime and lack of jail space, traffic, property tax and utilities increase	9/28/2025 11:59 PM
743	Roads get pretty rough	9/28/2025 7:21 PM
744	Ridiculous rises in costs for everything	9/28/2025 1:46 PM
745	city council seems to make decisions behind closed doors, not involving the public	9/28/2025 2:41 AM
746	Traffic	9/27/2025 10:39 PM
747	Increase in crime, downgraded education, too many apartment complexes and traffic not being able to keep up	9/27/2025 10:28 PM
748	Crime	9/27/2025 8:38 PM
749	overcrowded schools, too many casinos, parts of the city aging poorly (not revitalized or redeveloped)	9/27/2025 6:47 PM
750	Not providing enough help for the homeless to have activities during the 8am to 5pm hours.	9/27/2025 5:13 PM
751	Traffic	9/27/2025 4:14 PM
752	The states homeless and problems being shipped to us and they ended up in our downtown and have expanded through the city. Not safe to walk around our neighborhoods anymore.	9/27/2025 4:06 PM
753	Restaurants closing and low income housing going up	9/27/2025 1:43 PM
754	Crime	9/27/2025 12:26 PM
755	Cost of living, crime increase	9/27/2025 11:24 AM
756	To much traffic on grand av	9/27/2025 4:35 AM
757	Crime	9/26/2025 11:37 PM
758	Housing costs, infrastructure struggles	9/26/2025 9:40 PM
759	This isn’t a change. It’s an ongoing negative. People in the city do not like to improve the community. It’s hard to get people to vote for things unless it directly benefits them, we have some neighborhood conflict where the he won’t vote for things that benefit the southside and so on. I’d love to see the residence of Billings collectively want to make this a great place to live.	9/26/2025 8:56 PM
760	Lack of development within the city limits. Keeps expanding without development in the community. Crime is up, specifically violent crime, and traffic laws are not enforced.	9/26/2025 7:23 PM
761	property taxes gone too high	9/26/2025 6:49 PM
762	Run down areas, trashy entrances on entering city, andhateful people	9/26/2025 6:03 PM
763	drastic increase in crime and vehicle accidents. High traffic, far to many multi-family apartments clustered together. High density housing is not conducive to Billings as we know it.	9/26/2025 4:17 PM
764	too many vape, tattoo, pawn, casino, and recreational shops	9/26/2025 4:08 PM
765	Insufficient police programs and police support and mishandling of city money by management	9/26/2025 1:14 PM

766	The Yellowstone Art Museum losing its funding. Too much west sprawl and limited investment in downtown.	9/26/2025 9:12 AM
767	Drug problem, city funding being pilfered for other uses like the snow plowing residents paid for and when it wasn't used, it was taken for something else.	9/25/2025 9:15 PM
768	South side drug slums	9/25/2025 8:36 PM
769	Too many apartments, more crime	9/25/2025 6:49 PM
770	C	9/25/2025 6:18 PM
771	Too much traffic. Roads should be built/expanded before new housing is constructed. Be proactive, not reactive.	9/25/2025 5:53 PM
772	Business closing leaving big empty buildings, dangerous driving in the roundabouts	9/25/2025 5:27 PM
773	Urban sprawl is becoming a problem. Seems like the city prefers to greenlight new development rather than reuse existing spaces. I would like to see the city encouraging denser developmemt and utilization of areas that are already developed. A greater emphasis on parks would also be appreciated. of	9/25/2025 5:11 PM
774	Sprawl, traffic	9/25/2025 5:08 PM
775	Poor city planning leading to unattractive downtown	9/25/2025 4:39 PM
776	Loose regulation of and too too many casinos, marijuana shops.	9/25/2025 1:46 PM
777	Removal of one-way streets. Traffic circles.	9/25/2025 12:06 PM
778	The degradation of downtown, the lack of a sense of community, a feeling of being "run down", very little art or culture being celebrated city wide, empty buildings	9/25/2025 11:47 AM
779	Concerned about vacancies downtown, and transient population. Do not like the growth on West End of Billings or how it is developing.	9/25/2025 11:25 AM
780	Traffic and sprawl	9/25/2025 10:28 AM
781	Less money, care and development of public parks	9/25/2025 10:16 AM
782	More Crime	9/25/2025 9:39 AM
783	Downtown	9/25/2025 9:29 AM
784	Worsening of traffic, worsening of homeless issue	9/25/2025 9:26 AM
785	TOO many multi family housing in single family subdivisions. Billings may be controlled by socialist policy if not intentional diverse planning	9/25/2025 9:17 AM
786	Way to many townhomes, apartment complexes and large housing developments being built.	9/25/2025 8:41 AM
787	Lockwood and the Heights need more attention	9/25/2025 7:16 AM
788	Crime, increased traffic with inadequate infrastructure, lack of affordable houses to promote homeownership (vs. apartments), lack of care for natural resources, green spaces, and parks, businesses close earlier (post-COVID) and seem perpetually understaffed, and we’re losing too many small businesses. Billings is such a chain restaurant and box store city.	9/25/2025 2:12 AM
789	Would like more dedication to Billings history and preservation. Also more public art would be great!	9/25/2025 1:00 AM
790	Lower air quality, lack of green space, high taxes	9/24/2025 11:39 PM
791	more crime, loss of business downtown	9/24/2025 10:59 PM
792	Crime	9/24/2025 10:57 PM
793	More crime	9/24/2025 10:45 PM
794	Anything to do with the Metra, traffic, west end subdivisions with no community space, political polarizations impacting neighbors and businesses and local government.	9/24/2025 10:21 PM
795	Too many casinos, crime, book banning, no daily draw to anything special downtown other	9/24/2025 10:21 PM

	than summer events, downtown feels like a ghosttown compared to Bozeman, Missoula, and Great Falls, downtown parking is antiquated and the meters are burdensom, grocery shopping offers shockingly little choice for a city our size, lighting on the rims for the trails take away from the beauty of the rims and the night sky, too much sprawl	
796	Bad relationship with Yellowstone County.	9/24/2025 10:12 PM
797	Lack of commitment to the revitalization of the downtown, lack of bike cohesive bike lanes, money being diverted from important community assets (museum)	9/24/2025 10:09 PM
798	Too many apartments that are being built near single family housing.	9/24/2025 10:03 PM
799	More drivers clearly on weed	9/24/2025 9:59 PM
800	Too worried about illegals	9/24/2025 9:53 PM
801	Crime, drugs, increased rent, less housing, less affordable housing.	9/24/2025 9:43 PM
802	Haven't lived here long enough	9/24/2025 9:40 PM
803	So much crime	9/24/2025 9:38 PM
804	It seems like there is less enforcement of traffic violations and the traffic has gotten way worse. People seem to run red lights and speed and I rarely see anyone get pulled over or even a cop car patrolling for traffic violations. I don't love how the west end of Billings doesn't seem to have much planning behind it. It seems random with housing development intermixed with industrial parks and storage units. I also am dismayed at the development of warehouses and trucking companies along the Yellowstone River just south of town. It had such potential to be turned into a Greenway for people to walk and recreate while maintaining wildlife habitat. I wish, as a community, we would put more value and time into figuring out how to make Billings a beautiful place that values our natural resources and the AMAZING Yellowstone River. I worry that we won't do anything to protect the Yellowstone River corridor and we'll just have housing developments and storage units along it. We are at a crucial time where with some thoughtful investments and planning, we could make this an amazing place to live. It has a long way to go.	9/24/2025 8:11 PM
805	taxes, lack of transparency on how they are being properly used	9/24/2025 7:23 PM
806	Downtown one-way conversion to two-way and addition of bicycle lanes, we are not a heavy bicycle community and this has just added chaos and safety issues in the downtown area	9/24/2025 6:26 PM
807	Crime, City is dirty , City government is almost corrupt	9/24/2025 6:25 PM
808	The road changed downtown was not needed	9/24/2025 6:17 PM
809	Traffic sucks - Billings drivers are selfish, mean, aggressive, entitled and there is virtually no effort made to rein this in. It is not possible to drive 5 minutes in Billings without having your day ruined by an a**hole driver. There will be no peace and joy in Billings until the rage that waits outside the door is calmed.	9/24/2025 5:22 PM
810	increasing taxes	9/24/2025 4:58 PM
811	motorcycle traffic on Shiloh Avenue	9/24/2025 4:31 PM
812	Increased cost of living, rise of police brutality, rising of fascist ideals among city leaders	9/24/2025 4:23 PM
813	People not voting for Levys to improve the city	9/24/2025 4:16 PM
814	enormous property tax increases and increase in homeless and drug use	9/24/2025 2:28 PM
815	Increase in crime and vandalism. Sprawl away from the downtown/older parts of town.	9/24/2025 2:13 PM
816	City planners not planning for the future (traffic patterns, population increases) they seem to be playing catch up from 5 years ago. The rollover of the new water billing system and expecting residents to pay exorbitant bills. Do better	9/24/2025 2:11 PM
817	N/A	9/24/2025 2:10 PM
818	Increase in crime, decrease in affordable housing	9/24/2025 12:34 PM
819	Failure of effective traffic enforcement, and crime prevention.	9/24/2025 12:26 PM

820	A growth in crime and a lack of accountability placed on those committing them	9/24/2025 11:55 AM
821	increase in housing costs	9/24/2025 11:07 AM
822	crime rate, housing costs, store closings	9/24/2025 10:56 AM
823	Increased Crime	9/24/2025 10:50 AM
824	Crime increase.	9/24/2025 9:42 AM
825	Lack of infrastructure in the heights	9/24/2025 6:29 AM
826	Traffic, crime	9/24/2025 4:28 AM
827	Lack of traffic control	9/24/2025 4:13 AM
828	overabundance of car washes	9/24/2025 1:55 AM
829	Crime	9/24/2025 1:54 AM
830	Housing cost is out of control and unaffordable	9/24/2025 12:55 AM
831	Wildfire smoke	9/23/2025 11:58 PM
832	crime, traffic accidents, back-in parking	9/23/2025 11:35 PM
833	city government, disputes.	9/23/2025 11:33 PM
834	Lack of innovative and new developments for recreational/outdoor activities	9/23/2025 11:22 PM
835	Decline in downtown businesses, push to westend	9/23/2025 10:53 PM
836	Too old, too conservative, too bigoted	9/23/2025 10:27 PM
837	Growth without proper planning and traffic infrastructure.	9/23/2025 10:27 PM
838	Everything locals can’t afford to buy a Decent home traffic is terrible The infrastructure can support this kind of growth not enough Police The homeless population is out of hand So is the meth in this town Schools are extremely overcrowded	9/23/2025 10:26 PM
839	First they change to one ways downtown now changing back to two way, pretty expensive and nor rel good explanation s as why. Biggest negative is slamming property owners everything something mew us needed. The now property owners get s free ride because the benefit from what the taxpayers fund.	9/23/2025 10:10 PM
840	The pot shops have not been a positive Impact and degrade our city	9/23/2025 9:36 PM
841	Poor traffic flow.	9/23/2025 9:16 PM
842	too many car washes casinos, grandstand at Metra removed with out similar replacement, no public indoor recreation center with pool.	9/23/2025 8:49 PM
843	The street signage is the worst I've ever experienced, 24th and Broadwater's terrible light, loss of good food options	9/23/2025 8:42 PM
844	More crime - I feel less safe her now. Businesses are closing in droves - we need to have our businesses open in order to continue serving and community and encouraging tourism.	9/23/2025 6:27 PM
845	Housing costs, in-needed/unplanned road construction, cost of living inflation	9/23/2025 6:21 PM
846	To much emphasis on public safety at the expense of other things	9/23/2025 6:14 PM
847	Housing cost, lack of downtown development, crime	9/23/2025 5:45 PM
848	Large lot sprawl	9/23/2025 5:40 PM
849	Mix of recently closed and old buildings downtown. The downtown area feels lively yet vacant depending on what street you are on.	9/23/2025 5:25 PM
850	Crime	9/23/2025 4:52 PM
851	Increase in crime, both violent and property crimes, and the unnecessary amount of car washes being built around town.	9/23/2025 4:49 PM

852	more homelessness, more shootings, worse driving habits, less accountability for public services and systems	9/23/2025 4:49 PM
853	cost of living is steadily growing and outpacing local wages	9/23/2025 4:38 PM
854	Horrible city and county governments seem to oppose progress toward making this a nicer place to live.	9/23/2025 4:32 PM
855	More negative people	9/23/2025 4:19 PM
856	More crime, sprawl to the west & lack of infill in downtown core and EBURD area	9/23/2025 3:26 PM
857	high housing cost, reduced # of affordable dining and entertainment options	9/23/2025 2:33 PM
858	rising taxes, sprawl, cutting social services, declining school quality	9/23/2025 1:50 PM
859	property tax increases, single family homes turned into rentals and the properties deteriorated	9/23/2025 12:06 PM
860	crime	9/23/2025 11:45 AM
861	Lack of growth and new commercial construction down town.	9/23/2025 12:05 AM
862	Haven't been here 10 years	9/22/2025 11:47 PM
863	Subdivisions are built w/o road improvements, lack of snow removal, high home prices, placing apartments next to subdivisions thus deflating home values.	9/22/2025 5:59 PM
864	Housing is very expensive	9/22/2025 5:12 PM
865	Increased sprawl and a lack of incentives for higher density infill development	9/22/2025 3:25 PM
866	Excessive annexation to pay for the previous annexation	9/22/2025 2:59 PM
867	Safety within the community and schools.	9/22/2025 1:23 PM
868	Traffic and not enough police	9/22/2025 1:15 PM
869	Low population growth, continued horizontal and suburban annexation, limited funding mechanisms for the city and from the state	9/22/2025 12:49 PM
870	closure of quality restaurants	9/22/2025 11:50 AM
871	crime and housing costs	9/22/2025 11:33 AM
872	Traffic, Poorly-Timed Construction Projects	9/22/2025 10:45 AM
873	I work for the city. Budget cuts.	9/22/2025 10:34 AM
874	Public Transit apparently only matters every day accept Sunday or national holidays. People still work those days and need transportation. The response time for emergency services, specifically police is terrible. Rather than actually invest in crime and drug prevention we just speculate our neighbors and attack the homeless...that hasn't worked. Its made everything worse. Street parking downtown is inadequate at best and the over tagging of parked cars through out town feels almost like discrimination. People sometimes dont have drive ways. Please realize this	9/21/2025 10:28 PM
875	Increase in crime	9/21/2025 7:28 PM
876	Poor Public Safety Helter Skelter developments	9/21/2025 3:25 PM
877	Development. Quality of education.	9/21/2025 12:35 PM
878	Downtown is disgraceful and not safe.	9/21/2025 12:25 PM
879	Gang crime, traffic, acres upon acres of ugly apartment complexes. Like the ones off Shiloh, and off 32nd.	9/21/2025 12:06 PM
880	Round abouts. Lack of traffic enforcement	9/21/2025 7:36 AM
881	Taxes are too high; too much to SD2 with minimal return.	9/21/2025 1:20 AM
882	The cost of living, especially housing, has increased substantially	9/21/2025 12:20 AM
883	Cost of living, taller buildings that block the scenic views	9/21/2025 12:03 AM

884	Crime rate	9/20/2025 9:44 PM
885	Unsafe and too small of roadways. Everything is moving west where I live, but there has been no improvement in number of lanes and the safety of my child walking to school is concerning. Increase in drugs and violence.	9/20/2025 8:30 PM
886	Extremely excessive vehicular noise, non discrimination ordinance voted down, favorite local restaurants closed, restaurant prices have doubled	9/20/2025 8:09 PM
887	Sprawl espcially on west end	9/20/2025 7:02 PM
888	Too many homeless; increase in petty crime by younger children	9/20/2025 1:28 PM
889	Homeless and crime	9/20/2025 1:17 PM
890	The main concern I have with Billings that I find absolutely devastating is watching the beautiful farmland on the West End of Billings get gobbled up by reckless and greedy developers who give no thought to creating an actual community and just build these massive, resource-gobbling homes. Where will the water to keep all these lawns green come from in the future. The use and abuse of these beautiful lands is truly a travesty.	9/20/2025 12:43 PM
891	Corrupt chair(persons), boards, corporations	9/20/2025 11:51 AM
892	Sprawl and reliance on automobiles	9/20/2025 11:39 AM
893	Traffic, increased crime, house prices	9/20/2025 11:37 AM
894	Loss of the small town feeling. We now have big city problems.	9/20/2025 10:25 AM
895	diminishing public safety in county, lack of cooperation from County with City. increase in real estate taxes, lack opf planning for future by City Council. total lack of input accepted from County Commissioners	9/20/2025 9:40 AM
896	Too much focus on Bicycle Trails at taxpayer expense on upkeep	9/20/2025 2:42 AM
897	Traffic is not being monitored. Dangerous on roadways. Housing costs are awful. Especially as wages here are low.	9/19/2025 11:22 PM
898	Local property taxes are crushing affordability, crime is on the rise, new high wage jobs do not develop here	9/19/2025 6:00 PM
899	very poor roads	9/19/2025 5:21 PM
900	Urban sprawl, overemphasis on police for public safety, lack of comprehensive services for helping the homeless	9/19/2025 4:35 PM
901	Extremely poor leadership from the City, starting with Chris down to individuals like Wyeth Friday who are completely tone deaf with development.	9/19/2025 3:58 PM
902	Traffic flow has become worse	9/19/2025 2:46 PM
903	Casinos and dispensaries	9/19/2025 2:33 PM
904	Crime zoning traffic shopping	9/19/2025 1:54 PM
905	drug and crime	9/19/2025 1:15 PM
906	Crime is up, too many “sober” houses in residential neighborhoods, too many people not adhering to traffic laws	9/19/2025 12:34 PM
907	Crime, housing	9/19/2025 12:23 PM
908	too many apartment buildings, not enough homeowners	9/19/2025 12:17 PM
909	Traffic, haphazard development/poor planning, not enough emphasis on public safety - fire/police	9/19/2025 11:38 AM
910	Cost of housing	9/19/2025 11:22 AM
911	2-way conversion	9/19/2025 10:14 AM
912	Increased crime	9/19/2025 8:11 AM

913	Crime/ drugs	9/19/2025 5:56 AM
914	Homelessness, crime	9/19/2025 1:23 AM
915	more crime/ expensive housing/	9/19/2025 12:33 AM
916	The downtown has lost daytime retail, support for the arts (YAM) being cut	9/19/2025 12:19 AM
917	Increase in crime and homelessness; feeling unsafe to walk alone	9/18/2025 9:04 PM
918	More crime	9/18/2025 7:09 PM
919	Getting to big, expenses getting out of control, not feeling like a very safe place anymore.	9/18/2025 5:39 PM
920	Crime, lack of consequences for repeat offenders	9/18/2025 5:16 PM
921	roving droves of Homeless people everywhere	9/18/2025 4:17 PM
922	More mental health issues; more drug/gang visibility & issues; people divided on how to best approach the future of Billings	9/18/2025 4:03 PM
923	Cost, crime, lack of adequate school funding, wasting our tax dollars (new trash cans and 2 way streets was a HUGE WASTE of our money)dollars	9/18/2025 2:57 PM
924	considering selling public parks; traffic congestion	9/18/2025 2:42 PM
925	Traffic, Building Dept.	9/18/2025 2:24 PM
926	Increased cost of living, MetraPark management & facilities	9/18/2025 1:49 PM
927	lack of community "identity" and crime problems	9/18/2025 1:43 PM
928	skyrocketing housing prices	9/18/2025 12:58 PM
929	More crime, less government services, more tranient populations	9/18/2025 12:49 PM
930	A lot of subdivision and growth	9/18/2025 12:47 PM
931	homelessness has worsened in downtown area, traffic is stalled during rush hours, when construction happens it's multiple projects going instead of busting one area out before moving on-the other morning it took me 25 mins to get from 19th st w-24th st w	9/18/2025 12:32 PM
932	Crime	9/18/2025 12:31 PM
933	crime and homelessness	9/18/2025 12:26 PM
934	Crime is sky rocketing, cost of living is increasing, taxes are outrageous, utilities are too high	9/18/2025 12:09 PM
935	Lack of focus on public safety from city government, crime	9/18/2025 11:57 AM
936	no infrastructure in county developments	9/18/2025 11:50 AM
937	Transients, garbage, speeding, lack of law enforcement.	9/18/2025 11:47 AM
938	Downtown streets and parking	9/18/2025 11:36 AM
939	Too much violent crime - Too much homeless wondering around.	9/18/2025 11:23 AM
940	Attitudes of the public	9/18/2025 11:17 AM
941	Increase of transients, increase in crime, coastal transplants changing our culture, bike paths downtown.	9/18/2025 11:05 AM
942	certain comments have been redacted due to content	9/18/2025 10:43 AM

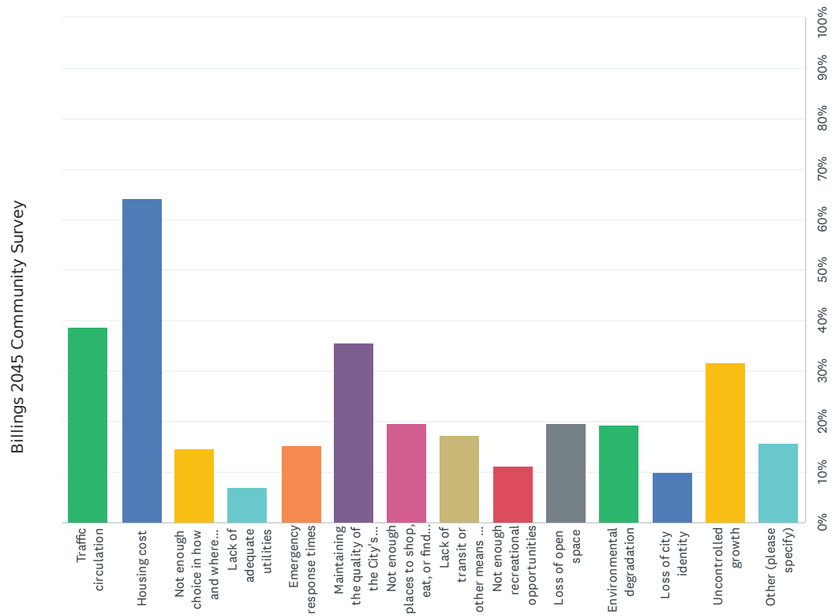
943	Lack of entertainment and rec opportunities to accommodate the growth	9/18/2025 10:31 AM
944	traffic flow, lack of enforcement	9/18/2025 10:15 AM
945	Rise in cost of living (housing, taxes); stagnant wages;	9/18/2025 9:31 AM
946	Crime, unaffordability, trying to be like other cities	9/18/2025 9:30 AM
947	higher crime, transients, parks unsafe, not upgraded	9/18/2025 8:48 AM
948	City budgeting (really inefficient - continually working with triage of poor budget decisions of what is wanted in the moment instead of long term forward thinking), the downtown security system - example of poor budgeting - the downtown bike cops created a safer environment to those that are displaced and those of us that live here, hiring the security system shows you care not for the citizens of Billings and more about higher salaries in trying to recruit, continually looking to compare to other cities (Missoula and Bozeman) instead of looking inward and comparing to our past to improve where we plan to go forward, traffic lights are really inefficient for gas conservation, time conservation of drivers - specifically the lighted intersections that only allow one side to go at a time, the constant "NO" first from council and citizens when something is new instead of investing in being innovative, continual food desert in the south part of the city, the continual resistance of creating city services in the heights because it is perceived people ONLY want the west end - INVEST in ALL of your citizens, not just those that look or possibly will look the shiniest	9/18/2025 8:25 AM
949	crime rates, drug and gang activity // expectation for people who live in the city to pay double for county resources such as the jail that I already pay taxes for	9/18/2025 1:43 AM
950	To many new lights and roundabout causing a back up of traffic	9/17/2025 11:15 PM
951	Crime spreading easily into the west end.	9/17/2025 10:45 PM
952	So many homeless people downtown	9/17/2025 9:46 PM
953	Traffic congestion, crime, liberal cultural shift	9/17/2025 9:41 PM
954	Crime, transients, gangs, appearance of downtown, city councils incompetence for the budget, liberal city administrator who does not align with our values, police force completely tied by liability	9/17/2025 9:37 PM
955	The volunteer at a “community closet “ that mainly serve the homeless. I think homelessness is a huge problem. We also love going downtown, but don’t feel that safe at night anymore after being harassed multiple times. If we want to have businesses downtown we have to address this issue.	9/17/2025 9:36 PM
956	Changing things that are not necessarily top priority for money use (aka turning all the roadways downtown into two ways… for what?)	9/17/2025 9:10 PM
957	City is dirty, utilities, housing cost, flow of traffic	9/17/2025 8:59 PM
958	A lot of apartment complexes - lots of people and not enough space for them to park ect. Restraints keep closing and getting replaced with car washes and tire stores. There’s not enough fun shopping and dining choices.	9/17/2025 8:05 PM
959	Street people	9/17/2025 7:23 PM
960	Crime and how the judicial and law enforcement systems are unable or unwilling to enforce the laws.	9/17/2025 7:19 PM
961	Crime, no enforcement of ordinances or offenses the BPD does not think is important enough.	9/17/2025 6:50 PM
962	increase in crime and public education is horrible	9/17/2025 6:48 PM
963	Poor traffic flow around Metra; Police not addressing traffic infractions; violent crime	9/17/2025 6:34 PM
964	city outgrew infrastructure to fast	9/17/2025 6:32 PM
965	crime and using city roads for bikes	9/17/2025 6:12 PM
966	grocery stores closing on the south side of town, worse drivers/ more accidents, increased	9/17/2025 6:12 PM

	cost of utilities, less stores in the mall	
967	Increased crime. Population growth	9/17/2025 5:54 PM
968	political atmosphere, lack of leader respect for residents and public servants doing the work	9/17/2025 5:52 PM
969	air quality, lack of non-car related surface transportation, not enough Parks and Rec spending	9/17/2025 5:48 PM
970	Elevated crime rate, Increased cost of living, Lack of affordable housing, Lack of community support to emergency services.	9/17/2025 5:46 PM
971	More transient and crime	9/17/2025 5:45 PM
972	Rising crime and housing costs	9/17/2025 5:44 PM
973	Homelessness and violence	9/17/2025 5:42 PM
974	businesses closing down and their buildings not being filled	9/17/2025 5:38 PM
975	Most business districts need revitalization, parking	9/17/2025 5:35 PM
976	CRIME RATES, LACK OF JAIL SPACE, traffic congestion, public education declining	9/17/2025 5:35 PM
977	Increased homeless	9/17/2025 5:31 PM
978	Public Safety is not a top priority to our city government, so the crime rates are high because of it. It would be nice to have more first responders to cover all of the crime or health calls that happen in the City and Yellowstone County area. It would be nice to have more resources for the houseless people of Billings and also having more options for mental health problems instead of just sending people to Billings Clinic and Billings Clinic releasing them right away.	9/17/2025 5:27 PM
979	Not as affordable as before the pandemic	9/17/2025 5:25 PM
980	Increased property taxes, rising unhoused population, drug related crime	9/17/2025 5:23 PM
981	More crime, less money to go toward community amenities (like parks and rec)	9/17/2025 5:21 PM
982	Cost of living has skyrocketed. 10 years ago, I made $11/hour and that was a living wage back then.	9/17/2025 5:20 PM
983	Crime homeless lack of new reasturarnts	9/17/2025 5:20 PM
984	Increased crime, gangs, drugs, and transients	9/17/2025 5:19 PM
985	Crime appears to be worse	9/17/2025 5:18 PM
986	increased traffic pressure and lack of resources - seems like a larger unhoused population in downtown Billings	9/17/2025 5:17 PM
987	More crime	9/17/2025 5:16 PM
988	More and more transients, the Portland loo was a terrible waste of time and funds. Downtown traffic now being a two way situation with the double bike lane seems like a waste of space and dangerous. Not enough room for passing vehicles and possibly lead to more injury accidents with bikes/pedestrians.	9/17/2025 5:16 PM
989	N/A	9/17/2025 5:15 PM
990	The transients have made is unsafe as well as the lack of jail resources.	9/17/2025 5:14 PM
991	Crime, over expansion, traffic, increased crime, homelessness/transients, mental ill on the street, increased violent crime, businesses closing, public funding of special interest projects, crime.	9/17/2025 5:14 PM
992	TOO MANY PEOPLE, TOO MUCH CRIME, TOO MANY OUT OF STATERS	9/17/2025 5:13 PM
993	traffic	9/17/2025 5:09 PM
994	Traffic on major roads has gotten scarier. Slightly more crime.	9/17/2025 5:09 PM
995	Growth in population and violent crime, voters turning down big park and rec improvements, and the city failing to put individual improvements to vote rather than one bog expensive package (ice arena and parks)	9/17/2025 5:08 PM

996	crime, homelessness, greenspace getting less and less	9/17/2025 5:07 PM
997	depression rates, drug use, and crime rates rising among youth and teens	9/17/2025 5:02 PM
998	Crime and rental/housing costs	9/17/2025 4:57 PM
999	public spaces don't seem to be maintained very well - trees	9/17/2025 4:57 PM
1000	more crime, less police	9/17/2025 4:51 PM
1001	higher housing costs	9/17/2025 11:44 AM
1002	More trash, developers struggling to get public services to their neighborhoods - well water supply dwindling, not enough police officers to keep our community safe compared to other Montana communities. Increase crime. Traffic is very bad and unsafe.	9/17/2025 9:28 AM
1003	Increase of homelessness and downtown transient population	9/16/2025 8:57 PM
1004	Traffic, housing affordability.	9/16/2025 8:04 PM
1005	1. Building & Subdivision regulations have added costs to developments 2. Water costs have caused home owners to not water lawns causing areas to appear unkempt	9/16/2025 8:02 PM
1006	taking money from YAM for prisons	9/10/2025 7:03 AM
1007	Urban sprawl	9/7/2025 6:22 PM
1008	developer focused at the cost of our environment	9/4/2025 5:28 PM

Q8 What are the biggest challenges facing Billings over the next 20 years? (Select your top 3)

Answered: 1,169 Skipped: 0



ANSWER CHOICES	RESPONSES	
Traffic circulation	38.84%	454
Housing cost	64.16%	750
Not enough choice in how and where people can live	14.71%	172
Lack of adequate utilities	7.10%	83
Emergency response times	15.40%	180
Maintaining the quality of the City's schools	35.67%	417
Not enough places to shop, eat, or find entertainment	19.67%	230
Lack of transit or other means to move around Billings and the region without a car	17.37%	203
Not enough recreational opportunities	11.38%	133
Loss of open space	19.59%	229
Environmental degradation	19.42%	227
Loss of city identity	10.09%	118
Uncontrolled growth	31.74%	371
Other (please specify)	15.83%	185
Total Respondents: 1,169		

#	OTHER (PLEASE SPECIFY)	DATE
1	Public pool	12/24/2025 11:56 AM
2	Safety of our youth and underrepresented populations, lack of resources to families in need	12/19/2025 7:48 PM
3	Lack of disabled housing that isn't low income	12/12/2025 11:05 PM
4	This place is a dump	12/12/2025 2:08 PM
5	Sprawl and a dying downtown. A city staff that seems anti-business	12/12/2025 1:36 PM
6	Everything. Billings is deteriorating	12/12/2025 11:18 AM
7	Public safety	12/12/2025 8:37 AM
8	Lack of medical specialists	12/12/2025 7:42 AM
9	Drugs and crime. Create a drug task force!!!	12/11/2025 10:22 PM
10	The city police have no control in this community, we need a new chief and more officers	12/11/2025 7:37 PM
11	rise of crime	12/11/2025 2:08 PM
12	certain comments have been redacted due to content	12/11/2025 11:23 AM
13	Not letting us have truck meets	12/11/2025 11:19 AM
14	Not "maintaining" the quality of schools - Billings schools are already SUB-PAR. Grossly inadequate.	12/11/2025 11:18 AM
15	Employment opportunities	12/11/2025 3:02 AM
16	Crime including uninsured motorists	12/10/2025 11:53 PM
17	Over crowding jail, drugs, shootings, speed, noise level	12/10/2025 6:10 PM

18	Crime	12/10/2025 5:04 PM
19	Cost of utilities (water) skyrocketing	12/10/2025 4:27 PM
20	Preserving agricultural economy	12/10/2025 1:22 PM
21	Its ugly. Boulevards, sidewalks, streets- the weed growth it's so ugly	12/10/2025 8:57 AM
22	I can't pick just 3 because it is the entire list.	12/10/2025 12:33 AM
23	Crime, homeless and traffic law enforcement	12/9/2025 10:39 PM
24	Crime	12/9/2025 4:17 PM
25	Property taxes	12/9/2025 2:35 PM
26	not enough locally owned businesses, and loss of farm land, not enough trails and safe non car transportation	12/9/2025 11:35 AM
27	Mental Health Help	12/9/2025 11:33 AM
28	y'all let the mall not pay the taxes but if I did that its jail time.	12/9/2025 11:29 AM
29	Corrupt leaders	12/9/2025 10:45 AM
30	PD is reactive and not proactive. Traffic enforcement is ZERO	12/9/2025 10:40 AM
31	Public Safety, theaft, and youth "gangs".	12/9/2025 8:29 AM
32	Lack of common sense by some city council members, thankfully not Missoula (ish) decisions but decisions based on majority of residents not vocal few	12/9/2025 7:45 AM
33	Crime	12/9/2025 3:23 AM
34	Loss of quality in the building of new developments	12/9/2025 3:08 AM
35	Shouldn't be 'maintaining' quality of the public schools but IMPROVING, this city couldn't lose anymore more of its identity than it already has.	12/9/2025 1:40 AM
36	General lack of affordability in relation to income.	12/8/2025 11:07 PM
37	Attracting new businesses make college graduates want to stay or return	12/8/2025 10:33 PM
38	Public Safety	12/8/2025 9:10 PM
39	Economic development	12/8/2025 8:26 PM
40	Too many casinos and weed shops. So tacky!	12/8/2025 8:13 PM
41	Kids indoor activities	12/8/2025 7:35 PM
42	Child care	12/8/2025 6:01 PM
43	certain comments have been redacted due to content	12/8/2025 5:31 PM
44	This city will not have enough water at the rate of population increase	12/8/2025 1:32 PM
45	Need better restaurants	12/8/2025 11:53 AM
46	Low tourism	12/8/2025 10:32 AM
47	Public safety police action with traffic violations	12/8/2025 10:12 AM
48	Not releasing a vote on what citizens want to bring and build in the community	12/7/2025 10:04 AM
49	Public safety	12/6/2025 7:42 PM
50	The increasing number of vagrants, specifically natives from the reservation.	12/6/2025 7:36 PM
51	CRIME	12/6/2025 5:49 PM
52	Cost of living is insane for what you get.	12/6/2025 3:02 PM
53	stop speeding motorcycles at night	12/6/2025 1:56 PM
54	We seem to be the dumping ground for scum bags and rift raft. Too many losers. Too many	12/6/2025 1:56 PM

	casinos, tatoo parlors, addiction outlets, etc. It's a Big turnoff. Stop licensing this stuff.	
55	Downtown is dead. Until it's safe to go there after dark and restaurants are located along a 2-3 block stretch downtown which would create a more vibrant, bustling feel, downtown is a no-go. Bozeman has the advantage of one long Main Street, but if we conglomerated restaurants and retain in 3-4 blocks on both sides of one street it might help.	12/6/2025 10:49 AM
56	More recreation and cultural events that draw people to the area	12/6/2025 12:18 AM
57	I moved to the Heights and have noticed bad growth decisions and lack of street lights which feels unsafe. Also very inconsistent sidewalk systems.	12/5/2025 9:01 PM
58	Control of crime	12/5/2025 7:58 PM
59	Nothing for the youth to do except get in trouble	12/5/2025 7:43 PM
60	We need a train reestablished to Red Lodge, Bozeman, Missoula	12/5/2025 10:09 AM
61	Crime/homeless/drug use	12/5/2025 9:45 AM
62	Moral	12/5/2025 9:27 AM
63	Public safety	12/5/2025 8:54 AM
64	Crime management	12/5/2025 5:35 AM
65	Population growth	12/4/2025 9:33 PM
66	Drug and gang issues- homeless population	12/4/2025 2:17 PM
67	Horrible property taxes that need to be stopped, allowing Blackrock to take over	12/4/2025 4:45 AM
68	Well water legislation will make it hard for neighborhoods that are not connected to public water services... need to extend.	12/3/2025 6:27 PM
69	slow the growth for growths sake (read-so a few people can get rich while the rest of us have to deal with all of the disrespectful idiots that move here) , If i wanted all the opportunities in a big city i would move there - keep Billings small. two interstates converge here and it bring too much crime.	12/3/2025 3:39 PM
70	Safety	12/3/2025 3:37 PM
71	More Greenway trails for walking and biking	12/3/2025 11:46 AM
72	Drugs and crime	12/2/2025 5:55 PM
73	Billings does not need more casinos, it needs places for people to go to establish healthy habits not including bar environments especially for your people.	12/2/2025 11:08 AM
74	Things like data center projects that leech our resources and drive up our costs are being brought in quietly, very negative outcomes with this.	12/1/2025 6:48 PM
75	Downtown is withering away.	12/1/2025 1:02 PM
76	Crime, drugs, illegal immigrants	11/30/2025 2:54 PM
77	Safety-security in our community, and roads-sewer systems-water supply	11/30/2025 9:59 AM
78	lack of community forest development and maintenance	11/22/2025 8:51 PM
79	Crime/drugs	11/22/2025 9:27 AM
80	Downtown revitalization	11/22/2025 8:28 AM
81	Homeless situation	11/22/2025 1:09 AM
82	lack of consistent support for trails and parks-the parks budget should be separated from the general fund (former Park district model)	11/21/2025 7:47 PM
83	Support organizations the serve the underserved are overwhelmed-state needs to support not Yellowstone co propert owners	11/21/2025 1:20 PM
84	Crime	11/20/2025 9:01 PM

85	this town and much of Montana are falling prey to the ultra rich and deeply regressive policies. young people are fleeing at an unsustainable rate. Billings should be the city that counters these effects but it is failing to do so.	11/20/2025 4:19 PM
86	Lack of social services	11/20/2025 1:29 PM
87	Loss of large lot developments.	11/20/2025 1:11 PM
88	Crime and Homelessness	11/17/2025 10:06 PM
89	rampant development destroying our neighborhoods--aprtments 5' from my fence	11/15/2025 9:07 AM
90	Traffic fatalities. Have a helmet law and crack down on running red lights, speeding, and using cell phones while driving. Save lives.	11/14/2025 11:51 PM
91	Waste of space that is the Metra	11/14/2025 10:19 AM
92	Development of Ag Lands	11/13/2025 11:13 AM
93	Need improved continum of care to prevent homelesses. Support and integrated and funded system to address addiction, mental health issues. The transient population is very off putting to visitors, potential employers, etc. and it is a tragedy for families and those left abandoned by the lack of a comprehensive system and Long Term Supportive Housing.	11/12/2025 10:45 AM
94	Crime	11/11/2025 5:58 PM
95	proximity of airport (increasing noise)	11/11/2025 1:46 PM
96	Improving downtown so families feel safe to walk down the street to more opportunities to shop and eat - improve downtown! It's the city's core. Any improvements to city and the community should begin there.	11/9/2025 9:49 AM
97	Property Tax Burdens	11/8/2025 2:09 PM
98	Uncontrolled growth and it's law enforcement needs	10/23/2025 12:33 PM
99	Shopping and cultural activities in the heights. The heights is often neglected or forgotten	10/23/2025 12:10 AM
100	Jail space	10/15/2025 7:12 PM
101	political and administrative personnel not acting in alignment of voters and residents.	10/15/2025 8:52 AM
102	Transient population/perceived community safety	10/14/2025 1:33 PM
103	Highly violent drug crimes	10/9/2025 9:08 PM
104	Tendency to focus on west end, leaving other sections of the city to stagnate. Uncontrolled greed of NW energy. ity to stagnate.	10/9/2025 5:41 PM
105	crime rate, providing needed service vs. pet projects	10/8/2025 10:55 AM
106	The city's ability to annex subdivisions and plan ahead for development and traffic	10/5/2025 8:59 AM
107	Not enough police and places to put the degenerates who ruin life for everyone.	10/3/2025 2:48 PM
108	Apartments need to be intercity and not on the outskirts, put them where transit buses run.	10/3/2025 1:11 PM
109	affordable senior living options	10/1/2025 6:47 PM
110	without housing and jobs, the rest do not really matter	10/1/2025 12:46 PM
111	No community recreational facility/facilties	10/1/2025 12:41 PM
112	Rigid property zoning	9/29/2025 5:56 PM
113	Struggles to gain momentum to actually make change we have been talking about the same thing for well over 10 years	9/29/2025 5:16 PM
114	City not keeping up with planning	9/29/2025 2:58 PM
115	Attractiveness of city and state regs for employers to come	9/29/2025 11:55 AM
116	Ethical leadership as city grows	9/28/2025 1:46 PM

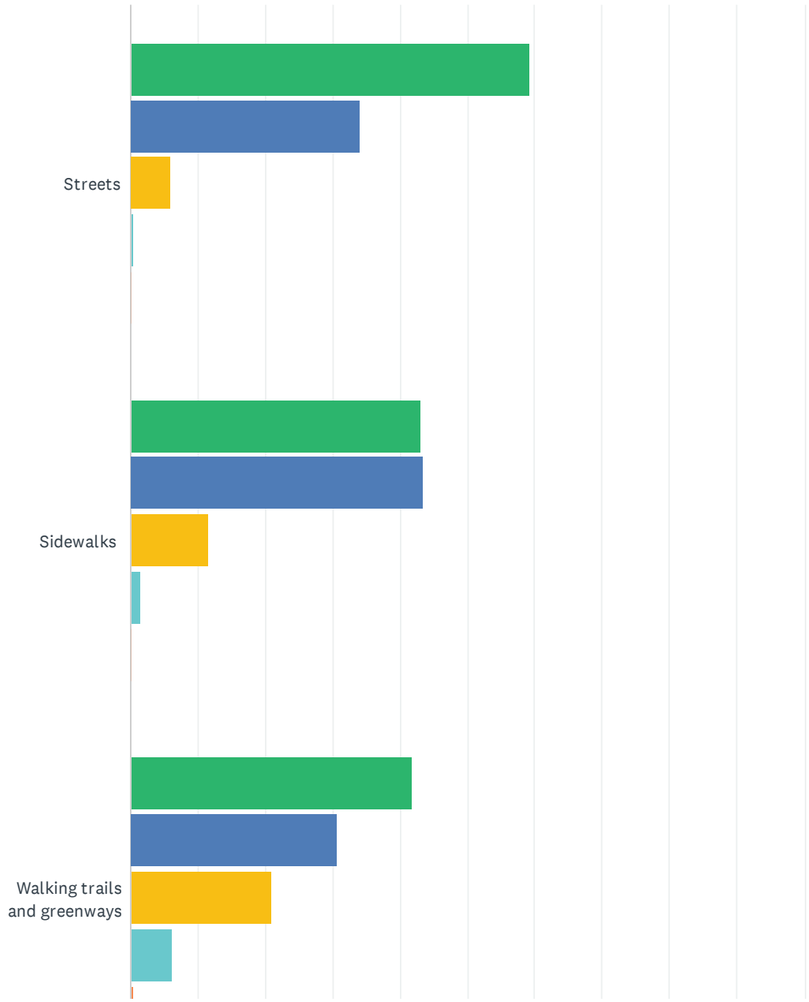
117	Crime and behavioral health challenges	9/27/2025 8:38 PM
118	The economic and environmental impact (and opportunities) created by the potential closure of the refineries	9/27/2025 6:47 PM
119	Acceptance of all people	9/27/2025 4:14 PM
120	Other cities sending their problem people to us. Now our jail is full and many who should be in there are walking our neighborhoods.	9/27/2025 4:06 PM
121	Lack of community improvements, bike paths, open spaces, restaurants, things that make this a destination to live.	9/26/2025 8:56 PM
122	First responders pay.	9/26/2025 6:03 PM
123	More crowded, crime and homelessness	9/25/2025 6:18 PM
124	Public safety. Not comfortable walking alone downtown.	9/25/2025 5:53 PM
125	A lack of feeling safe in Billings - public safety seems to be waning from terrible traffic enforcement to violent crime and property crime. Billings is getting a terrible reputation across the state.	9/25/2025 11:47 AM
126	DO NOT PROMOTE HIGH DENSITY! We also do not need infill in every area of town. We like to have our open spaces and Montana character. Bozeman is a good example of this, and its development has not gone well.	9/25/2025 11:25 AM
127	Maintaining politics and policy geared to our republics foundations	9/25/2025 9:17 AM
128	Crime	9/25/2025 2:12 AM
129	Seemingly singular focus on roads vs all other forms of transportation	9/24/2025 11:39 PM
130	Crime	9/24/2025 10:57 PM
131	Crime rates	9/24/2025 10:45 PM
132	Billings is a very conservative, homophobic & transphobic community. We need more diversity and we need to be a more welcoming community.	9/24/2025 10:12 PM
133	Too many liberal policies	9/24/2025 9:53 PM
134	CRIME	9/24/2025 6:25 PM
135	urban redevelopment	9/24/2025 4:31 PM
136	Lack of jails or prisons	9/24/2025 11:55 AM
137	attracting qualified workers in the trades	9/24/2025 10:56 AM
138	Public Safety	9/24/2025 10:50 AM
139	safety	9/23/2025 11:35 PM
140	Unplanned growth and the loss of green/open spaces in the city	9/23/2025 8:42 PM
141	More grocery stores than Albertsons	9/23/2025 4:52 PM
142	Garnering support for progressive ideas like housing the homeless or building a large recreational facility (swimming in particular)	9/23/2025 4:32 PM
143	Other than being Montana's largest city, Billings doesn't really HAVE an identity. I don't really like "Montana's trailhead" because it suggests that you have to leave Billings for some other destination. And it's kind of true.....we take visitors to Red Lodge, to Cody, to Yellowstone, to Little Bighorn Battlefield. Why isn't there a way to create destination attractions right here? Why not combine the Western Heritage Center and the Yellowstone County Museum into a regional draw, with an enhanced Native American history museum? Why not take Coulson Park and the former power plant area along the Yellowstone, and create a world class River Walk type area which could also be tied to the downtown with pedicabs to take visitors from downtown to the river? Why not create a better connection from downtown to the rims and have pedicabs that could take downtown visitors up along the rims in the evening?	9/23/2025 3:26 PM
144	Road/highway expansion	9/22/2025 5:59 PM

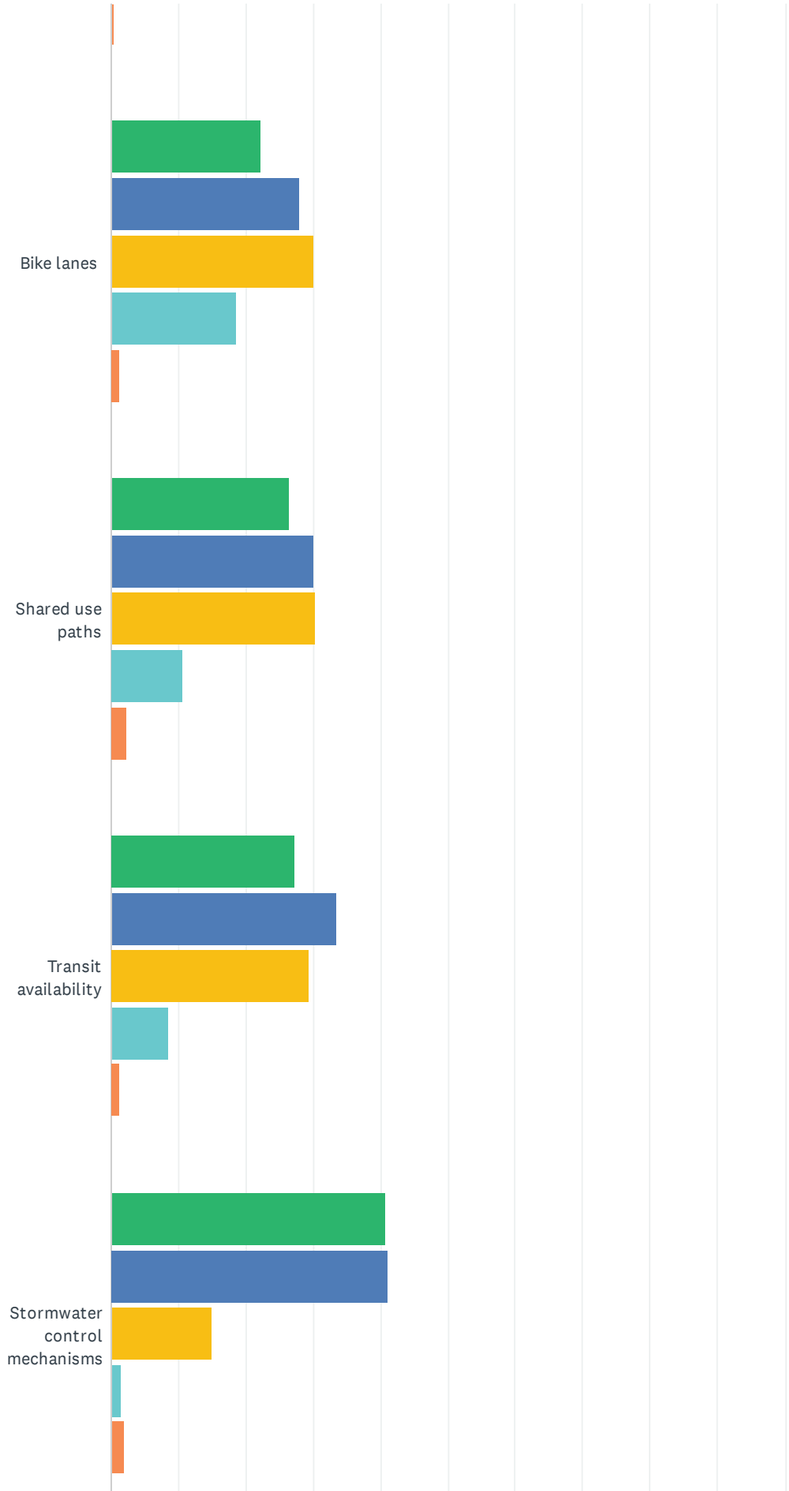
145	Brain drain/young people leaving	9/22/2025 3:25 PM
146	would love easier transport to laurel to downtown and metra. light rail or train would be great.	9/22/2025 1:23 PM
147	Taxes- including property taxes.	9/21/2025 1:20 AM
148	Increasing acceptance of political violence	9/20/2025 8:09 PM
149	jail space, increase school enrollment but lack of schools. how to get County to share their responsibilty for streets, code enforcement for building, plans review by County not State, Northern and Western growth and development.	9/20/2025 9:40 AM
150	City council listening to the community as a whole-not just special interests	9/20/2025 2:42 AM
151	Crime	9/19/2025 5:21 PM
152	Lack of cooperation by the County Commissioners	9/19/2025 4:35 PM
153	Declining support for the arts	9/19/2025 2:46 PM
154	Not enough choices on this list	9/19/2025 1:54 PM
155	Uncontrolled crime	9/19/2025 12:34 PM
156	Hospitals upgrading to larger city needs and hours worked.	9/19/2025 12:23 PM
157	Roads in new subdiviosions are awful Annafeld is terrible and its brand new	9/19/2025 10:14 AM
158	Crime	9/19/2025 5:56 AM
159	Crime from repeat offenders	9/18/2025 5:16 PM
160	Homeless persons finding uninhabited buildings, trashing the surrounding areas and having to wonder if they are alive or not laying on the ground.	9/18/2025 4:17 PM
161	City fees	9/18/2025 2:24 PM
162	Focus on Heights development rather than continuing west.	9/18/2025 1:49 PM
163	TRANSIENT AND DRUGS	9/18/2025 11:47 AM
164	Politicians	9/18/2025 11:36 AM
165	violent crime, homeless pests causing the majority of emergency services use, drugs, gangs	9/18/2025 11:23 AM
166	Fear of bad policy decisions.	9/18/2025 11:17 AM
167	Rise in crime, transient population	9/18/2025 11:05 AM
168	Lack of support of current city citizens, lack of budget with the new organization of State wide budgetary changes	9/18/2025 8:25 AM
169	crime rates	9/18/2025 1:43 AM
170	Homeless people downtown	9/17/2025 9:46 PM
171	Emergency response times will suffer because our police command and city administration doesn’t want to increase the police’s minimum staffing per shift. 9 per shift for the whole city is ignorant	9/17/2025 9:37 PM
172	Homelessness	9/17/2025 9:36 PM
173	Crime	9/17/2025 7:19 PM
174	Transient and crime	9/17/2025 5:45 PM
175	Increasing crime rates with an understaffed police force and a jail that we outgrew 10 years ago	9/17/2025 5:35 PM
176	Crime	9/17/2025 5:20 PM
177	lack of investment or pulling investment from our parks and shared community spaces	9/17/2025 5:17 PM
178	Extreme sprawl	9/17/2025 5:15 PM

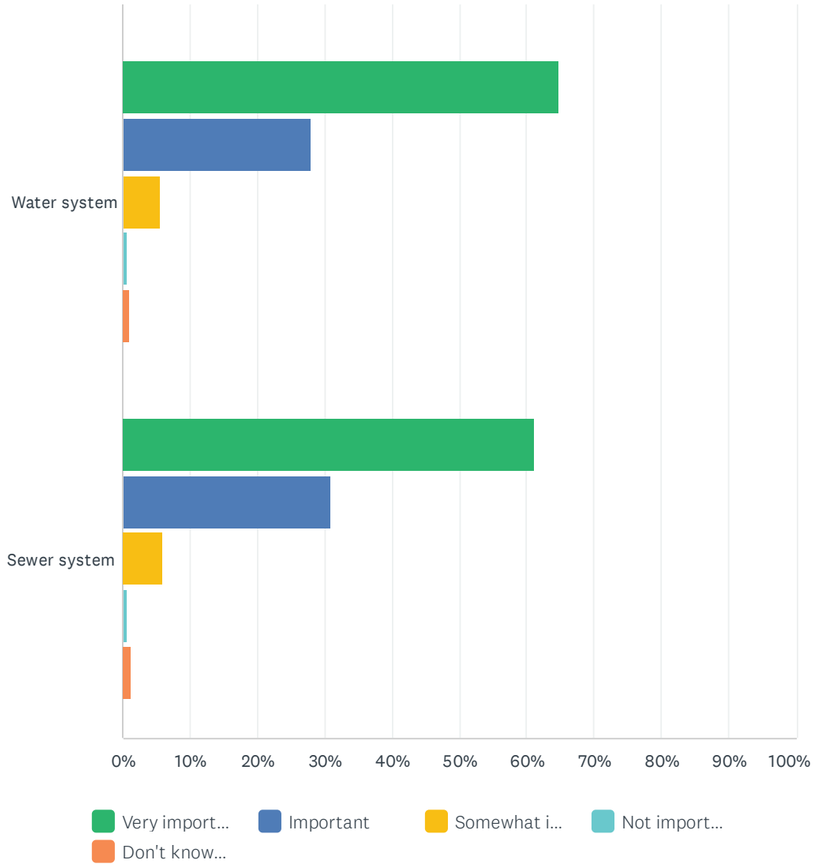
179	Airline prices are out of control. So much cheaper to fly from Bozeman.	9/17/2025 5:14 PM
180	Crime is getting worse, homeless people are worse, people with mental health seems prevailent	9/17/2025 5:07 PM
181	Crime rate	9/17/2025 4:57 PM
182	Lack of police funding and resources	9/16/2025 8:57 PM
183	Things to do.	9/16/2025 8:04 PM
184	Red Zone	9/16/2025 8:02 PM
185	Not being able to afford maintenance on what we already have built.	9/7/2025 6:22 PM

Q9 How important is it for the city to create, maintain, or improve the following infrastructure?

Answered: 1,163 Skipped: 6



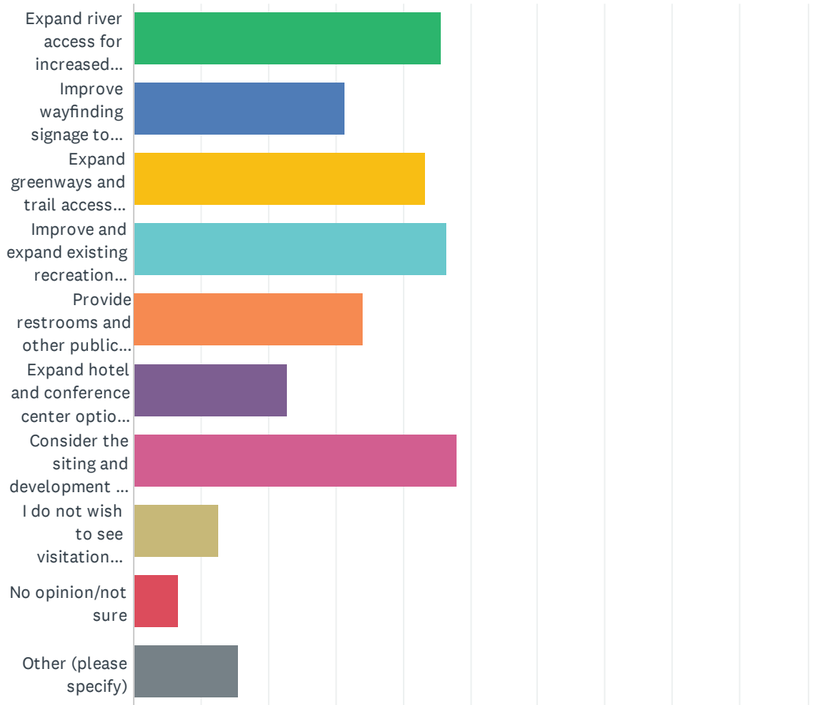




	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT AT ALL	DON'T KNOW/NO ANSWER	TOTAL	WEIGHTED AVERAGE
Streets	59.29% 689	34.17% 397	5.94% 69	0.43% 5	0.17% 2	1,162	4.52
Sidewalks	43.15% 498	43.59% 503	11.53% 133	1.47% 17	0.26% 3	1,154	4.28
Walking trails and greenways	41.90% 486	30.60% 355	20.86% 242	6.12% 71	0.52% 6	1,160	4.07
Bike lanes	22.19% 257	27.98% 324	29.97% 347	18.65% 216	1.21% 14	1,158	3.51
Shared use paths	26.50% 305	30.15% 347	30.32% 349	10.60% 122	2.43% 28	1,151	3.68
Transit availability	27.26% 314	33.51% 386	29.43% 339	8.59% 99	1.22% 14	1,152	3.77
Stormwater control mechanisms	40.64% 471	41.07% 476	14.84% 172	1.47% 17	1.98% 23	1,159	4.17
Water system	64.80% 751	27.87% 323	5.61% 65	0.69% 8	1.04% 12	1,159	4.55
Sewer system	61.29% 711	30.86% 358	5.95% 69	0.60% 7	1.29% 15	1,160	4.50

Q10 More visitors are coming to Billings to take advantage of the City's location and amenities. How might the City best support or encourage greater visitation? (check all that apply)

Answered: 1,162 Skipped: 7



ANSWER CHOICES	RESPONSES	
Expand river access for increased recreation	45.61%	530
Improve wayfinding signage to access recreation sites, trail heads and other amenities	31.41%	365
Expand greenways and trail access throughout the City	43.29%	503
Improve and expand existing recreation facilities to accommodate more group sports and tournament activities for youth	46.56%	541
Provide restrooms and other public facilities for visitor use	34.17%	397
Expand hotel and conference center options in the city	22.72%	264
Consider the siting and development of more concert spaces, business or expo center amenities	48.02%	558
I do not wish to see visitation encouraged	12.65%	147
No opinion/not sure	6.63%	77
Other (please specify)	15.49%	180
Total Respondents: 1,162		

#	OTHER (PLEASE SPECIFY)	DATE
1	Please focus on your residents and less on tourism.	12/31/2025 11:20 AM

2	Better flights to Billings. Too expensive!	12/21/2025 7:00 PM
3	I	12/20/2025 6:54 PM
4	More cultural representation other than just for Native Americans	12/19/2025 7:48 PM
5	More accessible night life venue space	12/16/2025 12:10 PM
6	Control number of undesirable businesses such as casinos and car washes in favor of recreation, good restaurants, activities for youth and families.	12/13/2025 10:45 PM
7	Having more fun things to do that aren’t centered around being outdoors	12/13/2025 1:13 AM
8	Make our town more disabled friendly	12/12/2025 11:05 PM
9	Leave while you still can	12/12/2025 2:08 PM
10	Help our entertainment businesses be more successful. Again, city staff seem to be against business that offer entertainment/night life.	12/12/2025 1:36 PM
11	Encourage, develop and expand our cultural, historic and Agricultural attractions.	12/12/2025 10:33 AM
12	Better shopping and selection of restaurants	12/11/2025 10:51 PM
13	People aren't visiting Billings on purpose.... passing through, not a destination hot spot. I've offered all my friends and family, for the past 6 years, free plane tickets to come out to Billings.	12/11/2025 10:22 PM
14	Literally Billings should not be a place to go and visit??? Billings is not that special just please think about the people living in it	12/11/2025 12:43 PM
15	Let us have car meets	12/11/2025 11:19 AM
16	More local businesses	12/11/2025 3:02 AM
17	More benches/seating in state parks, parks, and historical monuments. Population is aging and needs more seating for breaks while being active.	12/10/2025 11:53 PM
18	Sales tax	12/10/2025 9:53 PM
19	A sales tax statewide! Homeowners like me are being taxed to death.	12/10/2025 8:14 PM
20	All of these would be asks for tax payers to fund and maintained by and don't see how this would benefit the city taxpayers.	12/10/2025 5:04 PM
21	That we don't have an entertainment venue that draws decent concerts is disturbing. Casper gets better concerts. Metra has seen better days. I see better concerts at the Kettlehouse in Missoula	12/10/2025 1:11 PM
22	just an ampitheater. It is disengenous to lump concert space with expo center.	12/10/2025 12:08 PM
23	Clear out the homeless	12/9/2025 10:39 PM
24	Crime	12/9/2025 10:28 PM
25	Improve the airport and make it easier to get to popular destinations from there.	12/9/2025 5:47 PM
26	Sports facilities	12/9/2025 1:01 PM
27	create land trusts and safer walkability, protect west from more box stores that are not walkable or pedestrian safe	12/9/2025 11:35 AM
28	Literally NO one is coming here for anything cool. stop lying	12/9/2025 11:29 AM
29	idk?	12/9/2025 10:30 AM
30	Become a dark sky city intsead of having lights blasting everywhere from casinos and signs that are too bright- encourage dark sky tourism. Open some beautiful campsites to encourage visitors. Figure out how to use the river better.	12/9/2025 9:34 AM
31	Affordable overnight accommodations.	12/9/2025 8:29 AM
32	Advertise what the city has to offer and proximity to outdoor activities	12/9/2025 5:45 AM

33	improve South Park pool, as well as the other parks that Billings already has for the people that live here	12/9/2025 2:19 AM
34	Need to change the narrative of downtown from being plagued with a bunch of drunk transients to an attractive place people actually feel safe	12/9/2025 1:40 AM
35	Impose a local option tax (people use our streets and water)	12/8/2025 11:55 PM
36	More direct flights to major cities. Not just to airline major hubs.	12/8/2025 10:33 PM
37	Clean up intersate entrances to Billings and make unique signage into city, continue to improve downtown and make unique things to city, clean up/encourage business improvements through main streets: 27 street, 4th street up to Metra, Laurel/Montana/State streets	12/8/2025 9:36 PM
38	More progressive local government. Greater attention to “cleaning up the place”. It is absurd the city allows residential junkyards everywhere.	12/8/2025 9:27 PM
39	Better public transportation, make it easier for small business to thrive here- need more things to do here	12/8/2025 8:36 PM
40	More casinos	12/8/2025 8:26 PM
41	There is literally no reason to come here for tourism.	12/8/2025 7:35 PM
42	Ù	12/8/2025 6:41 PM
43	Make current facilities and parks safe	12/8/2025 6:23 PM
44	Add more food/restaurant options	12/8/2025 5:54 PM
45	certain comments have been redacted due to content	12/8/2025 5:31 PM
46	there is almost nothing to do we need more shopping centers, and entertainment places	12/8/2025 3:20 PM
47	Sales tax	12/8/2025 1:39 PM
48	give them something fun to don when they're here top golf or something	12/8/2025 1:26 PM
49	Create more fun things for people to do	12/8/2025 10:32 AM
50	Bring in activities like go karts, amusement parks, chain sit down restaurants (like chilis, Dave and busters, Cheesecake Factory etc), indoor activity centers	12/8/2025 7:39 AM
51	The lack of (quality big draw) conferences here is sad	12/7/2025 7:22 PM
52	Do something about the homeless people before you worry about tourism	12/7/2025 6:05 PM
53	One BigSky being shot down was a travesty. Our downtown is one large homeless camp and I think that would have done a lot to solve that problem. We need to think outside the box to reinvent downtown. The mentality of the city council is very narrow and shortsighted. Hopefully the newly elected members can actually move things forward for a better downtown.	12/7/2025 11:25 AM
54	provide a vetting process for those wanting to stay, pledging of community support and Montana Values.	12/6/2025 7:59 PM
55	Improve downtown historic neighborhoods, and make it a nicer place to visit, improve north park, encourage more useful business, maybe a conference center location since it’s close to the airport.	12/6/2025 7:54 PM
56	airport needs more parking	12/6/2025 7:42 PM
57	I wish to see visitation actively discouraged.	12/6/2025 7:36 PM
58	I think more hotels and fast food downtown would help grow the area for tourists and locals. But there is still a frequent amounts of transients that make me afraid and anxious to walk around downtown alone.	12/6/2025 6:50 PM
59	Billings is falling apart, it needs fixed before we encourage more guests	12/6/2025 5:19 PM
60	We need more things for the pre-teen to young adult age range. We have opportunities for young families, but as far as the older groups of kids and young adults we have very few options.	12/6/2025 2:37 PM

61	Streets are already over congested. Greater river access is very much needed.	12/6/2025 1:56 PM
62	Provide a safe environment for families	12/6/2025 11:27 AM
63	Without a sales tax, I see no point in encouraging visitors.	12/6/2025 10:49 AM
64	Traffic enforcement, speeding and reckless drivers, night motorcycle racing needs to be stopped	12/6/2025 7:41 AM
65	Keep trasients/homeless out of downtown and away from tourists	12/6/2025 12:21 AM
66	More places to eat and shop	12/5/2025 8:45 PM
67	literally anything other than casinos	12/5/2025 7:43 PM
68	Local option tax to capture $ from visitors	12/5/2025 12:11 PM
69	Develop and use a city plan for architecture. Example, downtown BOZEMAN is attractive. Billings architecture has no cohesive style & new buildings are boxes	12/5/2025 10:09 AM
70	Public safety	12/5/2025 8:54 AM
71	Use existing trail networks to host youth mountain bike league, NICA.	12/5/2025 8:36 AM
72	Make it safer - actually arrest people for theft, investigate theft, make Billings meth issues less of a running joke.	12/5/2025 5:35 AM
73	Becoming a proud LGBTQ+ ally city and safe and welcoming place for immigrants	12/5/2025 3:34 AM
74	So far only thing Billings is known for is gambling and alcohol and it’s not family friendly	12/4/2025 12:34 PM
75	Invest in programs that address root causes of homelessness (addiction/mental health)	12/4/2025 10:53 AM
76	Have one large casino if quality , get rid of pony casinos & dive bars that brings in garbage .	12/4/2025 4:45 AM
77	Expand river access?? Are you crazy? That river literally EATS PEOPLE. IT IS NOT A RECREATING RIVER!	12/3/2025 11:51 PM
78	The Yellowstone river around Billings is not a safe recreational option	12/3/2025 3:39 PM
79	Look at the entries to Billings as seen by a visitor. Driving past all of the trailer courts, industrial use areas etc when entering the city is a HUGE turn off. If a city looks gross from the interstate it will deter a lot of people from wanting to stop and explore.	12/3/2025 11:28 AM
80	Vibrant downtown and riverfront	12/2/2025 8:51 PM
81	Need more airlines w/routes better than Bozeman	11/30/2025 2:56 PM
82	Get rid of the downtown street people, & red light car jackers	11/30/2025 2:54 PM
83	Until we seriously address traffic flows we are experiencing I really don’t want our City priories promote MORE VISITORS.	11/30/2025 9:59 AM
84	Promote natural connection to the environment	11/29/2025 1:35 PM
85	limit Airbnbs and appropriately tax the ones we have. People staying in STRs don't support the city's businesses/attractions as much as those staying in hotels.	11/28/2025 4:21 PM
86	Visitation is tourism, #1MT industry	11/27/2025 11:17 AM
87	cheaper housing	11/26/2025 11:49 PM
88	What about a tax like Red Lodge has? Then we could afford some amenities.	11/24/2025 8:23 PM
89	improve the community forest especially along boulevards and streets	11/22/2025 8:51 PM
90	we need a local option tax to capture revenue from the 2M tourists who come through Billings each year	11/21/2025 7:47 PM
91	Have guided tours that start here. Also, having more unique recreation opportunities that are indoors and not centered around alcohol or substance use, more family friendly environment. I think we should study Rapid City and what they got going on that is correct.	11/21/2025 2:27 PM
92	control ugly signage & improved public transportation	11/20/2025 9:19 PM

93	More Transportation options like a train/light rail system and better support for public transportation so people can get around easier and have more money for activities.	11/20/2025 7:49 PM
94	support local artists as culture is a tourism magnet	11/20/2025 4:19 PM
95	Put funding where it is milled to go to!	11/20/2025 3:46 PM
96	We need to take care of other issues (above) before spending taxpayer dollars on nice to haves at this point!	11/20/2025 12:33 PM
97	Billings really needs an amphitheater or a well-designed event venue—something visually appealing and inviting, a place people actually want to visit. A thoughtful, attractive space like that would not only enhance the city's image but also give the community a destination we can be proud of.	11/19/2025 9:40 PM
98	Making it easier to get from the airport to downtown without needing to rent a car	11/19/2025 11:04 AM
99	complete Exposition Drive vision with EBURD development	11/18/2025 11:59 AM
100	Improve downtown	11/17/2025 8:44 PM
101	Competition swimming pool is needed. This would also help our high school swim teams with practice space.	11/16/2025 7:36 PM
102	Need a nice pool	11/15/2025 3:12 PM
103	Have the passenger train stop here. Change the liquor laws so more restaurants can serve alcohol with food i stead of having 2 casinos on every block that just serve alcohol. Improve parking. Make sure rental cars and public transportation are available at all hours for tourists. Provide free/low cost activities for kids and families that aren't parks. Support local businesses instead of chain restaurants, car washes, banks, and casinos. Invest in the community! Spend some money to make it better.	11/14/2025 11:51 PM
104	Focus on the revitalization of downtown... make downtown more walkable with more development and safer.	11/13/2025 11:13 AM
105	Need improved continum of care to prevent homelesses. Support and integrated and funded system to address addiction, mental health issues. The transient population is very off putting to visitors, potential employers, etc. and it is a tragedy for families and those left abandoned by the lack of a comprehensive system and Long Term Supportive Housing.	11/12/2025 10:45 AM
106	Slow traffic w/ 2-way conversion on Montana Ave. so there's a vibrant walkable district	11/11/2025 7:01 PM
107	Create and support a defining feature of Billings - a space or place that everyone will want to visit and experience at least once in a lifetime	11/10/2025 11:53 AM
108	See answer in 8. We should have pride in downtown. If someone wants to start a new high end restaurant, their first thought on where to put said restaurant should be downtown. So reduce, crime, blight, homelessness down town and encourage new QUALITY business and restaurants by offering property tax breaks	11/9/2025 9:49 AM
109	Create a vibrant and beautiful urban downtown core	11/7/2025 11:04 AM
110	Free parking downtown	11/1/2025 7:33 PM
111	this city cannot provide the necessary services for its citizens let alone bringing in people who expect services that a greater percentage of people in the community can no longer afford.	10/29/2025 7:08 PM
112	Until the state provides a way for these visitors to pay for them instead of our property tax dollars paying we don't need the acces expence they cost us.	10/28/2025 12:02 AM
113	Take a controlled approach to visitation-don't 'love it' to death	10/23/2025 6:33 PM
114	A more safe and lively downtown area with shopping and restaurant options.	10/17/2025 1:51 PM
115	encourage private housing support of VRBO type units by NOT over taxing the property owner	10/15/2025 8:52 AM
116	Safety related to transient/ homeless population to increase community perception of safety	10/14/2025 1:33 PM
117	We don't need more visitors.	10/13/2025 2:01 PM
118	Focus on what can be done to better the lives of the existing residents instead of trying to	10/9/2025 9:08 PM

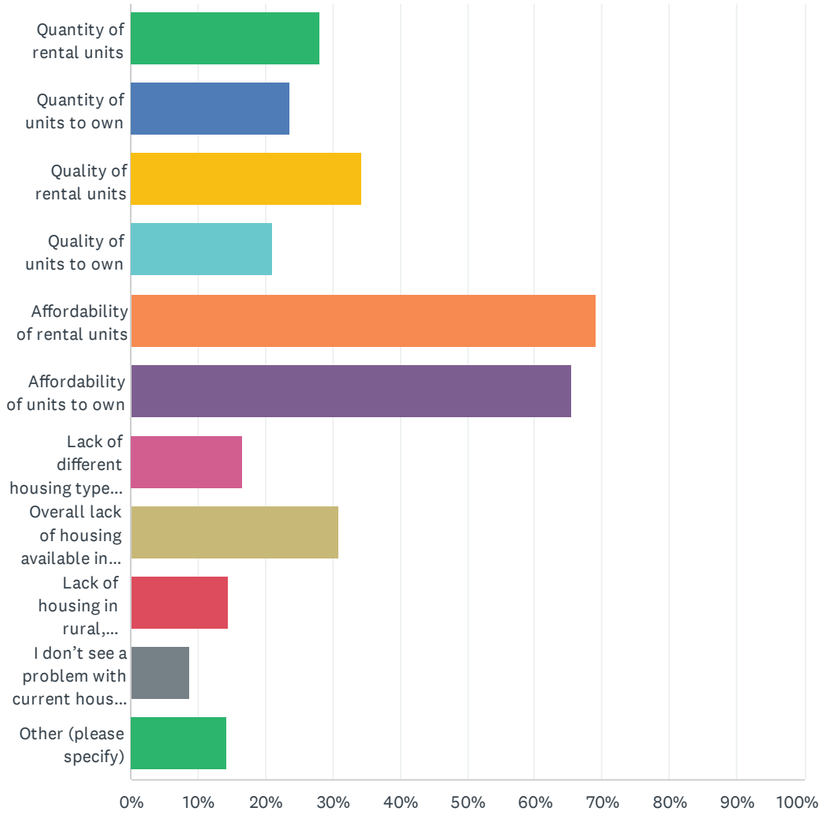
	appeal to travelers.	
119	Remove parking meters or make them easier to use. Not everyone lives with an iphone in their hand 24/7.	10/9/2025 5:41 PM
120	expanding hotel and conference center options, development of concert spaces, etc, should be funded privately; not by the city	10/8/2025 10:55 AM
121	Colton park amphitheater; Permanent outdoor covered downtown farmers market area with Fri/Sat night TEEN / drug free culture & creative area; Bike park (Pump track) @ North Park or by Castle Rock; New Rec Center by Castle Rock	10/1/2025 6:47 PM
122	Increase eye appeal of Billings from the interstate. I think Billings gets a bad rap for its looks based on the view from the interstate. I think visual appeal should be put in to the areas surrounding the interstate exit/on ramp areas	10/1/2025 12:41 PM
123	local option sales tax	10/1/2025 11:08 AM
124	Attitude of "lifelong Montanans" American citizens shouldn't be ostracized	9/30/2025 6:15 PM
125	internal messaging campaign	9/29/2025 5:16 PM
126	Completely renovate Rimrock Mall and secure better retail and dining options downtown.	9/29/2025 2:04 PM
127	Golf courses, encourage STR's, more airlines	9/28/2025 11:59 PM
128	Building a dynamic shopping/entertaining experience	9/27/2025 10:28 PM
129	Local option tax	9/27/2025 8:38 PM
130	Focus more on making this a great community to live in, and less I'm getting tourist to come here. Tourists are great, but we should make this amazing place to live for the people who are here.	9/26/2025 8:56 PM
131	It would be nice to have visitors pay for use of city in some way as we get bombarded with heavy traffic due to no sales tax. We as residents pay for all of our streets and highways.	9/26/2025 6:03 PM
132	The city already has the unaccounted rise in visitation from the surrounding states and Canada. The city can not support this population increase and service its tax paying citizens with out increase police or emergency services which should be a priority.	9/26/2025 1:14 PM
133	Make more attractive. Less strip malls. Less casinos. More plants. More tasteful signage for businesses.	9/25/2025 5:53 PM
134	Invest in downtown, program more things day and night, and invest in public safety. Invest in your unhoused population so that people feel safe and cared for and not afraid of people who are hanging out downtown.	9/25/2025 11:47 AM
135	Billings needs to remain clear air, big sky friendly appearance and promote recreation regional travel and freedoms to be enjoyed do not allow imigration that is unamerican value based. Remember, the younger generations do not care about personal,and community transit as much as bicycle, electric rentals, mopeds/motorcycles	9/25/2025 9:17 AM
136	Tax them.	9/25/2025 2:12 AM
137	Get tough on crime	9/24/2025 10:57 PM
138	Change the culture to make Billings a more welcoming and less crazy conservative community.	9/24/2025 10:12 PM
139	Sales tax	9/24/2025 9:53 PM
140	Make Billings Beautiful!	9/24/2025 8:11 PM
141	Better management of street trees. Trees/urban forests are not even mentioned above in the questions yet every town seeking to create high amenity values for their citizens has a well-developed urban forestry program providing shade, beauty, increased property values, heating and cooling benefits and more, all integral to the green infrastructure of a city.	9/24/2025 5:22 PM
142	Keep Billings Clean	9/24/2025 10:50 AM
143	Encourage the food scene	9/23/2025 8:42 PM

144	There needs to be more activities for families to do together that are affordable for the average family.	9/23/2025 6:27 PM
145	Reduce crime/violence	9/23/2025 6:20 PM
146	Charge sales tax	9/23/2025 5:32 PM
147	Make trail connections up North 27th from downtown to Rims, and from downtown to the river.Yellowstone River via development of 5th Ave corridor. 5th Avenue corridor could even include a shallow waterway/canal that could be used by kids/families for splashing around in the summer and ice skating in the winter.for	9/23/2025 3:26 PM
148	Development of a entertainment district. Put hotels near restaurants, movie	9/22/2025 11:47 PM
149	Build a pool/ waterpark on the west end	9/22/2025 11:16 PM
150	Until this state has a sales tax, I don't feel tourism can help the area very well. Sure, it helps businesses now, but our taxes are out of control. There is no reason why MT shouldn't have a sales tax to receive money from tourism.	9/21/2025 12:06 PM
151	Improve river access to make boat launch areas safer, leave some trails unplowed for XC ski usage in the winter	9/21/2025 12:03 AM
152	Improve roadways	9/20/2025 8:30 PM
153	emphasize Indigenous/POC voice and identity	9/20/2025 11:39 AM
154	social media advertising, lower airport landing fees to encourage air travel to Billings, share advertising with neighboring communities high lighting their amenities, Red Lodge, Cody Wy. Chico, Livingston, etc. with Billings as the larger community providing hotels, rental vehicles, guide services (fishing and hunting) seasonal events.	9/20/2025 9:40 AM
155	Need to improve the maintenance on the public facilities we have for the people that live in the community first	9/20/2025 2:42 AM
156	Appealing landscaping/signage at interstate exits and other key access points	9/19/2025 4:35 PM
157	More multi-use paths within the city	9/19/2025 3:58 PM
158	planting more trees / making more natural conservation areas / dog park with "dog aggressive" areas that are fenced so your dog can run and not be around other dogs.	9/19/2025 12:17 PM
159	Retain the local cultural integrity and don't homogenize Billings so it looks like everyplace else. Capitalize on what makes Billings special and unique already and don't try to turn it into something it isn't. People want authenticity when they visit.	9/19/2025 12:19 AM
160	Better marketing to bring people in (more hotels are not needed if quality hotels are not full)	9/18/2025 5:37 PM
161	Make Billings a more attractive "hub" that people want to stay at to visit the surrounding recreation that Montana has to offer. This includes air travel access in and out of Billings	9/18/2025 1:43 PM
162	get rid of the homeless problems, get tough on crime and gangs, the city has become the go to place for the entire state to get processed in/out of the criminal justice system, and its needs to be spread out more evenly across the state!! We need more conservative leadership in the city to improve our reputation.	9/18/2025 11:23 AM
163	advocate for passenger trains - this is a national decision/state decision, but advocate and put someone on it to highlight positives of going forward with it.	9/18/2025 8:25 AM
164	Improve downtown	9/17/2025 9:46 PM
165	Make Billings appear like people care what it looks like. We don’t need more banks, casinos or hotels. Invest in the people!	9/17/2025 9:37 PM
166	Be a part of the solution for addressing the homeless population and the drug issues, decrease the airport fees so more people travel here and it’s not so expensive to travel to and from here	9/17/2025 7:19 PM
167	I do not want anything that is going to cost the taxpayer more. We are already taxed to death.	9/17/2025 6:50 PM
168	Expand airlines that utilize the Billings airport- make air travel easier and cheaper for people to visit	9/17/2025 6:12 PM

169	Improve non-car related surface transportation options	9/17/2025 5:48 PM
170	Improve public safety so that visitors feel safe here.	9/17/2025 5:46 PM
171	Better facilities for sports. Sports bring in a lot of money and billings doesn't have good facilities. Also an outdoor theater down at Coulson for concerts would be great.	9/17/2025 5:45 PM
172	Public Safety	9/17/2025 5:43 PM
173	They come here to avoid paying a sales tax. Billings is not a "tourist destination"	9/17/2025 5:35 PM
174	Improve how the city looks from the interstate. You dont know it is a pretty town until you come in.	9/17/2025 5:18 PM
175	Decrease unhoused people all over the city	9/17/2025 5:16 PM
176	Green space in the form of people decks on underutilized parking structures could make downtown more of a "destination"	9/17/2025 5:15 PM
177	Push the state for a local option tax to pay for public safety	9/17/2025 5:14 PM
178	Better control of downtown crime	9/16/2025 8:57 PM
179	Complete the 5th Avenue Corridor and Ditch Trail in town	9/10/2025 7:03 AM
180	Tourism is not as important for Billings as a sustainable growth policy.	9/7/2025 6:22 PM

Q11 What are the housing-related issues affecting Billings today? (Select all that apply)

Answered: 1,145 Skipped: 24



ANSWER CHOICES	RESPONSES	
Quantity of rental units	28.12%	322
Quantity of units to own	23.76%	272
Quality of rental units	34.24%	392
Quality of units to own	21.14%	242
Affordability of rental units	69.17%	792
Affordability of units to own	65.50%	750
Lack of different housing types (manufactured, apartments, large homes, etc.)	16.59%	190
Overall lack of housing available in the city	30.83%	353
Lack of housing in rural, unincorporated areas around Billings	14.41%	165
I don’t see a problem with current housing options or supply	8.73%	100
Other (please specify)	14.32%	164
Total Respondents: 1,145		

#	OTHER (PLEASE SPECIFY)	DATE
1	the planning of high occupancy units, several large apartment complexes in the same area	12/22/2025 5:11 PM
2	Assisted Living and Nursing home care is lacking and horrible!!	12/21/2025 7:00 PM
3	Low cost housing	12/21/2025 8:29 AM
4	Too many barriers for housing, no authority monitoring Landlords or protecting tenants	12/19/2025 7:48 PM
5	No comment, I lack experience with the housing market.	12/16/2025 1:36 PM
6	Older rentals not being updated by landlord to reduce utilities for tenants	12/15/2025 12:42 AM
7	Quality of rentals do not match price of rentals. Price is too high for a rundown old apartment	12/13/2025 1:13 AM
8	Lack of disability housing in decent areas of town that aren’t old folks homes	12/12/2025 11:05 PM
9	Quantity of houses in the $250K-350K range	12/12/2025 9:56 PM
10	Rent is too high for a single income	12/12/2025 8:40 PM
11	Might find a rat overdosing on fent.	12/12/2025 2:08 PM
12	Neighborhoods make no sense in Billings. Billings will have warehouses right next to houses, its very confusing.	12/12/2025 1:36 PM
13	The city not enforcing its infill policy and allowing uncontrolled urban sprawl.	12/12/2025 10:33 AM
14	Too many high rise conglomerates	12/12/2025 12:15 AM
15	inflation	12/11/2025 11:23 AM
16	Let us have car meets	12/11/2025 11:19 AM
17	Landlord and developer envitonment	12/11/2025 11:18 AM
18	Allow and encourage tiny house communities	12/11/2025 12:32 AM
19	I do not know much about the rental market	12/10/2025 4:27 PM
20	Some newer housing developments are ugly and unappealing with little green space which is important for quality of life on a day to day basis.	12/10/2025 3:25 PM
21	Crazy property tax and utility cost increase	12/10/2025 3:20 AM
22	Housing prices are too high for current local wages wages	12/10/2025 1:17 AM
23	Affordability Affordability Affordability	12/10/2025 12:33 AM
24	Cost	12/9/2025 10:28 PM
25	Real-estate as investment, especially single family homes, should be severely limited. Encourage construction of more plentiful starter homes and fewer "luxury apartment" units.	12/9/2025 5:47 PM
26	too many 3 story or more rentals being built	12/9/2025 2:17 PM
27	Continued sprawl, eating up farmland	12/9/2025 12:04 PM
28	too many apartments	12/9/2025 11:45 AM
29	Lack of oversight on Mobile home community owners ie Haven Park Capital (Cherry Creek,Golden Meadows,Meodowlark) making this housing unaffordable	12/9/2025 10:40 AM
30	Quality of the proofreading of this section. 🤦‍♀️	12/9/2025 8:29 AM
31	Housing cost compared to local paying jobs	12/9/2025 5:45 AM
32	Emphasis on quality of units	12/9/2025 3:08 AM
33	The high cost of rentals as well as the high price of houses	12/9/2025 2:19 AM
34	Stop defining affordable housing as $500k. Stop giving up safety requirements so the builders make more money. Fire depts and ems need access into subdivisions.	12/9/2025 12:08 AM

35	Too many short term rentals driving up prices	12/8/2025 11:55 PM
36	Too many big apartment complexes on the west end. Expand in other areas of the city. It’s driving down values of homes that are in close proximity to the big apartments.	12/8/2025 10:33 PM
37	City council doesn't need to approve every application saying "affordable " housing	12/8/2025 9:59 PM
38	Stop allowing residents to use their properties as salvage yards.	12/8/2025 9:27 PM
39	More single family and fewer apartments	12/8/2025 9:00 PM
40	Piece of shit apartments	12/8/2025 5:31 PM
41	It cannot be said enough, housing and renting is way too expensive	12/8/2025 3:23 PM
42	Every week there is a new apartment complex I feel like its getting out of hand.	12/8/2025 10:35 AM
43	Too many apts. Not enough single family and cost of housing is outrageous. Young families cant afford to purchase homes	12/8/2025 6:51 AM
44	Price	12/7/2025 7:22 PM
45	Overall cost to own or rent	12/7/2025 7:15 PM
46	Single bedroom apartments are 1200 dollars a month with a 3000 down no one can afford this bs	12/7/2025 6:05 PM
47	Affordability	12/7/2025 11:52 AM
48	Lack f housing is an issue nationwide and Billings is no exception. Maybe we could incentivize and encourage builders to build smaller, more affordable homes instead of McMansions.	12/7/2025 11:25 AM
49	With the rate the throw up apartment complexes and duplexes, I don’t see a housing problem except too many.	12/6/2025 10:41 PM
50	Having city group units set up like a Kibbutz in Isreal.	12/6/2025 7:59 PM
51	too much high density housing, poor quality rentals, Billings is not NY City, need single family homes the most	12/6/2025 7:42 PM
52	The board of realty needs to get their dirty hands out of the cookie jar	12/6/2025 5:19 PM
53	Too many apartment complexes with no regard to the impact on traffic!	12/6/2025 3:44 PM
54	Too many thrown up apartments bringing down property values	12/6/2025 10:49 AM
55	Affordable housing on west end	12/6/2025 7:41 AM
56	Corporate takeover of mobile home parks!	12/6/2025 12:21 AM
57	the developers care more about speed than quality or long-term planning/growth, the landlords/owners delay maintenance- and then we close them because the ‘tenants were addicts’ like broken window theory	12/5/2025 7:43 PM
58	Safety around areas where housing is available, but lack of Safety deters people from living there	12/5/2025 1:55 PM
59	People leaving junk vehicles and trailers on the street, not maintaining their property	12/5/2025 10:25 AM
60	TOO MANY NEW UGLY APARTMENTS in west central, too much traffic to housing on far west, too much traffic noise. It is all I can hear. I used to hear horses neighing	12/5/2025 10:09 AM
61	Landlord/realtor/city collusion to artificially keep rents and prices high	12/5/2025 8:54 AM
62	Landlord accountability, Housing habitability	12/5/2025 8:43 AM
63	More small houses, NOT apartments, are needed.	12/5/2025 5:35 AM
64	We need low barrier shelters and make the countless abandoned buildings a shelter for the unhoused! No excuses!	12/5/2025 3:34 AM
65	Too many developments, loss of farmland	12/4/2025 11:39 PM
66	Lack of small starter homes	12/4/2025 9:33 PM

67	My rent has doubled in 10 years however my pay has not. I don’t meet the required 3x rent for 90% of the rentals and I have a degree and teach!	12/4/2025 12:34 PM
68	Housing density downtown	12/4/2025 10:53 AM
69	Property taxes and building bars behind them and no proper privacy walls so cars stop running into houses	12/4/2025 4:45 AM
70	If you increase the quantity and quality of rentals and homes for sale, the affordability will come down.	12/3/2025 11:51 PM
71	No comment	12/3/2025 11:14 PM
72	Too many apartment buildings & not enough houses, condos, etc.	12/3/2025 8:36 PM
73	Providing quality units without crowding and street congestion, keeping open space	12/3/2025 12:09 PM
74	Cost of housing	12/3/2025 8:09 AM
75	Cost of housing	12/2/2025 6:11 PM
76	Housing Assistance Waitlist is a huge problem.	12/2/2025 11:08 AM
77	Rich folks buying houses and apartments to lease for high prices	12/1/2025 12:32 PM
78	more 55+ affordable housing development, not low-income, but reasonably priced, and easy to look for on internet	11/28/2025 1:01 PM
79	I can't comment as I don't live in Billings	11/22/2025 8:51 PM
80	we need greater diversity of housing types, more smaller, more affordable in mixed use areas creating walkable neighborhoods, no more fenced/enclosed/(or gated) subdivisions, interconnected grid of streets	11/21/2025 7:47 PM
81	Property owners are taking the brunt to fund projects, levies ect	11/21/2025 1:20 PM
82	Too much sprawl, land for, and too single family unit houses (lack of tax revenue) and not enough of things for activities, businesses, etc.	11/20/2025 7:49 PM
83	Lack of affordable housing units	11/20/2025 4:17 PM
84	Lack of single family starter 2-3 be 1 ba homes on larger lot with room for owner expansion over the years.	11/20/2025 1:11 PM
85	Lack of housing for the disabled, and lack of shelter for the homeless as they try to afford a home.	11/20/2025 12:42 PM
86	Too much growth from other states fleeing their high tax base (i.e. WA, CA) with a higher amount of net equity causing housing prices to go up through supply and demand. Too much bureaucracy on getting permits passed in a timely manner for new development to keep pace with demand.	11/20/2025 12:33 PM
87	City does not seem to be encouraging developers to use the many empty lots in central parts of the city to build new housing, but instead building on agricultural land to the west.	11/18/2025 4:41 PM
88	more housing in CBD & east of CBD--ie multi-story housing	11/18/2025 11:59 AM
89	We are overbuilding apartments	11/17/2025 10:06 PM
90	I am concerned with sprawl and large home development. Would prefer to see our residential spaces centralized, leaving the most undeveloped space for wildlife. When my family moved to Billings ~20 yrs. ago, we would see herds of antelope, flocks of turkeys and both mule & whitetail deer. Now I only see whitetail deer. If we must have residential development, I prefer the kinds selected in question #13.	11/16/2025 7:36 PM
91	Don’t know	11/15/2025 10:50 AM
92	allowing density overfill and multifamily 5' from my yard	11/15/2025 9:07 AM
93	urban sprawl / new housing too distant from existing infrastructure	11/14/2025 5:05 PM
94	Lack of development of housing in the city center.	11/13/2025 11:13 AM

95	Lack of long term supportive housing and programs to help the most vulnerable with serous mental illness and addiction to prevent homelessness and very expensive cycling through jail, hospital, streets.	11/12/2025 10:45 AM
96	City zoning is devaluing existing neighborhoods by not following set standards	11/8/2025 9:12 AM
97	Lack of urban infill mixed-use multifamily	11/7/2025 11:04 AM
98	Strict zoning, I want to see people running small businesses out of their homes and building creative solutions to housing in their yards	11/5/2025 4:22 PM
99	the service industry workers, entry level employees and seniors are overlooked in the housing and rental market. Is $1300 and more a month affordable for low income people, probably not.	10/29/2025 7:08 PM
100	Over buying and renting of starter single family homes. There are not enough of 900-1K sf starter homes on 7k sf lots to allow owner development equity.	10/28/2025 12:02 AM
101	There are to many apartment buildings going up and need more single family neighbors that are affordable	10/23/2025 11:42 AM
102	Too many duplexes. Focus on multi-family and single family.	10/22/2025 6:38 PM
103	Toleration of vagrancy is the biggest problem with regards to housing.	10/17/2025 6:32 PM
104	Quantity and Affordability mean the same thing.	10/17/2025 1:27 PM
105	lack of affordable housing	10/16/2025 12:05 AM
106	Homeless vagrants are becoming more of an issue and more visible on every corner of town begging	10/15/2025 8:52 AM
107	Mobile home park rental rates	10/13/2025 9:20 PM
108	N/A	10/12/2025 2:08 PM
109	Too many high priced apartments in comparison to low-cost/income. The city is more concerned about who they can get top dollar out of instead of worrying about their homelessness rating	10/9/2025 9:08 PM
110	Unreasonable cost for a largely blue-collar city.	10/9/2025 5:41 PM
111	providing options for the disadvantaged	10/8/2025 2:11 PM
112	I do not have experience in this area to have a valid opinion.	10/4/2025 9:27 PM
113	Too many people are doing drugs especially meth in all housing but especially public housing and nothing is done no matter how much residents complain. Cowards ignore problems.	10/3/2025 2:48 PM
114	you need to make it more attractive to develop mulit family homes (apartments/duplex/multiplex)	10/3/2025 1:21 PM
115	to many apartments in out lying area, move them as infill locations close to transit to help traffic congestions	10/3/2025 1:11 PM
116	Cost	10/1/2025 6:54 PM
117	Affordable "housing" needs to return to its roots and be single family units that are truly affordable. Nothing in this town called affordable housing is affordable to most of the working class. And, calling apartments and townhomes single family units is not what was attended from original terming of affordable housing	9/30/2025 2:03 PM
118	Nationwide problem is shortage and high interest rates	9/29/2025 2:58 PM
119	senior housing	9/29/2025 2:37 PM
120	Too many apartments! This leads to more crime, less motivaton to save for homeownership, increased traffic, no pride of homeownership or community pride since renters do not pay property taxes.	9/29/2025 2:04 PM
121	Lack of Zoning for 2-4 units and adu’s	9/28/2025 11:59 PM
122	Cost for young families	9/27/2025 8:38 PM

123	Lack of less expensive housing	9/27/2025 4:14 PM
124	We need better housing options not cheaper	9/27/2025 1:43 PM
125	I have owned my home for 13 years, so I’m not sure I’m educated enough on this to express an opinion.	9/26/2025 8:56 PM
126	it seem overbuilt with highly priced rentals	9/26/2025 6:49 PM
127	Landlords allowing renters to degrade property's in established neighborhoods.	9/26/2025 6:03 PM
128	we need less high density and more zoning for single family. Current policy forces young people to rent with little opportunity for buying a home. That is not right. Spread the rental units out vs side by side developments	9/26/2025 4:17 PM
129	Not knowledgeable in this area	9/25/2025 5:08 PM
130	I cant speak to these since i dont reside there, however, You must have good growth not impeding on lifestyle of those who are attracted. Keep balance in political outlooks. Dont corrupt the region as Bozeman has.	9/25/2025 9:17 AM
131	Too many single family homes being sold to investors and then rented, pricing would-be first time homebuyers out of a life-changing housing/equity creating opportunity and bringing more people with only transactional interests into neighborhoods that once had long-term interests in creating great relations with neighbors and maintaining or improving neighborhood quality over time.	9/24/2025 5:22 PM
132	Lack of affordable single family units being built	9/24/2025 2:13 PM
133	Neighborhoods a slipping into unsightly or high crime due to a few select houses	9/24/2025 11:55 AM
134	It’s too expensive to own a decent house in this town	9/23/2025 10:26 PM
135	Too expensive	9/23/2025 10:14 PM
136	The apartments on the West end will be a problem eventually, I'd keep an eye on them.	9/23/2025 8:42 PM
137	Property taxes are out of control. The city is making it difficult for people to buy homes and then be able to pay the astronomical property taxes. I'm concerned about what we are exactly getting for all these taxes.	9/23/2025 6:27 PM
138	I have owned my home for 13 years and don’t often pay attention to the housing market or availability of housing options. Therefor, I cannot offer an opinion on which housing related issues are most prominent.	9/23/2025 4:49 PM
139	Lack of desirable housing in downtown core	9/23/2025 3:26 PM
140	buying single family homes with the intention of turning the property into a rental	9/23/2025 12:06 PM
141	all the subdivisions that are being added that are stressing the utility systems out.	9/23/2025 11:45 AM
142	Onerous density regulations and parking minimums that make building housing cost prohibitive	9/22/2025 2:59 PM
143	Cost	9/20/2025 8:30 PM
144	Lack of homeless shelters/beds	9/20/2025 1:28 PM
145	Downtown studio rentals	9/20/2025 11:51 AM
146	the term affordable is a fluid answer. Most people in Montana do not earn an adequate salary to afford a home in Billings. according to most census numbers homes would need to be around $290,000 or less for income earners to purchase with 20% down and monthly expenses. Try to find enough homes in Billings in that range in well kept neighborhoods that people would wish to live in.	9/20/2025 9:40 AM
147	Code enforcement on ordinances of the city	9/20/2025 2:42 AM
148	Poor growth management	9/19/2025 3:58 PM
149	Property taxes are high	9/19/2025 2:33 PM
150	Too many multi zoning areas going up. It encourages crime.	9/19/2025 1:54 PM

151	too many apartments, ruining the housing market and causing it so noone can own a home anymore.	9/19/2025 12:17 PM
152	I don't feel qualified to weigh in on this one	9/19/2025 12:19 AM
153	Only applies to my situation	9/18/2025 1:43 PM
154	Don’t know enough about this to comment	9/18/2025 11:02 AM
155	Eventually, the AirBnB problem will hit - regulation now will help mitigate the future problem of fights later	9/18/2025 8:25 AM
156	Interest rates	9/17/2025 9:46 PM
157	property tax increases are insane for anyone who has lived long term in billings. find a way to have a renters tax to help cover and not just put it on the owners.	9/17/2025 6:12 PM
158	Section-8 discrimination	9/17/2025 6:12 PM
159	honestly, I'm gobsmacked at the volume of rental apartment units that are popping up all over the city - particularly the west end. When I look up what they are charging for rent, it complete blows my mind. How are people supposed to afford a nearly $2K payment just for an apartment?!	9/17/2025 5:17 PM
160	Lack of density	9/17/2025 5:15 PM
161	Too many people moving here. We don't want population growth!	9/17/2025 5:13 PM
162	Lack of water creating large homesites on west end when smaller lots may be preferred without foundation issues along grand	9/16/2025 8:04 PM
163	stretching city into fields adding infrastructure costs but not much tax base. Need additional downtown housing.	9/10/2025 7:03 AM
164	Not enough dense walkable housing downtown.	9/7/2025 6:22 PM

Q12 Of the issues you selected above, what is your greatest concern and why?

Answered: 848 Skipped: 321

#	RESPONSES	DATE
1	Affordability of rental units	12/31/2025 3:46 PM
2	Housing affordability.	12/31/2025 11:20 AM
3	Affordability of unit to own as I raise three kids and will never be able to even afford a manufactured home.	12/31/2025 7:13 AM
4	Affordability	12/27/2025 7:06 PM
5	The prices just keep increasing for housing, utilities, and supplies, but wages haven't increased to help support the people.	12/26/2025 1:34 PM
6	This contributes to people becoming houseless.	12/24/2025 4:43 PM
7	Rentals are so expensive. Nice, low income housing needs to be addressed. Just because someone is poor doesn’t mean they want to live in a dump.	12/21/2025 7:00 PM
8	I think staying one step ahead of traffic growth and keeping a variety of housing stock available are imperative to city management. If we look two hours up the road, Bozeman has rather remarkable issues with both for a city its size.	12/21/2025 9:57 AM
9	Keep population density down encourage residential areas with open space	12/20/2025 6:54 PM
10	Affordability	12/20/2025 9:08 AM

11	Housing, in general, is at the center of so many existing problems. If we can find solutions, creatively, we can alleviate the homeless population's concerns, families could experience less DV, Drug abuse, and financial insecurity, among many other issues.	12/19/2025 7:48 PM
12	we need to find a way to encourage/assist/subsidize (maybe) the development of lower cost options for people to rent and, especially, buy. It's a shame that the primary way we build wealth in this country is through our housing, but, given that realty, we need to make it easier for people to reach the first rung on that ladder and start building some equity.	12/18/2025 12:55 PM
13	Lack of different housing options. Need for more starter homes, condos, townhomes. More density at an affordable level.	12/16/2025 10:10 PM
14	Overall, the Cost of living is hard on everyone I know. People are living multi-generational to make ends meet in one single family home	12/16/2025 12:10 PM
15	The cost of renting or buying are way extreme. The county/city does not listen to local residents when testifying about new developments.	12/16/2025 11:41 AM
16	Lack of different housing types	12/16/2025 9:00 AM
17	Affordability of rentals are hurting young people.	12/15/2025 7:35 PM
18	I think that Billings needs RESPONSIBLE development and growth. We need to create neighborhoods that mix multi and single family homes with businesses. Stop the strawl and save some of the land. No more car washes or casinos.	12/15/2025 5:17 PM
19	Having a city that people want to live in. A place that retains locals and encourages others from to relocate here.	12/15/2025 12:42 AM
20	Public safety.	12/14/2025 11:03 PM
21	Billings housing is too expensive. The cost of living for the average person does not support being able to own/rent in average housing.	12/14/2025 10:37 PM
22	The cost of housing including property tax rates has dramatically increased in the past several years.	12/14/2025 5:51 PM
23	Affordability as it is difficult for many people to afford to rent or own a property	12/14/2025 3:27 PM
24	Recreation. More recreation opportunities mean less people in prison. Give young people many, varied opportunities with a focus on health.	12/13/2025 10:45 PM
25	People need good, affordable housing, but many can’t afford it. There are a lot of street people…way too many living in cars and sleeping in doorways.	12/13/2025 12:17 PM
26	The cost of housing compared to income has become way out of balance. Someone in a starter or "regular" job can't afford to live on their own. This discourages younger people/families from trying to settle here. We really need more multigenerational housing because many families are going back to that.	12/13/2025 10:32 AM
27	Affordability. Paying $1200/month for an out dated 2 bedroom 1 bathroom is too much.there’s been lots of new apartment complexes being built and I think they’re quite expensive to live in-would like to see one where rent is cheaper or see apartments that aren’t a huge complex.	12/13/2025 1:13 AM
28	Our best sports stadium is daylis with Porto potties you use in complete darkness on big football nights. Low rent.	12/13/2025 12:04 AM
29	Housing is getting unaffordable for the average person. There are plenty of $500K+ houses available to buy but a lack of housing under that price	12/12/2025 9:56 PM
30	The rent and cost of buying a home is out of control.	12/12/2025 8:45 PM
31	Rent. I can not see anyone being able to rent an apartment at $20/hr for 40hrs a week. You need to make 3 times the amount of rent for almost all applications and there is rarely a place to rent at that price at a net income. $20 x (160hours) = 3,200 (gross) and multiplying it by .8 (for tax) comes out to $2560 for net. Dividing it by 3 (to set your rent limit for the max you can spend) is about $854. There is maybe 1-2 rentals available at any time and most are in a dangerous part of town. It’s upsetting.	12/12/2025 8:40 PM
32	Affordable housing. How much money per hour does one need to make to afford "affordable housing "?	12/12/2025 5:37 PM

33	High rent pricing because I don’t wanna be homeless	12/12/2025 4:18 PM
34	housing prices	12/12/2025 4:08 PM
35	I would love to see greater access to condo-ed buildings, where people can buy their apartment. We have lots of rentals, but that doesn't help people build equity.	12/12/2025 3:59 PM
36	Prices are outpacing the cost of living	12/12/2025 3:43 PM
37	Housing prices	12/12/2025 2:23 PM
38	I believe that the younger generation will not be able to afford homes due to rising prices.	12/12/2025 2:18 PM
39	Price of housing is going up	12/12/2025 2:13 PM
40	This is dumb	12/12/2025 2:08 PM
41	People from out of state keep buying to much places down here	12/12/2025 1:55 PM
42	Costs!	12/12/2025 1:41 PM
43	Theres no entertainment near our house. It would be nice if there were entertainment near our house, so we didn't have to drive so far. Also, what's up with all the new buildings being built with their rear end facing neighborhood streets? This makes more sense to me along highways or major commute corridors like highways and interstates, but not our neighborhood streets. Some of these businesses I can't even tell what they are. Pretty sad state of city planning to me.	12/12/2025 1:36 PM
44	Affordability of units to own, especially starter-home type models for young families. So many have been bought-flipped, or bought as rental investments recent, driven up prices.	12/12/2025 11:58 AM
45	Housing. Rent is astronomical while the place is a dump. Prime example is The Colonial. Now set to be tore down, but people were living there for years on inhabitable conditions meanwhile forced to pay rent. There's no single family rental options as all the new builds in the last 5 years have been duplexes or apartments going for $1500 for a one bed one bath and neighbors on all sides of you with zero yard. Also the housing market isn't easy to enter as a person with low income. We cannot even get approved even though our credit is good and barely any debt.	12/12/2025 11:18 AM
46	Affordable home ownership and rental units as well as stopping sprawl. The urban sprawl causings more traffic issues, higher street, road and infrastructure costs, pollution and paves over good agricultural land and open space we all enjoy.	12/12/2025 10:33 AM
47	Affordability is becoming a major issue in Billings as wages are not keeping up with the cost of living.	12/12/2025 10:11 AM
48	If Buying housing, gets too expensive, people will need to leave to cheaper areas	12/12/2025 8:37 AM
49	Homes purchased for Airbnb purposes and by investor groups for rentals drive up the prices and lower the tenant quality.	12/12/2025 1:13 AM
50	The increase in population to the City negatively impacting traffic and housing costs.	12/12/2025 12:49 AM
51	Don’t put low income housing in nice neighborhoods to bring down property values . Also need to regulate all these sober living homes and all the criminals ex cons coming to the city because of all these homes . It’s getting to be a huge problem .	12/12/2025 12:30 AM
52	Not enough affordable housing	12/12/2025 12:18 AM
53	No more casinos. Restrict excessive building of apartment construction.	12/12/2025 12:15 AM
54	Affordable housing.	12/11/2025 11:57 PM
55	Affordable homes to buy.	12/11/2025 11:11 PM
56	People can’t afford the deposit requirements on top of the rent amount. There is no way for asset limited families to get ahead.	12/11/2025 10:51 PM
57	We are pushing hard working families to Lockwood and Laurel.	12/11/2025 10:22 PM
58	Affordable housing, mental health help	12/11/2025 7:46 PM
59	Owning a house is more expensive than most can afford even working two jobs	12/11/2025 7:37 PM

60	Traffic control	12/11/2025 6:44 PM
61	We own our home but the rental properties in our neighborhood are not kept up to a decent standard. They are often in disrepair & derelict. Landlords owe it to the community & their renters to provide well maintained housing.	12/11/2025 6:36 PM
62	Quality of rental units	12/11/2025 6:12 PM
63	Affordability of rental units is a concern because it doesn’t allow for people to save enough to buy a home. I am a homeowner and I don’t think it’s fair to renters that they can be price gouged by landlords that are mostly from out-of-state.	12/11/2025 5:26 PM
64	Lack of affordable housing in and around Billings.	12/11/2025 4:42 PM
65	Crime and traffic congestion around schools and speeding by commuters	12/11/2025 4:29 PM
66	Housing affordability	12/11/2025 2:33 PM
67	I think the pricing of the housing in Billings is becoming very extreme, and with so many people coming over to Billings now, it is important that we continue to keep prices well and organized rather than too high.	12/11/2025 2:30 PM
68	I believe that the more and more people come the more need for houses which is fair but with prices going up I feel like it’s a win/loss	12/11/2025 2:28 PM
69	It seems like rent costs a lot and is constantly increasing, making housing unaffordable to many.	12/11/2025 2:25 PM
70	affordability because i want to be able to afford to have a nice house and still be able to do things	12/11/2025 2:22 PM
71	None	12/11/2025 2:18 PM
72	the price	12/11/2025 2:15 PM
73	Affordability of housing	12/11/2025 2:08 PM
74	There’s not good housing	12/11/2025 2:06 PM
75	I did not select anything because I am uneducated on the housing market of Billings.	12/11/2025 2:03 PM
76	I don’t know	12/11/2025 2:01 PM
77	Affordablity	12/11/2025 1:58 PM
78	Affordability because houses are quite expensive, coming from Rochester New York I was very surprised houses here are more expensive	12/11/2025 1:51 PM
79	The cost of living is getting to expensive for some.	12/11/2025 1:47 PM
80	It’s hard to find an affordable place to own that’s in good shape	12/11/2025 1:42 PM
81	Nothing is affordable or a reasonable price for what is offered	12/11/2025 1:39 PM
82	Housing cost, I’m a scared I will never be able to afford a home once I graduate	12/11/2025 1:36 PM
83	Affordability of units to own. I have always wanted to update/upgrade what I have owned like others have done in the past. Not possible now.	12/11/2025 1:34 PM
84	Not affordable	12/11/2025 1:29 PM
85	I will not be able to afford housing when I move out	12/11/2025 1:08 PM
86	Hard for middle to lower income family’s/people to find nice places to live/own a house. Rent cost for what people are living in is crazy	12/11/2025 1:05 PM
87	Housing why is it so expensive for a apartment that is buns and if you want people to stay gotta get better and cheaper options	12/11/2025 1:00 PM
88	The cost of rental units because many people can’t afford a house so the units should be cheaper.	12/11/2025 12:57 PM
89	The lack of affordable housing, its not easily accessible for me to rent an apartment or move in	12/11/2025 12:50 PM

	to a house.	
90	Price. Billings has an issue with quite a lot of homeless people, and this is due to both the lack of available stable jobs, and the amount of money asked for with housing.	12/11/2025 12:46 PM
91	All of you suck for letting people just buy up land. And I ain't even a farmer or even own anything, it's just sad seeing Montanas land being filled up with houses.	12/11/2025 12:43 PM
92	Overall pricing when it comes to renting Because as a young adult who has to start thinking about moving out it's a lot especially when there are several other expensive things that must be payed for once you get a place to live	12/11/2025 12:40 PM
93	I don't know	12/11/2025 12:37 PM
94	We don't have money for housing	12/11/2025 12:35 PM
95	I have no idea	12/11/2025 12:32 PM
96	Housing is mostly the same in most areas. Leaving many residents feeling not very unique to their own housing.	12/11/2025 12:29 PM
97	Affordable renting cost because ot inflation	12/11/2025 12:26 PM
98	The lack of housing, because of there not being houses for those who desperately need them	12/11/2025 12:20 PM
99	Affordability of rental units. Without this first step of a stable place to rent, our neighbors can't grow their savings towards purchasing homes.	12/11/2025 11:28 AM
100	housing prices	12/11/2025 11:23 AM
101	LET US HAVE CAR MEETS	12/11/2025 11:19 AM
102	Schools and utilities. It's terrifying the poor quality of schools in the city and the kids are so important. Improve their environment, the terrible teachers' attitudes, and the morning prison march at the grade school level. Also it's embarrassing that our crime rate has been higher that Chicago on some data resources. The utilities are a mess - we have been gaslighted into the city overcharging us is our fault; our water rates aren't as high as other areas, which highlights the fact that the City's messaging is terrible; the water quality is AWFUL, too. The pride of living in Billings is when we walk the rims, brag that we can "handle" the way things are here while we watch others leave to other Montana towns for better water, crime control, and attitudes. It's also more expensive to build here than it is in much of the Seattle area. The "in crowd" makes it tough for other change makers to even want to rear their heads. We're here for good and will continue to do our best to make a difference, but City Leaders sure make it tough.	12/11/2025 11:18 AM
103	Affordability because taxes and city passing on expenses instead if seeking grants and SAVING for a rainy day	12/11/2025 11:13 AM
104	Public safety. Vagrants/homeless, crime, drugs are the biggest problem Billings faces. We need more law enforcement and we need to discourage homeless from staying here- move them out. No tolerance for drugs. Move them out also. Send them to jail. Work details for all inmates to keep city clean. Stop giving hot meals/warm beds, A/c, tv, and no hardship to inmates. Concrete beds, 3 bowls of oatmeal daily, and no a/c or overly warm building in winter. Make them work off their sentence so they don't want to return. When the jail time is done-ship them out.	12/11/2025 10:39 AM
105	The lack of AFFORDABLE rentals or units to own	12/11/2025 10:02 AM
106	I worry about landlord charging exorbitant rates to cover all costs as though the renter had a mortgage.	12/11/2025 8:43 AM
107	Affordability, as property management companies buy more places they drive price up	12/11/2025 3:02 AM
108	Rent is unregulated	12/11/2025 2:02 AM
109	Lack of housing in the city. The downtown area should be more dense which would make downtown more lively and potentially decrease sprawl	12/11/2025 12:36 AM
110	Affordability of rentals	12/11/2025 12:32 AM
111	Too expensive and not enough smaller options for lower cost (ie not enough 1 bedroom or tiny	12/10/2025 11:53 PM

	homes).	
112	Affordability of all types of housing	12/10/2025 11:04 PM
113	Multifamily units moving out into farm land	12/10/2025 10:55 PM
114	Lack of resources for houseless community.	12/10/2025 9:53 PM
115	Affordability...either rental or owning. I just see the impact expensive rent has on my sister and her family. It's almost too much for them to pay to have a home big enough for their family.	12/10/2025 9:03 PM
116	Affordability of housing - rent or own. Growth doesn't happen if the next generation can't afford it.	12/10/2025 9:03 PM
117	Public transportation expansion for areas not served. Even if it wasn't as frequent as downtown transportation.	12/10/2025 8:14 PM
118	Development of concert, sporting, tournaments, business and expo spaces.	12/10/2025 6:10 PM
119	Affordability. If people are priced out of their homes it'll be tragic.	12/10/2025 5:31 PM
120	Lower housing prices	12/10/2025 4:51 PM
121	I do feel like there are places near the downtown area that are either vacant lots or decaying buildings that could be encouraged to be utilized for rennovation into affordable multi family rental property with easy access to downtown and medical corridor jobs. More of this type of infill development is needed along with the possibility of secure multi family housing for purchase in that area, such as condos. I feel like our traveling medical professionals would be appreciatiave of options like these.	12/10/2025 4:27 PM
122	Affordability, as things grow to be more expensive and wages don't keep up with that difference it fuels hatred and dissonance toward the city and it's people.	12/10/2025 3:31 PM
123	Traffic circulation going North-South. Zimmerman is almost always backed up - needs to be 4 lanes or have more turn lanes. Affordable, quality housing is a real problem for young working people. Rentals are too expensive, so young people cannot save to buy a home.	12/10/2025 3:25 PM
124	Affordable housing. Rental prices are extortion at the cost they currently sit. There is no reason someone with a full time job should be struggling to pay rent. If housing costs keep rising people will be forced to relocate.	12/10/2025 2:11 PM
125	Increased housing costs	12/10/2025 1:48 PM
126	Affordability of units to own. I could never afford a home in this market and have no clue how i will be able to in the next 5 years	12/10/2025 1:43 PM
127	Billings has planned poorly for the growth it's seen. It continues to this day. People seem more concerned about downtown and trying to revive a corpse than tending to the growing west end.	12/10/2025 1:11 PM
128	Not being able to ever afford to own my own home.	12/10/2025 12:41 PM
129	The lack of entertainment options. Too many Casinos. Lack of restaurants. The urban sprawl is terrible. The lack of intergovernmental cooperation. The recognition that AG as we know it is dying and we need to focus on encouraging other business growth	12/10/2025 12:08 PM
130	Housing market is so out of reach for most.	12/10/2025 11:48 AM
131	affordability overall because I fear i may not be able to buy much more than a small apartment	12/10/2025 11:05 AM
132	Affordable housing isn't Affordable anymore you cant buy a decent home with high prices unless you have the funds to pay for it.	12/10/2025 10:45 AM
133	Affordable housing to purchase	12/10/2025 8:57 AM
134	Housing development seems to be focused on the high end. We need more variety/availability in the mid to low end.	12/10/2025 8:47 AM
135	Population growth and affordable housing. With the growth in Population it's making it more difficult for longtime Billings residents to secure affordable housing for their families. The building of all the apartment complexes and new subdivisions in west Billings is taking away our farmland, scenery and "small town" feel.	12/10/2025 4:17 AM

136	Affordability because I can't afford to exist.	12/10/2025 3:20 AM
137	Too many casinos	12/10/2025 3:15 AM
138	Affordability of home ownership for the next generation	12/10/2025 2:18 AM
139	We are not Able to live , pay bills, and support a normal lifestyle on average wages and price of rent. There are not any great local recreational activities . Or low cost venues.	12/10/2025 1:17 AM
140	When I grew up I rode my bike at 8 years old from where Zimmerman trail and Rimrock to where West Park plaza is, (which isn't really that far) and now I wouldn't trust that my 9 year old to walk down the street.	12/10/2025 12:33 AM
141	Affordable homes.	12/9/2025 10:45 PM
142	The growing crime and homeless population. Also the lack of traffic enforcement, which causes out of control driving and accidents all over town.	12/9/2025 10:39 PM
143	Crime	12/9/2025 10:28 PM
144	Single parents can't afford to rent a decent home for them and their child.	12/9/2025 8:42 PM
145	It's too expensive to live here and I can't afford it on my horrible wages.	12/9/2025 7:23 PM
146	Looking down the road I do not see how my kids are going to be able to purchase a home in Billings in their lifetimes. Everything new is ridiculously expensive and everything old is snapped up by investors using housing as a commodity.	12/9/2025 5:47 PM
147	Safety. Need a no panhandlers and enforce it so people can walk around die town and feel safe	12/9/2025 5:46 PM
148	Affordability, how will those born and raised here afford to live/own a home here	12/9/2025 5:35 PM
149	Affordability, because I am poor.	12/9/2025 4:15 PM
150	Taxes, misuse of tax dollars, wasteful spending.	12/9/2025 2:35 PM
151	Too many rentals are being built and lowering value of homes that are already in neighbor hood. Not enough parking spaces around rentals	12/9/2025 2:17 PM
152	Housing prices are too high and pay isn’t high enough for rent	12/9/2025 2:00 PM
153	The sprawl, we need viable options for denser housing	12/9/2025 12:04 PM
154	Crime and Affordability.	12/9/2025 12:03 PM
155	The cost of owning a home in Billings is too high	12/9/2025 11:50 AM
156	Affordability of units to own - I am getting price gouged by greedy landlords but have no other options but to rent.	12/9/2025 11:45 AM
157	They are equal	12/9/2025 11:45 AM
158	I'm concerned with the lack of local business and the huge amount of disgusting chain fast food restaurants that degrade any character and income going towards local restaurants. I'm concerned about walkability, bikeability and mixed use zoning that would allow for more coffee shops etc in neighborhoods.	12/9/2025 11:35 AM
159	The FRICKING POT HOLES	12/9/2025 11:33 AM
160	worst city ever	12/9/2025 11:29 AM
161	Out of staters buying site-unseen and taking opportunities away from local people with family here.	12/9/2025 10:45 AM
162	Lack of rent controls	12/9/2025 10:40 AM
163	quality of the untis to ownbecause they are old and look terrible especially whe tourists are driving through because nobody wants to see a broke down 70 year old abandoned house on the side of the road	12/9/2025 10:31 AM
164	Too many air bnb ruining the housing market and truly awful property management companies tainting the rental market	12/9/2025 10:31 AM

165	idk?	12/9/2025 10:30 AM
166	Theft and safety. Many people I've talked to do not want to visit Billings because either their vehicle or someone they know has had a break in or traffic accident caused by a reckless driver.	12/9/2025 8:29 AM
167	Housing affordability	12/9/2025 7:57 AM
168	The cost of a young family to start in Billings.	12/9/2025 7:03 AM
169	I hate living here, the only nice thing about Billings is the easy access to hiking trails	12/9/2025 6:49 AM
170	Affordability. People need to live, even those without lots of money.	12/9/2025 6:15 AM
171	Lack of good paying jobs slows economic growth with people having less discretionary income to spend	12/9/2025 5:45 AM
172	Quality of rental units. Most rentals <$1200/month are some form of dilapidated, or at least under-maintained. Housing costs have exceeded average income and affordability in general. Property managers prioritizing profit over habitability. Issues are most pronounced in downtown core, North Side (North Park), and South Side neighborhoods.	12/9/2025 4:49 AM
173	Affordable rentals...have young children I'd like to be able to see move out	12/9/2025 3:51 AM
174	Crime because no one wants to visit a place where they will be robbed	12/9/2025 3:23 AM
175	I think certainly affordability, but even when you can afford a place to live what’s the point if the place itself is made so haphazardly and cheaply that it won’t last? And that doesn’t even discuss the ‘copy-and-paste’ aesthetics that plague those modern units.	12/9/2025 3:08 AM
176	Affordability	12/9/2025 2:46 AM
177	Affordable housing for the lower income earners; especially those with families	12/9/2025 2:19 AM
178	Planning is the biggest concern. Downtown's traffic patterns, especially back-in parking is a joke. There needs to be interstate access at 56th St W and an additional access near the Sheridan exit in Lockwood to help alleviate congestion at Johnson Ln. Need to stop giving business licenses to car washes, casinos, pot shops, and liquor stores. If you want Billings to become a healthier place, don't provide an abundance of businesses that make people addicted in the wrong ways.	12/9/2025 1:40 AM
179	Affordability- hard to find a reasonably priced rental that’s not a dump	12/9/2025 12:40 AM
180	Affordable housing so that people can thrive, then everything else will thrive.	12/9/2025 12:08 AM
181	Maximizing utility of land close into downtown and providing highest quality of city services to the urban core as it is the most efficient use of space and utilities along with avoiding future legacy costs of new infrastructure far from the urban core of the city.	12/9/2025 12:03 AM
182	Billings needs to tax people who come shop here (local option tax!). A few bucks per night on hotels would raise money and isn’t a deterrent for visitors	12/8/2025 11:55 PM
183	Casinos. They are becoming to much. It seems like there is a casino on every corner.	12/8/2025 11:53 PM
184	More concert space/expo area is biggest need for future growth	12/8/2025 11:47 PM
185	A safe quality home that can build equity and hold value.	12/8/2025 11:43 PM
186	Affordable housing since everything is already expensive enough that rent and mortgages stop residents from engaging in the community.	12/8/2025 11:38 PM
187	This is not a problem specific to Billings, but housing prices are completely out of control and will make it impossible for my children to ever own a home in their lifetimes. Something needs to be done to bring prices down for both rentals and owning homes.	12/8/2025 11:19 PM
188	Home affordability. Costs have skyrocketed without wage increases.	12/8/2025 11:11 PM
189	More transparency. Less focus on bikes and pickleball and more focus on the youth and their needs and activities	12/8/2025 11:11 PM
190	I'd love to be able to buy a small cottage. That's not a thing here.	12/8/2025 11:07 PM

191	Affordability in general is terrible. The housing market is insane and has priced out many would-be first time buyers. Rent rates are also ridiculous since they are obviously directly impacted by home values.	12/8/2025 11:07 PM
192	The housing market is so inflated, For both renters and buyers.	12/8/2025 10:59 PM
193	Rent is incredibly high relative to income. Many rentals are run-down older buildings that are not maintained well.	12/8/2025 10:44 PM
194	Affordability. It seems like housing prices keep going up, but wages are not keeping pace. A starter home shouldn't cost $300k, and rents shouldn't be as high as they are, given what the average worker earns	12/8/2025 10:42 PM
195	There's no concern for house values in the overall zoning and planning. Casinos, big apartments, and big storage facilities going up in close proximity to established neighborhoods on the west end are eroding single family home property values. We need businesses that offer goods/services that provide value to the whole population - not just a subset.	12/8/2025 10:33 PM
196	It should not be this hard to buy a house in the community I grew up in	12/8/2025 10:15 PM
197	Lack of affordable housing to own. People should be able to afford a place to call their own.	12/8/2025 10:02 PM
198	Increasing multi family homes and creating large interconnected shared used paths for cycling and pedestrians	12/8/2025 10:02 PM
199	Housing affordability. People can't afford to live here.	12/8/2025 10:01 PM
200	Again quit rubber stamping every application. Hold them accountable when they say affordable before handing them the keys to every new development	12/8/2025 9:59 PM
201	Housing. For the obvious reason. We have more than enough apartment buildings being built because there's too many out of staters looking to come and take money, they can't wait to raise your rent every year and nickel and dime you in between your rent increases.	12/8/2025 9:53 PM
202	Cleaning up city and making unique things in downtown areas like Missoula and Helena would greatly help mame Billings a city worth travelling too. Also, planning west end development to include possibly multi use shopping center, public golf course, big parks with trails/ponds/river access, etc. and not just houses, apartments, or cash grab businesses	12/8/2025 9:36 PM
203	Affordable housing for sale. I would very much like to buy a home instead of renting.	12/8/2025 9:31 PM
204	So much environmental degradation occurs with the city allowing unlimited junk storage in yards. Disabled cars, boats, etc leaking oil. Need to crack down on nuisance properties.	12/8/2025 9:27 PM
205	Affordability: the rent is too high, I can't afford even a starter house, HOAs are tyrannical fiefdoms, and corporate trailer parks raising lot rates indiscriminately make mobile homes an insecure option for someone hitting retirement age	12/8/2025 9:27 PM
206	Housing cost	12/8/2025 9:23 PM
207	Taxes	12/8/2025 9:17 PM
208	Affordability	12/8/2025 8:51 PM
209	Affordability Because I could end up homeless if the Rents keep skyrocketing	12/8/2025 8:50 PM
210	The rental market is not independent of the home ownership market, so it is difficult to disaggregate those. But lack of affordable units to own creates many downstream issues for the quality of life of current residents and the future growth dynamics of the city.	12/8/2025 8:42 PM
211	It's becoming increasingly hard to afford to live in Billings. There is not nearly enough to do here so it's absolutely ridiculous how unaffordable it is. People will have to leave if it continues to get more expensive. I doubt I'll ever be able to afford to buy a house here and will have to leave.	12/8/2025 8:36 PM
212	I am worried about the lack of funding for education; at all levels.	12/8/2025 8:33 PM
213	Lack of casinos. Not enough revenue	12/8/2025 8:26 PM
214	Housing affordability, it drives people into poverty and keeps them there.	12/8/2025 8:24 PM
215	Housing is going to be the challenge for every city in the near future. We need more affordable	12/8/2025 8:22 PM

	single family homes and more rentals.	
216	Owning property is expensive. Taxes and insurance are too high. Rent is too high.	12/8/2025 8:19 PM
217	overall lack of affordable housing	12/8/2025 8:14 PM
218	Cheaply made apartment buildings will wear down quickly. Then what?	12/8/2025 8:09 PM
219	the property management companies in town don't care about quality of rentals. (rainbow sucks, debizal sucks)	12/8/2025 7:58 PM
220	Affordable housing, how can someone try and buy a home or rent when the pay in Billings is so low most people work two jobs and still can't afford housing.	12/8/2025 7:53 PM
221	Encouraging growth when it's a tumor. We don't have the resources, space or infrastructure to accommodate the people who live here.	12/8/2025 7:52 PM
222	Lack of different housing types, especially smaller condos, townhomes, duplexes and single family houses. These help new homebuyers enter the market and keep the population less transient. Sixty percent of my neighborhood is comprised of renters, which makes it hard to build a strong community.	12/8/2025 7:49 PM
223	Affordability to own - I currently rent but cannot imagine I will ever be able to own a home in Billings despite wanting to stay here and start my family.	12/8/2025 7:40 PM
224	The city is too focused on bikes and bike paths and crap. Let's make the streets safer for cars. Let's get more ways to get in and out of the heights. Stop focusing on the stupid bicycles.	12/8/2025 7:35 PM
225	Quantity of rental units.	12/8/2025 7:33 PM
226	Housing cost because Bozeman has gotten out of control and I'm afraid of Billings going the same direction.	12/8/2025 7:26 PM
227	Affordability of rental and own-able housing. I'm not sure if I'll ever be able to live alone	12/8/2025 7:10 PM
228	Education and greenspace are my most important things to improve in Billings.	12/8/2025 6:59 PM
229	Probably going to be stuck in starter home forever and the area which was once nice is seeing more crime. Don't necessarily want to raise my kids in this neighborhood anymore.	12/8/2025 6:56 PM
230	Maintaining public parks and greenways.	12/8/2025 6:41 PM
231	It's easier to own a house in this town than it is to rent one at an affordable rate.	12/8/2025 6:40 PM
232	Housing costs and why we keep building more when we can't even keep the house down for preexisting housing	12/8/2025 6:28 PM
233	Quality and cost	12/8/2025 6:23 PM
234	Buying a house. Wages have been stagnant for years but house prices have risen sharply. Hardly anyone in the 30-40 age range can afford to buy a house. Most of us fear we will never be able to	12/8/2025 6:10 PM
235	Houseing prices are pushing out Billings natives.	12/8/2025 6:05 PM
236	Rental prices	12/8/2025 6:01 PM
237	Lack of housing needs with the influx of new residents also affordability.	12/8/2025 5:51 PM
238	im concerned the same type of businesses are flooding all development, we dont need 8 car washes and 50 banks when our community has no recreational options in the winter.	12/8/2025 5:43 PM
239	More people moving into Billings means more of a need for affordable housing. Greed has taken over and I worry it'll be a bunch of greedy individuals and entrenched bureaucrats getting rich off of working class people.	12/8/2025 5:40 PM
240	Affordability	12/8/2025 5:40 PM
241	City spending is out of control and needs management.	12/8/2025 5:34 PM
242	certain comments have been redacted due to content	12/8/2025 5:31 PM

243	The over abundance of druggies and demented people that (typically) live in the trailer parks. Yes, it's what they can afford, but please stop building them near nicer neighborhoods..	12/8/2025 4:31 PM
244	No issues	12/8/2025 4:31 PM
245	the affordability of rental units	12/8/2025 4:31 PM
246	Housing, I will be an adult in three months and finding a place for me to live is a nightmare.	12/8/2025 4:28 PM
247	Houses and apartments are too expensive	12/8/2025 4:27 PM
248	That people that come here wont like it because there is absolutely nothing to do and it is very boring for both teenagers and young adults that are becoming out future generation	12/8/2025 4:27 PM
249	inflation and increased housing prices	12/8/2025 4:27 PM
250	Lack of housing in rural areas because the infrastructure in said areas must be focused on for future growth of the city.	12/8/2025 4:27 PM
251	houses are expensive	12/8/2025 3:27 PM
252	Affordability of rental units. To facilitate the ability to find housing for those just start out, starting over, or escaping negative/dangerous situations	12/8/2025 3:25 PM
253	Affordability because nowhere is affordable to live	12/8/2025 3:24 PM
254	Housing and prices because, there is so much poverty and homelessness in our town. Also people who cannot afford a housing payment should have a better quality of rental housing in Billings.	12/8/2025 3:24 PM
255	The cost of the housing and the affordability of renting, it's all growing so much and the people cannot keep up with the sudden surge of the house market.	12/8/2025 3:23 PM
256	affordability of housing, wages hard to keep up with rising costs.	12/8/2025 3:22 PM
257	all of them because any what that you go you will pay a high price for a bad looking apartment in a good neighborhood but will pay twice as much in a neighborhood hoof for a rundown moldy apartment	12/8/2025 3:21 PM
258	everything is too expensive	12/8/2025 3:20 PM
259	Billings have become expensive to live, and it might become the prices as Bozeman.	12/8/2025 3:20 PM
260	none	12/8/2025 3:20 PM
261	affordability can cause people to move out of billings	12/8/2025 3:20 PM
262	To many people are going to move to Billings so housing will become an issue and taxes will go up.	12/8/2025 3:20 PM
263	My greatest concern is the control of traffic and lack of entertainment. More and more people are travelling and living in Montana so we need to help the flow of traffic. In Billings, we are lacking entertainment and exciting new places for tourists and even the residents to enjoy.	12/8/2025 3:20 PM
264	Housing quality. As prices for renting go up, the quality of the infrastructure seems to go down. We should work on fixing this to provide for our community.	12/8/2025 3:20 PM
265	housing cost have gone to where not the average house buyer is now in their later 30's to early 40's from where it was just about 20 years ago	12/8/2025 3:19 PM
266	prices of housing going up for places that are not worth very much	12/8/2025 3:18 PM
267	Affordability, is very important especially coming into those years in my life where I need thousands upon thousands to rent and apartment.	12/8/2025 3:18 PM
268	Quality, I know of many people who live in adequately prices units, but they are so poorly up kept they seem quite overpriced for their overall quality.	12/8/2025 3:17 PM
269	Affordability of rent, rent is just crazy expenisve	12/8/2025 3:14 PM
270	Need Bigger lots for individual housing units, more yards	12/8/2025 1:49 PM
271	There is a clear lack of supply to meet the demand that exists. The lack of different housing options is significant. The resistance from existing neighborhoods to anything different from them needs to be stopped.	12/8/2025 1:39 PM
272	Affordability, regardless of what. This plan is great, but will most likely lead to an increase in taxes. The problem is that housing is getting so bad there are two problems. No one will want to pay for this expansion unless affordability is lowered, and if our new homes aren't quality and affordable, then the expansion won't benefit the community like the plan states.	12/8/2025 1:35 PM
273	prices. Might be hard for new families to get started in better areas.	12/8/2025 1:33 PM
274	My greatest concern is the affordability of living in Billings. This ranges from the cost of food to houses/apartments.	12/8/2025 1:33 PM
275	I think that an issues is that there are public parks but there is not a recreation center like in other cities where people can pay and come in and have access to a fitness center, pool, activities and a place to learn things outside of school.	12/8/2025 1:32 PM
276	The price of housing is the more uncontrollable problem. Billings used to be a city you could own a house for cheaper but now its super expensive.	12/8/2025 1:31 PM
277	Quality, because even if you somehow make enough money to rent or own a place the quality of a reasonably priced one is so bad you have to find one that costs more.	12/8/2025 1:30 PM
278	I think the greatest concern is housing prices and as the city continues to grow the schools need to grow or more need to be made.	12/8/2025 1:30 PM
279	Affording living? Because we need to.	12/8/2025 1:30 PM
280	n/a	12/8/2025 1:29 PM
281	High prices for houses and apartments because the group of people being able to afford them are decreasing	12/8/2025 1:29 PM
282	The pricing of individual/ family homes, they have been on a sharp rise for a while. this is expecally a problem with the lack of raising of the average pay per year	12/8/2025 1:29 PM
283	Affordability of units to own because house costs have been rising while the average money made by an American has been staying the same making houses more unaffordable, possibly increasing homelessness. Also forces more people to use government benefits	12/8/2025 1:29 PM
284	The greatest concern is the affordability of home ownership which makes sense on why it cost so much since there isn't sales tax in this state but the affordability of homes is outrageous	12/8/2025 1:29 PM
285	As a student who will soon have to be living on my own, I am scared at the affordability and if I will be able to own or rent anything by myself or even with a couple people.	12/8/2025 1:29 PM
286	Affordability because housing prices are increasing	12/8/2025 1:28 PM
287	Prices will raise on rentals that should be half the price, especially in Billings.	12/8/2025 1:28 PM
288	The affordability of houses because it is important that people are able to live with a roof over their head, so they don't have to be homeless.	12/8/2025 1:28 PM
289	Affordability of units because as someone trying to move out, I make 17 dollars an hour and I can't afford anything on top of the other bills I have.	12/8/2025 1:28 PM
290	house cost	12/8/2025 1:27 PM
291	The cost because when I graduate and move out I am not going to be able to afford to live in a house, and if I do it would not be great.	12/8/2025 1:27 PM
292	I don't really see any issues	12/8/2025 1:26 PM
293	affordable housing and if it will get better	12/8/2025 1:26 PM
294	NA	12/8/2025 1:26 PM
295	The outsiders coming in, raising the cost of living	12/8/2025 1:25 PM
296	All of them, because people need a way to live in a house without going paycheck-to-paycheck while being able to actually find a house.	12/8/2025 1:25 PM

297	The amount it costs to afford a home even though they will likely be dumps.	12/8/2025 1:24 PM
298	Crime and too many people.	12/8/2025 1:24 PM
299	Cost of housing.	12/8/2025 1:24 PM
300	Housing cost - no one can afford it so the homelessness is increasing.	12/8/2025 1:24 PM
301	affordability of units to own	12/8/2025 1:23 PM
302	Housing cost because a lot of people are not able to afford rent for long	12/8/2025 1:23 PM
303	people will be become house poor and not do anything because they can't afford to do it	12/8/2025 1:22 PM
304	Gulp	12/8/2025 1:20 PM
305	Higher housing cost lowers your quality of life by raising cost of living.	12/8/2025 11:53 AM
306	cost of living because im going to be looking for a place to live in the next year	12/8/2025 10:42 AM
307	Many of the newer constructed homes have been claimed as low quality and had many problems in the architecture.	12/8/2025 10:42 AM
308	housing. it is the basis of everything	12/8/2025 10:37 AM
309	Housing because as a senior in high school there is a scare that in the future it is getting harder and harder to potentially have a house or anything in my generations future.	12/8/2025 10:37 AM
310	Affordability of any home, Ill be living on my own within the next few years and it gets harder and harder to afford housing and I don't want to start behind.	12/8/2025 10:35 AM
311	Affordability with all housing, because newly adults can't afford these apartments.	12/8/2025 10:34 AM
312	House prices have been raised through the roof and makes me wonder how I will ever afford a house.	12/8/2025 10:34 AM
313	HIGHER MINIMUM WAGE!!!!!!	12/8/2025 10:33 AM
314	I am concerned about the affordability of houses because some people can end up homeless with the inflation prices on houses	12/8/2025 10:32 AM
315	I like to be able to watch the sunrise/sunset and be able to see the mountains clearly	12/8/2025 10:32 AM
316	How expensive they are becoming	12/8/2025 10:32 AM
317	afortability	12/8/2025 10:30 AM
318	As a student the lack of living affordability in the city is a big concern. Coming out of college I am worried if I will be able to make it on my own.	12/8/2025 10:29 AM
319	greatest concern is housing affordability, theres only apartments for rent and houses for rent. youll own nothing in 20 years of rent payments	12/8/2025 10:28 AM
320	Struggling to find a place to live and keep it	12/8/2025 10:28 AM
321	Affordability of housing because I am almost 18 and need to move out	12/8/2025 10:27 AM
322	how expensive it is for bad apartments/rental houses	12/8/2025 10:27 AM
323	Public safety	12/8/2025 10:12 AM
324	The affordability for a house	12/8/2025 7:54 AM
325	Affordability of rentals. 1200$ for s studio apartment when 5 years ago it was 600$. That inflation rate is ridiculous. Put a cap on how much scummy landlords can charge on units. If we keep having these landlords from Cali, Arizona, Texas, Florida, and New York our housing market is going to be inaccessible for younger generations, and we will see an increase in homelessness	12/8/2025 7:39 AM
326	Affordable housing for single family dwellings.	12/8/2025 6:51 AM
327	You provided a survey for the meat shack. And then you decide to sell the property to a private party. That's hypocrisy. Why offer the public a choice when you had no intention of following through with their selection.	12/8/2025 2:26 AM

328	Affordable housing. Owners might take better care of their property	12/7/2025 8:47 PM
329	The cost of living has far outpaced the income of many residents.	12/7/2025 8:33 PM
330	Our taxes keep rising, but so does the crime. I am sick of my taxes not going to improve the safety of the city.	12/7/2025 7:22 PM
331	Affordability - this is not the same city or state I move to over 25 years ago.	12/7/2025 7:15 PM
332	The cost of buying a home in Billings used to be fairly low and something that was achievable. That is definitely not the case now.	12/7/2025 11:52 AM
333	I am concerned with the city and county making foolish decisions on the best use of land in and around Billings and what they allow to be developed. Y'all don't have a great track record and allow whatever proposal a developer or business wants to develop without looking at what the actual best use of the land is. Carwashes every few blocks is a perfect example of this. Casinos every few feet is another example. Reach out to national businesses and franchises and encourage them to expand here instead of taking what comes. We don't need another casino or car wash for the next 50 years.	12/7/2025 11:25 AM
334	Overpriced units are sitting vacant.	12/7/2025 10:50 AM
335	The income here doesn't support the housing costs. Families are falling behind.	12/7/2025 10:09 AM
336	Lack of quality and affordable single family housing. Rising prices on mortgages, property taxes, and rent are hurting citizens.	12/7/2025 10:04 AM
337	Housing prices, as someone who makes good money we struggled to find something when moving here for work. I can't imagine those in lower incomes. No control on properties for rental increases. Our rent was raised $400 for "market value" for 2026. People are being priced out of their homes for greed.	12/7/2025 8:45 AM
338	Cost of housing	12/7/2025 8:31 AM
339	The lack of undeveloped pen spaces. Need to share our space with the animals. We are supposed to be stewards of the earth and its life forms. All life matters. Also, a better lifestyle can form in this environment	12/6/2025 7:59 PM
340	Housing affordability	12/6/2025 7:56 PM
341	Neighborhoods should not be a hodgepodge of this and that - developers should be discouraged from trying to insert more high density housing in inappropriate places that ruin the character of single family home neighborhoods - keep these separate. We also have a lot of ill kept mobile home parks and old apartment buildings.	12/6/2025 7:42 PM
342	Growth in general, which leads to increased cost of living and increase in crime and puts strain on services across the board.	12/6/2025 7:36 PM
343	Overall lack of housing. To few units makes it hard to attract new people to Billings and to keep people here.	12/6/2025 7:26 PM
344	The housing that becomes available to own that is of great quality isn't available very long and of course goes to the person willing to pay the most. This doesn't help the common person with limited income and savings.	12/6/2025 6:50 PM
345	Crime! Law enforcement needs new leadership this is not the same city it was 25 years ago… sorry ST JOHN	12/6/2025 5:49 PM
346	The fact that I cannot get approved to buy the same home I've rented for a decade, this is a concern because it's causing poverty, when I could almost be a home owner. Home owners have more pride in their property, this town is full of demoralized renters.	12/6/2025 5:19 PM
347	Billings is growing so quickly, and feels that it is outgrowing important services, such as emergency services and schools. We need to adequately expand all services to support population growth without financially burdening those in lower economic standing.	12/6/2025 4:01 PM
348	Traffic congestion is going to get much worse.	12/6/2025 3:44 PM
349	Price, you don't get shit here for what you pay	12/6/2025 3:02 PM
350	Greatest concern is affordability of units to own. Young families used to be able to purchase	12/6/2025 2:37 PM

	their first home, but that is a very rare option for families today. More and more people are stuck renting.	
351	rental management companies should be responsive to treating black mold issues	12/6/2025 1:56 PM
352	Adequate traffic planning. Stop making a mess out of transportation projects. When you build it, OVER anticipate the usage so it doesn't become nothing but a disastrous string of bottle necks, inefficiencies and counter intuitive traffic conventions. Hire some intelligent traffic engineers.	12/6/2025 1:56 PM
353	1. This city is no longer safe. 2. Public schools are failing in all areas.	12/6/2025 11:27 AM
354	See above. I'd be really bummed if I lived by Arrowhead school and now looked out my backyard at the rooftops of a dozen apartment buildings.	12/6/2025 10:49 AM
355	Keeping green space… there's a reason we live in Montana and not LA	12/6/2025 10:01 AM
356	More difficult for new home buyers	12/6/2025 9:25 AM
357	I work in a Title 1 school. Over half of the kids live in extreme poverty. Either their homes are not safe or large families live in hotel rooms. Seems rentals are out of control with maintenance and price. We can't teach the kiddos if they haven't slept or eaten.	12/6/2025 8:46 AM
358	Working people need affordable housing for their jobs in west end	12/6/2025 7:41 AM
359	Affordability of units to buy/rent.	12/6/2025 2:17 AM
360	Lack of affordable housing in general.	12/6/2025 12:21 AM
361	No comment	12/5/2025 10:48 PM
362	Housing affordability.	12/5/2025 10:11 PM
363	Affordability of places to own. I want to raise my family here but with rent prices high and buying even worse we are forced into beginning to look at other communities where we might be able to afford to grow	12/5/2025 9:11 PM
364	Over development, but able to meet the need of the community.	12/5/2025 9:01 PM
365	The price is for any housing is just too high.	12/5/2025 8:45 PM
366	Too much bureaucracy is ruining the city with outrageous salaries and no accountability.	12/5/2025 7:58 PM
367	The fact that we're building giant modern cookie-cutter apartments with no planning as to the communities we can build around them, that are made out of cardboard. The landlords live out of state, and have 0 reason to maintain or listen to residents. one management company alone in billings pretty much just lets buildings go until they get condemned.	12/5/2025 7:43 PM
368	My children struggle to make ends meet and pay more for rent than I pay for my house. The interest rates are so high they can't afford to buy a house.	12/5/2025 7:14 PM
369	The cost of housing/interest rates is increasing, while salaries aren't.	12/5/2025 5:26 PM
370	Affordability of units to own restricts young people from getting established in Billings.	12/5/2025 5:25 PM
371	Affordability of rental units. Wages do not keep up with rent costs.	12/5/2025 5:07 PM
372	Cost of living	12/5/2025 4:08 PM
373	Keeping Billings affordable and maintaining the ever growing costs of maintaining the city, keeping this balanced.	12/5/2025 3:32 PM
374	Cost of owning a home. Property taxes have risen a lot. Concerns about how the state appropriates funds back to Billings. Feels like we largely subsidize communities around the state and Billings suffers.	12/5/2025 3:01 PM
375	Uncontrolled growth will put strain on already suffering infrastructure and natural resources, putting existing residents at risk.	12/5/2025 1:55 PM
376	Neighbors that don't obey city ordinances bringing down property values. Too many rentals in certain areas.	12/5/2025 10:25 AM
377	Housing because it is the most basic human right. So-called investors are buying up housing	12/5/2025 10:21 AM

	for air bnb, rather than families living in them.	
378	Landlords are out of control.	12/5/2025 10:20 AM
379	No architectural design control. City has become ugly. It is embarrassing to show Billings to visitors.	12/5/2025 10:09 AM
380	Crime/homeless/drug use	12/5/2025 9:45 AM
381	Homeless population will grow along with crime if we can bring costs down!	12/5/2025 9:27 AM
382	Massive rental complexes, while they fill a need, also drive congestion and overload local schools. Developers should be required to create more green spaces near the complexes and contribute to road improvements.	12/5/2025 9:24 AM
383	Rents in Billings have more than doubled in the last five years. The Landlord Association has worked itself into a greed frenzy, encouraging practices such as regular, onerous rent increases, converting residential rentals into mini hotels, strategies to keep deposits, etc.. These practices were practically unheard of ten years ago.	12/5/2025 8:54 AM
384	Landlord ACCOUNTABILITY, housing habitabiliaty, cost of rentals, condition of houses to buy.	12/5/2025 8:43 AM
385	Affordability - some houses are being sold for astronomical prices	12/5/2025 8:32 AM
386	Valuation of housing is being controlled by greedy landlords and realtors, mostly from out of state buyers that have destroyed local working Montanans from owning a home.	12/5/2025 5:35 AM
387	If unhoused are not taken care of, we are not a CIVIL-ization.	12/5/2025 3:34 AM
388	Affordability of housing and good paying jobs	12/4/2025 11:43 PM
389	Too much development, loss of farmland	12/4/2025 11:39 PM
390	The homeless population is growing. We need more affordable housing and the city needs to focus on housing as their primary concern looking to the future	12/4/2025 9:35 PM
391	Lack of small homes built as a m means for people to enter the real estate market	12/4/2025 9:33 PM
392	People cannot afford the prices. Mobile home parks have been taken over by large companies and people had to leave homes could not afford lot rents. GREED IS TAKING OVER.	12/4/2025 6:38 PM
393	We will never get a Trader Joe's in my lifetime	12/4/2025 6:36 PM
394	High rent and corporate landlords	12/4/2025 5:13 PM
395	Housing cost and lack of options, homeless get them out of here, shelters just enable them and don't fix the problem	12/4/2025 5:12 PM
396	Housing cost. People living in billings are struggling to make ends meet and can barely afford a mortgage/rent and are starving.	12/4/2025 4:57 PM
397	Vastly inadequate and substandard emergency services.	12/4/2025 4:24 PM
398	Lack of affordable housing. A strong workforce needs a place to safely live.	12/4/2025 3:17 PM
399	The price of housing	12/4/2025 2:17 PM
400	Quantity/Quality of affordable housing for young employees and their families.	12/4/2025 1:26 PM
401	Affordability and transportation. Get a rail from heights Lockwood to Laurel with use of bus in the city.	12/4/2025 12:34 PM
402	We need to invest in high density downtown housing (mixed use condos) as an economic driver and strong tax base	12/4/2025 10:53 AM
403	A lot of the rental units in Billings look run down and unattractive.	12/4/2025 9:49 AM
404	Opportunities for recreation and entertainment will improve residents quality of life and increase tourism	12/4/2025 8:18 AM
405	Housing because people that live here need to be able to find a home that they can afford with the low wages in Billings.	12/4/2025 7:41 AM

406	Safety, update what we have, more things for families to do, downtown should reflect Montana culturally, new vision, more urban trails no development	12/4/2025 4:47 AM
407	the quality and affordability of housing. Many of the afordable homes are places that you would not want to raise a family.	12/4/2025 12:39 AM
408	Affordable housing. My kids can't afford apartments, while working 2 jobs.	12/4/2025 12:34 AM
409	I worry that my children won't be able to afford to stay in the city they were raised in.	12/4/2025 12:07 AM
410	I think there is a serious lack of affordable housing. Rents are outrageous	12/4/2025 12:00 AM
411	Affordable	12/3/2025 11:39 PM
412	We need more/better options for unhoused individuals and better mental health access	12/3/2025 11:14 PM
413	What makes Billings special and worthwhile to live here? Typically we hear that "it's cheaper than Bozeman and Missoula" and that doesn't speak much to the city	12/3/2025 10:49 PM
414	furthering expansion of the west end without focusing on providing renovation of current infrastructure and more infill first.	12/3/2025 9:58 PM
415	We need a land use plan that focuses on density in the city core and preserves open spaces in the valley	12/3/2025 8:59 PM
416	Housing, too many apartments with sky high rents, not enough houses, condo, townhomes being built so the more people can be homeowners and have more stability.	12/3/2025 8:36 PM
417	Billings continues to lack housing in all price levels.	12/3/2025 7:37 PM
418	Affordability of rental units is very important to ensure that people who are thinking of buying a permanent residence will not be overburdened by rent cost.	12/3/2025 7:00 PM
419	Affordability. Everywhere we turn, someone is being priced out of their home, whether it be taxes or utilities. Even in the surrounding cities of Billings. The cost to get into home ownership is more expensive than ever right now too - interest rates + inflated values.	12/3/2025 6:27 PM
420	Housing costs, particularly renting costs and, for homeowners, tax increases. WE NEED A SALES TAX OPTION so the burden isn't only on homeowners.	12/3/2025 5:20 PM
421	Lack of police presence. It directly affects the desirability of living in or visiting Billings.	12/3/2025 4:35 PM
422	public infastructure, support of marginalized communities, environmental	12/3/2025 3:43 PM
423	Traffic safety. Traffic safety. Traffic Safety. We need more dedicated traffic cops. The fines need to hurt, not just a slap on the wrist. The greatest chance for anyone in Billings to be severely injured or killed is by automobile accident. Even if nobody is hurt the financial impact of an accident can be devastating. The property damage done by vehicle accidents around Billings is unacceptable. DUI's need to be taken VERY seriously as well. There is no excuse. Two strikes and you are out. No different than randomly waiving a gun in public and pulling the trigger.	12/3/2025 3:39 PM
424	Affordability	12/3/2025 3:37 PM
425	Probably affordability (of both rentals and homes to own)	12/3/2025 2:30 PM
426	Lack of housing that is affordable- very hard to attract new employees and families to Billings.	12/3/2025 1:22 PM
427	Affordability - rent is so high	12/3/2025 1:18 PM
428	To maintain a semi-rural feel with open space and clean areas, while providing shopping and streets for expanding neighborhoods.	12/3/2025 12:09 PM
429	Make Billings inviting to people who just happen past it. Ugly interstate area deters visitors and possibly businesses that might want to grow here.	12/3/2025 11:28 AM
430	Affordable housing drives most other issues	12/3/2025 9:54 AM
431	First time home buyers unable to find affordable housing.	12/3/2025 9:45 AM
432	Affordable housing to own because prices are going up and it's getting harder and harder to be able buy a home without being house-poor or being priced out. I just don't want to see Billings	12/3/2025 9:41 AM

	go the way of Bozeman and be impossible for middle income families to buy a home.	
433	Housing in metropolitan area	12/3/2025 8:09 AM
434	Rising house costs	12/3/2025 6:28 AM
435	Housing affordability, people on fixed incomes can't pay the increases in property taxes and insurance	12/3/2025 4:31 AM
436	One should not spend most of their paycheck to have a place to live	12/2/2025 9:17 PM
437	Housing affordability, fiscal sustainability of development	12/2/2025 8:51 PM
438	Poor Landlord, not upkeeping property and kicking out individuals and families with small children with no reason, just a 30 day notice to vacate.	12/2/2025 7:59 PM
439	Do not like the low income housing that is run down.	12/2/2025 7:43 PM
440	Pricing of the housing and renting market.	12/2/2025 7:08 PM
441	Trying to expand the city west when people have moved out of the city limited to get away from the city. We need more growth along the interstate area.	12/2/2025 6:51 PM
442	Transplants taking over and repeating the same crap they fled from.	12/2/2025 6:38 PM
443	Water & sewer are fundamental. Traffic flow… growth could create grid lock (have more through streets)	12/2/2025 6:11 PM
444	Price is outrageous compared to wages	12/2/2025 5:55 PM
445	Housing costs, because the prices have quadrupled in the last 30 years but are very difficult to own.	12/2/2025 5:55 PM
446	Affordable housing!	12/2/2025 5:53 PM
447	If we have poor quality rentals in the area it affects the value of homes like mine.	12/2/2025 2:32 PM
448	Lack of housing available within billings/assistance.	12/2/2025 11:08 AM
449	Quality of residential rental units.	12/1/2025 4:49 PM
450	Overbuilding on the Westend Need more infill in midtown	12/1/2025 2:27 PM
451	Updating of roads. Specifically Central and Grand Avenue to start with.	12/1/2025 1:19 PM
452	There is a mindset in Billings of 'good enough'. I am concerned that the quality of life will erode and people will choose to leave the area. This will impact the available workforce and be a domino effect.	12/1/2025 1:02 PM
453	The so called affordable housing is not affordable for most people in this city. And who on the planning committee thought 4 story apartment buildings off of Grand and 32nd was a good idea? You people are a joke. 32nd was not planned for the traffic from Zimmerman and all the apartment complexes. Same West of Shilo and King! What a joke!	12/1/2025 12:34 PM
454	The "Other" selection	12/1/2025 12:32 PM
455	Housing , rent or own , is unaffordable fir the average income in this city	12/1/2025 10:18 AM
456	I selected I dont see a concern is Real estate. As a real estate professional, the market is very balanced, also as a real estate investor, the rental market is very balanced. Both markets are relatively affordable, but also there is money to be made that incentivizes people to improve these fields.	12/1/2025 12:22 AM
457	Housing and transportation	11/30/2025 3:56 PM
458	Affordable housing.	11/30/2025 3:55 PM
459	Rental housing cost because everybody has to be able to live here to work and play here otherwise they leave and not everyone can afford to buy a house.	11/30/2025 2:56 PM
460	High rise rental housing projects in single family neigorhoods which create congestion and safety related issues	11/30/2025 2:55 PM

461	Crime, transients, illegal immigrants, all put a drain on our services and quality of life.	11/30/2025 2:54 PM
462	Housing affordability, prospective buyer wages are not adequate enough to quality for our current city real estate seller inventory. Total debt ratios are above qualifying for a loan.	11/30/2025 9:59 AM
463	Affordability	11/29/2025 4:58 PM
464	affordability, both rental and purchase. Billings used to be very affordable. Escalating property values will drive people to go to less desirable places like Wyoming or the Dakotas.	11/29/2025 4:58 PM
465	N/A	11/29/2025 1:50 PM
466	Billings needs to build, promote and accept green mobility by planting more trees, encouraging natural transportation and connect citizens with nature. These options are being expanded throughout Montana cities yet Billings stays way behind the expansion of natural surroundings.	11/29/2025 1:35 PM
467	Good, quality, affordable housing for people - this will draw productive and positive people into Billings who will hopefully stay.	11/29/2025 10:20 AM
468	Apartments affordable	11/28/2025 6:38 PM
469	Too many affordable single family or multi-family homes are being purchased and used as STRs. Monthly rentals are very much needed for traveling nurses or people coming to Billings for other business/pleasure, but there is no need to have nightly or STR rentals in neighborhoods. They destroy neighborhood charm, cause myriad issues and decrease property values for the neighbors. Nightly STR neighborhood rentals also discourage people from going out and patronizing local businesses and contributing to the tourism economy, which is something that Billings needs.	11/28/2025 4:21 PM
470	village cooperative would be perfect if it wasn't a cooperative;	11/28/2025 1:01 PM
471	Affordable housing(rental/ownership) to meat the needs of all socioeconomic citizens.	11/27/2025 11:17 AM
472	cost of housing, renters are too greedy	11/26/2025 11:49 PM
473	Affordability affects young families and elders, especially	11/26/2025 1:24 PM
474	Affordability for families. As a young family ourself we are thankful to have been able to find a place when prices were reasonable, but have friends who can't find places. The traffic patterns and such are also not reasonable for winter either. There have been so many accidents recently and a lot of it seems to be people not understanding the traffic patterns.	11/25/2025 9:28 PM
475	Traffic and overgrowth of housing without proper community planning.	11/25/2025 1:33 PM
476	There is too much uncontrolled growth in Billings, which is the root cause of all our other problems.	11/24/2025 8:23 PM
477	Affordability.	11/24/2025 8:13 PM
478	Maintain viable "Downtown".	11/24/2025 2:51 PM
479	Quality of rentals, seems to be to many slum lords.	11/24/2025 10:25 AM
480	Rentals are becoming too expensive, and I'm not sure my child will ever be able to afford to buy her own house here in Billings.	11/23/2025 2:15 PM
481	Billings has the least aggressive community forestry program of the largest cities in Montana. It is an embarrassment to us as the state advisory committee on community forestry.	11/22/2025 8:51 PM
482	You can't make enough in Billings to afford to live here.	11/22/2025 8:46 PM
483	Cost. It is getting to be nearly impossible to buy a home with the wages available here. Even trailer houses are going for 100+k.	11/22/2025 6:37 PM
484	Surrounding area housing	11/22/2025 9:27 AM
485	Downtown safety and revitalization. We must make it more attractive for people to live and work downtown, and they have to feel safe going out at night downtown. Address the transient problem. Get them out of downtown.	11/22/2025 8:28 AM
486	The quality of units to rent and own needs to be maintained. It is important that housing continues to be in good condition after 10-20 years!	11/21/2025 8:41 PM

487	continuation of sprawl development and single use development; we need more dense downtown multi family including high rise	11/21/2025 7:47 PM
488	Rental costs. The high cost of rental units, monthly, affects the low to moderate income.	11/21/2025 5:26 PM
489	Perhaps the greatest two I have are the loss of agriculture land first and second the cost of owning a home because of all the people that will now be crammed into a sq mile.	11/21/2025 2:27 PM
490	Property taxes-how much the city and school depends on them. SD2 is a joke there should be an audit on their spending	11/21/2025 1:20 PM
491	Increasing price of housing has become inaccessible for college graduates.	11/21/2025 12:01 AM
492	Lack of owner housing	11/20/2025 9:49 PM
493	taking care of environment because that affects people's health	11/20/2025 9:19 PM
494	Affordable housing	11/20/2025 9:01 PM
495	Lack of tax revenue from single family unit homes and non-mixed use building to help improve services and current infrastructure, provide new services like starting a light rail train system, and much more.	11/20/2025 7:49 PM
496	Affordability is 100% the most important piece. We are living on scraps, and the government safety net programs are all at risk. Wealth and income inequality causes unnecessary death and suffering. It also costs us enormous amounts of money as a society.	11/20/2025 4:19 PM
497	Affordability	11/20/2025 4:17 PM
498	I want affordability, when we're taxed out of our homes at an old age, people leave. People worked their entire lives to retire in their home but get taxed out of it. We don't have a place for people to go in the who are struggling with homelessness or mental illness. Many of the churches are part of the problem. School district is crossing the separation of church and state, nobody is doing anything about it.	11/20/2025 3:46 PM
499	Housing affordability	11/20/2025 1:29 PM
500	Reduction of large lot development driving those buyers to the county.	11/20/2025 1:11 PM
501	Affordability, because if rental units were more affordable we'd have fewer homeless people, and a happier city that's free to spend their hard earned money on recreation or hobby work.	11/20/2025 12:42 PM
502	See above. This comes down to being able to push home building faster without overreach as it hampers the ability to build without all of the red tape currently being handed down, and the duplication of departments.	11/20/2025 12:33 PM
503	Education	11/20/2025 11:31 AM
504	Affordability for young families	11/20/2025 9:11 AM
505	Everything is outdated. A lot needs to be modernized.	11/19/2025 10:05 PM
506	I'm really concerned for first-time homebuyers like my husband and me. Owning a home feels increasingly unattainable, and it seems like our generation is being pushed into renting indefinitely. Instead of constantly building more apartments, we should be focusing on creating affordable, thoughtfully designed neighborhoods—like the beautiful, well-planned tree streets. Those areas make Billings feel inviting, unique, and truly like a community. We need more neighborhoods that give young families a real chance to put down roots	11/19/2025 9:40 PM
507	New development for purchase is almost exclusively, large single family detached homes. The limited amount of new, smaller units are overpriced when compared to existing homes of similar size	11/19/2025 9:35 PM
508	afforability	11/19/2025 3:41 PM
509	Quantity and Affordability. People are being priced out of places to live and are struggling to make mortgage/rent payments.	11/19/2025 2:35 PM
510	Rent affordable	11/19/2025 2:03 PM
511	I'm concerned about not having homes available that are for new homeowners. I want to invest in a home and put down roots, but that's difficult to do if all the new builds are apartment	11/19/2025 2:02 PM

	complexes. That only encourages temporary residents when the goal would be establishing long-term residential taxpayers who are in clean, safe neighborhoods.	
512	Billings is one of the ugliest cities in MT. We need to work on making public spaces attractive for new development. Our downtown is full of used clothing, used furniture, antique stores. Non tax paying businesses should not be allowed on any ground level storefronts. That will never attract higher end retail. Every thriving downtown in America has residential living spaces available to rent or own. TIF money should only be available for new retail. Every new development should have to obide by rules to make the area more attractive with trees, shrubs etc. I closed my downtown business because all of the "New" retail went to the west end because DBA and City have allowed nonprofits and used stores to take over the downtown. Albertsons is the only grocery brand in a city of over 100k people? Work on getting competition in Billings.	11/19/2025 11:23 AM
513	Public safety so that people can be and feel safe walking in areas like downtown and large parking lots, and better traffic control to avoid accidents or road rage incidents.	11/18/2025 9:57 PM
514	Housing affordability. I have a great job, and chose to rent because I'm a better renter than home owner. The cost of rent, however, is out-pacing our community's pay schedule.	11/18/2025 6:34 PM
515	affordability	11/18/2025 4:41 PM
516	the consolidation of apartment complexes---on King west of Shiloh & west of Zimmerman between Grand and Poly	11/18/2025 11:59 AM
517	Affordable single family housing for rent	11/18/2025 11:49 AM
518	Public Safety - we need more police patrol at night, and more police presence around our schools during the day. We need to get rid of our homeless people downtown by doing away with shelters and handouts. We need our police officers to monitor the drag racing on Rimrock and Central Ave. We need to get rid of a lot of our bars and casinos, to present a more upstanding community appearance.	11/17/2025 10:06 PM
519	Public safety or at least the perception of public safety	11/17/2025 8:45 PM
520	The affordability of things. It is hard to get people to mov to Billings when prices are so high.	11/17/2025 3:55 PM
521	Neighborhoods with walking access to some businesses like a coffee shop, grocery store, etc.	11/17/2025 2:37 PM
522	Housing in general is too expensive and we need to find a way to get housing to the unhoused.	11/16/2025 6:09 PM
523	Hedge funds and large corporations buying mobile home parks and raising the rent so high that long-time Billings residents lose their homes. This is a serious threat to the city’s ability to house everyone.	11/16/2025 11:48 AM
524	Billings is on the cusp of increased growth which will be stunted if a workforce has insufficient housing units.	11/16/2025 11:40 AM
525	Availability homeless shelters.	11/15/2025 7:03 PM
526	Improve access and availability of recreational activities, important for family visiting in Billings and improves out QOL	11/15/2025 3:12 PM
527	Affordable rental	11/15/2025 10:53 AM
528	overdevelopment and loss of privacy--and conflict of interest from people on commission who are developers	11/15/2025 9:07 AM
529	Build and fund the schools! There are a lot of apartments being built between Arrowhead and Boulder. You need more schools and restaurants and retiming of traffic lights to accommodate everyone.	11/14/2025 11:51 PM
530	Traffic in the streets as it leads to spending less time at home and I don't want to see an impact in the environment.	11/14/2025 8:44 PM
531	Safety	11/14/2025 6:54 PM
532	Housing affordability + access. This is a basic human need and we can certainly do a better job in ensuring our unhoused neighbors can attain this basic need.	11/14/2025 6:40 PM
533	urban sprawl -- new developments at the edge of the city do not pay for the infrastructure	11/14/2025 5:05 PM

	required to make them livable	
534	Affordable housing which impacts young people coming to the city for new jobs.	11/14/2025 1:53 PM
535	Both go hand in hand. Landlords are charging WAY too much for subpar and affordable housing.	11/14/2025 10:19 AM
536	Walkability , bicycle network and connectivity, preserving existing buildings and enhancing public streetscapes	11/13/2025 12:27 PM
537	Lack of development, including housing, in the City/Downtown and the poor development of ag land on the west end.	11/13/2025 11:13 AM
538	Average wages don't line up with quality affordable housing options.	11/12/2025 11:12 AM
539	City support for long term supportive housing and crisis intervention for serious mental illness and addiction. This is the top priority because the #1 thing I hear from people thinking about moving here is about transients and crime. These are both directly linked to the lack of a well run continuum of care.	11/12/2025 10:45 AM
540	Low-density development patterns that don't pay their own way long-term through property taxes and street assessments, so they are subsidized by properties in the walkable districts	11/11/2025 7:01 PM
541	Crime & lack of good infill development in the city. People are not likely to enjoy visiting a city that looks like an overgrown warehouse district. Too many run-down, sad looking areas in this city, and too many damn casinos.	11/11/2025 5:58 PM
542	affordability is critical to maintaining a middle class	11/11/2025 1:46 PM
543	Affordability - basically there are a ton of units at the highest end and a lot of low end units and nothing in between. You will find similar price points on anything you can name from spaghetti sauce to tires to electronics. Where is the middle road?	11/10/2025 11:53 AM
544	the rental and housing market have skyrocketed without the same scale increase in income of the average Billings resident causing more families to function being house poor, making them choose between nice housing and other needed expenses.	11/10/2025 8:39 AM
545	The cost of housing is outpacing people's ability to afford it.	11/9/2025 10:34 AM
546	Improving downtown - (1) make it safer - too many needles, feces, mentally unstable folks harassing tax payers who would like to come downtown with their families to spend part of their day shopping, etc. (2) give people a reason to want to come downtown and tourists a reason to stay downtown - see # 1; encourage quality restaurants to come downtown and support them so they keep their doors open (no property tax for first 5 years?); same for new and interesting retail businesses; remove blight by cleaning up streets, improving depressing looking buildings, keep historical buildings, encourage art; improved lighting, more patrols by security and law enforcement, new ordinances targeted to camping and loitering, etc	11/9/2025 9:49 AM
547	The rapid increase in property taxes will eventually price people out of their own homes. The government spends too much money on the wrong things.	11/8/2025 2:09 PM
548	Nice neighborhoods are being broken up by multi family housing. Light pollution is out of control there is no traffic infrastructure for the housing developments. No consideration for existing property owners. Out of State developers are ruining our housing areas with thr rubber stamp of the city..	11/8/2025 9:12 AM
549	We need more options for first time home buyers or those entering the housing market who do not have the built-in equity to use in the down payment/closing costs of another property.	11/7/2025 2:10 PM
550	That the downtown creates the most tax revenue, but is neglected instead of invested in.	11/7/2025 11:04 AM
551	Affordability of rentals and homes. There are no starter homes that are affordable and you can't afford to rent while saving for the ones that are on the market because the rent it too high.	11/6/2025 10:59 PM
552	Affordability	11/6/2025 4:51 PM
553	The jump in prices is ridiculous.	11/6/2025 12:49 PM
554	Zoning, allowing people to run businesses out of their homes easily and use their access yards to provide alternative housing would be immensely helpful for people to be able to find affordable housing and create a living for themselves here	11/5/2025 4:22 PM

555	Uncontrolled growth. The "cheapest" development (including provision of more/new housing) will always APPEAR to be on the undeveloped periphery of a city, but permitting more and more development on the edges of the city will end up spreading public resources thin and detracting from quality of life (who wants to spend MORE time in a car?). I've been to several east-coast cities and used to live in Atlanta: by not setting boundaries for growth, those cities have ended up with miles of "beltway" interstate and lots of "nowhere" communities in between the city center and the furthest incorporated areas. The result is stifling traffic, food and cultural deserts, and tens of thousands of residents who never get to enjoy what the city has to offer because all of their free time is spent commuting. Billings should set some tough boundaries that will prohibit periphery development and encourage densification and redevelopment of existing property within the city. That way, tax payer dollars spent to maintain and improve infrastructure that we have already committed to maintaining will benefit new development as well. This will make lots of people mad, but it will pay dividends long into the future.	11/4/2025 9:07 PM
556	Lack of housing within the city. Sprawl leads to higher costs for everyone.	11/4/2025 4:32 PM
557	Quality and quantity of units to own--renters are not invested and damage neighborhoods	11/3/2025 2:17 PM
558	How much rent is in HUD housing	11/3/2025 12:46 PM
559	The lack of housing available in the city continues to result in urban sprawl. Urban sprawl negatively impacts the community (less open space, less green space, more car-centric community, etc.).	11/3/2025 10:39 AM
560	Affordability of units to own--One of Billings' competitive advantages for attracting people in MT is the balance of a quality job market with reasonable home prices. If that balance is shifted due to rising home costs, I fear working families may look elsewhere for opportunities.	11/3/2025 10:29 AM
561	My greatest concern is that we don't take advantage of the possible recreational locations around town. Providing great activities and options for places to visit outdoors and play sports can provide a huge cultural boost to morale. Seeing continued downtown development and clean up is also helpful. Continued additions to the Westend utilities is a smart continued strategy.	11/2/2025 9:10 PM
562	Traffic with inadequate funding to solve the problem	10/30/2025 7:08 PM
563	the rate of construction and housing cost will eventually implode on itself. the only people making money in this market is the contractor, realtor and landlords. Out of area buyers are crushing the homeownership of the residents who already live in this community. not to mention property taxes that grow rapidly to provide services to out of town buyers.	10/29/2025 7:08 PM
564	Lack of different housing meaning larger lot single family homes int the city with acreage and animals. Other: Over buying and renting of starter single family homes. There are not enough of 900-1K sf starter homes on 7k sf lots to allow owner development equity.	10/28/2025 12:02 AM
565	Public land access and open space. I moved here recently, but the development of agricultural and open space land is evident. I wish there were more developed trail networks for biking and trail running throughout the city.	10/27/2025 2:55 PM
566	Affordable Housing	10/26/2025 2:48 PM
567	Affordability, how can you support tourism and business growth if there are no affordable places to live or rent?	10/24/2025 12:31 PM
568	Having affordable housing for Billings residents across the spectrum.	10/23/2025 6:33 PM
569	Affordable high density housing to reduce sprawl.	10/23/2025 3:06 PM
570	Quality and affordability of safe homes for all economic levels. There are significant barriers and a lack of income growth opportunities for the next generation to become home owners, when they are faced with low quality and high expense rentals.	10/23/2025 12:33 PM
571	Stop taking away farmland and stop trying to line every road with commercial and multifamily.	10/23/2025 11:42 AM
572	I think if we are going to encourage tourism we need more opportunities to access rec/activity in the city not just send them all to red lodge	10/23/2025 10:42 AM
573	No more high density housing, no more encouraging of Texans and Californians who treat this city like trash.	10/23/2025 9:58 AM

574	My concern is too much development and losing the agricultural character and open space that we love. Too much sprawl. Duplexes popping up every where and in my opinion not desirable except for developers and banks. Need more control over open space.	10/22/2025 6:38 PM
575	Good affordable housing for average & low income. Kids are the first to suffer when families are short of money	10/22/2025 3:20 PM
576	Aging and undersized infrastructure	10/20/2025 10:09 PM
577	Vagrancy and its associated crimes are stunting the growth of this town. There is enormous potential in this town, particularly on the south side, that’s being squandered to keep a bunch of worthless methheads on life support.	10/17/2025 6:32 PM
578	Being able to afford safe adequate housing in Billings is becoming a concern. There are affordable housing options but they are not always in a safe area.	10/17/2025 1:51 PM
579	Affordable rental housing	10/16/2025 12:21 PM
580	lack of affordable housing	10/16/2025 12:05 AM
581	Crime and jail space	10/15/2025 7:12 PM
582	Affordability of city services and housing. The issues has multiple influences - some under city control but many are not directly changeable. Meeting the challenge of outside factors is where the city can get creative to mitigate some of those factors.	10/15/2025 11:57 AM
583	Vagrant control on private property such as Walmart, Lowes, etc is not being controlled and needs to be. It is an embarrassment to our community. Figure out a way to get these people the help they need to move on with their lives. Being cornered at your own vehicle after shopping by someone needing "gas" money is not a safe environment.	10/15/2025 8:52 AM
584	Community perception of safety. This ties in with community utilizing community trails, parks, downtown, etc. it also plays into creating a welcoming place for visitors	10/14/2025 1:33 PM
585	Lack of affordable rentals	10/14/2025 1:13 PM
586	Affordability: Everyone should have the opportunity to own their own property.	10/14/2025 8:11 AM
587	lack of affordable/attainable housing for first time home buyers, teachers, police, and medical workers.	10/13/2025 9:20 PM
588	Affordable housing. I believe that is why we have an increase in unhoused. Our community is particularly afraid of homeless which they see as a safety concern	10/13/2025 6:28 PM
589	I’m worried about overdevelopment and affordability. In a lot of areas across tve country housing has skyrocketed and become inaccessible. Billings must not allow that to happen here. We need more density in the urban core, ban airbnbs, and encourage two family homes	10/13/2025 5:10 PM
590	Loss of city identity - Not sure it's really what you're getting at, but the failure of our city to have a consistent and driving vision of who we are and where we are going will cause escalating problems as we go through this next phase of growth.	10/13/2025 4:41 PM
591	Homeless and slum lords safety issues for decent tax payers. Crime out control drugs and transients.	10/12/2025 2:08 PM
592	Public utilities. The water bills are outrageous as they are 4 times my electric. I can't even water my grass	10/11/2025 4:27 PM
593	Appealing to the highest paying market. I understand people in business have to make their money, but to destroy thousands of acres of land to put up poorly constructed “new” apartments and condos that are priced $1,500+ all the way to $5,000 for a 2b 2ba, is getting a bit out of hand. You already took away existing land people could’ve purchased to potentially build a home on and have now made it to where the people no longer have any option but to pay the prices or be on the verge of becoming homeless every month.	10/9/2025 9:08 PM
594	Prices are making it nearly impossible for people born here to stay here. Thus we are gaining people unconnected to this area and losing people with the long-term understanding of this area.	10/9/2025 5:41 PM
595	Trying to buy a home within the city, and everything on the market is priced way too high.	10/9/2025 3:09 PM

596	We need more housing and more multi family house	10/8/2025 3:59 PM
597	affordable housing is a HUGE issue	10/8/2025 3:46 PM
598	Quantity of rental units. The best hedge for high cost of living is increase housing and city density.	10/8/2025 1:35 PM
599	Quality and affordability as there are concerning minimum quality standards and if units to own are not affordable - there will never be enough options	10/8/2025 11:39 AM
600	Overall housing issues but especially affordability and location of rural unincorporated areas. We live in a world where wages don't match the cost of living and make it impossible to rent unless you have roommates/dual income. Quality is going downhill in these new builds and you see that people buy or rent places and have to invest more money than expected due to breaks and issues. Without quality and affordable housing, it makes it hard to live here at times. Especially if your income is not above the state minimum.	10/8/2025 10:22 AM
601	Emergency response time and serious police response.	10/7/2025 3:16 PM
602	Affordability	10/7/2025 12:20 PM
603	My greatest concern is that those who are trying to live on minimum wage cannot afford the rent and end up depending on federal and state programs. Cuts to these programs will result in a wave of homelessness for adults and children alike.	10/7/2025 11:41 AM
604	Affordability, rent for me went up like 40% in the last few years, very sad!	10/6/2025 6:00 PM
605	Insurance and property tax rates are out of control. I have a paid off mortgage and still pay almost $1000/month in taxes and insurance.	10/6/2025 1:09 AM
606	Single family housing affordability for local residents.	10/5/2025 8:59 AM
607	In general, I think that many areas of Billings need a general "face-lift." More murals, trees, less concrete to make it more inviting. Also, I think that better planning of neighborhoods would make the area more appealing.	10/4/2025 9:27 PM
608	Individuals openly walking around doing drugs, drinking and cussing while also intimidating people. Downtown is the worst but I live in the Heights and see it going on there. Illegals allowed to live here with no legal right to work or even be here who have been helped by the drug cartels to come to our nation. The lack of police and jail space along with no drunk tank to put people in when they are so out of control. The DNC who has run this city has done so with such a lack of common sense that it is truly frightening! People are cussing and being so rude in the library and hospitals. It is beyond disgusting.	10/3/2025 2:48 PM
609	my biggest concern is urban sprawl. The area west of the city is being developed with little attention to environmental impacts, and providing adequate utilities.	10/3/2025 1:33 PM
610	The apartment explosion. They should be where city infill needs to happen and adjust the zoning for single family lots. Put apartments as infill and commercial areas not in neighborhoods.	10/3/2025 1:11 PM
611	Different housing types. Right now there are two options, apartment or single family home. Many young people can’t afford single family homes and there needs to be more options such as condos or duplexes. This is true for the elderly too.	10/2/2025 3:36 PM
612	Cost vs quality	10/1/2025 6:54 PM
613	Many buildings should realize actual full depreciation date or have property tax benefit to tear down dilapidated housing. Capitalism rules prices, but tax benefits can sway investors to make better housing.	10/1/2025 6:47 PM
614	The over all price to live has increased.	10/1/2025 2:07 PM
615	affordability	10/1/2025 12:46 PM
616	Water prices and rebuilding trust in the city's ability to bill correctly and take care of citizens financially burdened by what happened during the switch over.	10/1/2025 12:41 PM
617	Overall affordability - there should be a means of encouraging development of truly affordable homes to buy.	10/1/2025 11:32 AM

618	How will young people ever afford to own a home, with prices in todays market.	10/1/2025 11:08 AM
619	Too many rental properties, with restrictions on household pets Pets help us cope with daily lives in a part of our family	9/30/2025 6:15 PM
620	Availability and affordability of real single-family homes.	9/30/2025 2:03 PM
621	We must improve our schools and expand our school system to accommodate the growth. So many schools are underfunded for maintenance and expansion. Our high schools are overcrowded and underfunded. We need to continue to fund outdoor recreation and attractive amenities for young families to move here. It's difficult to recruit professionals from bigger cities which have more amenities.	9/30/2025 12:43 PM
622	Affordability: both renting & owning. I think the overall quantity may look 'okay' on paper, but the majority of the available rentals are priced a lot higher than my demographic wants to pay. Additionally, the 'starter home' sized houses to own are also generally priced a lot higher than my demographic is even able to consider purchasing.	9/29/2025 5:56 PM
623	Affordability of all types of housing	9/29/2025 3:17 PM
624	Housing affordability (affordable units to rent and own) to encourage younger professionals we'll need more affordable housing options for rental and ownership	9/29/2025 2:37 PM
625	Multifamily housing in Billings is out of control. There is zero plan for traffic impact, less revenue coming in from property taxes, quality of living goes way down.	9/29/2025 2:04 PM
626	Affordablity, because we won't be able to attract a better work force and, it will drive the cost of labor up for businesses.	9/29/2025 12:20 PM
627	Affordability of units to OWN. Ownership promotes accountability, pride, and stability. It is the first step in generating individual wealth (and for most, it's the only thing they have).	9/29/2025 11:55 AM
628	affordability of units to own	9/29/2025 11:52 AM
629	Affordability of units to own. Would like born and raised Montanans to have a chance at home ownership before the out of staters.	9/29/2025 11:34 AM
630	New Business Development	9/29/2025 11:31 AM
631	A lack of unity and communication between city, county, state, engineering, etc causing excessive red tape to get new projects up and going there is a major lack of communication between interested parties making the barriers to entry only accessible to the very big players who have a team to accomplish it. I think we could see a lot more small entrepreneurs succeed if the process was simplified and streamlined	9/28/2025 11:59 PM
632	Cost of housing	9/28/2025 7:21 PM
633	Increasing costs of rent for young families, increasing and inflated single family home costs, postage-stamp sized lots	9/28/2025 2:41 AM
634	We can't grow if people can't afford to live here.	9/27/2025 10:39 PM
635	Affordability. There are plenty of homes. Young professionals, young families are forced to rent due to cost.	9/27/2025 10:28 PM
636	Crime Behavior Health Crisis Legalization of Cannabis	9/27/2025 8:38 PM
637	Affordability of units to own: high prices creates generations of permanent renters, more rentals in neighborhoods, and can reduce the quality of unit inventory due to lack of direct responsibility for the place one lives	9/27/2025 6:47 PM
638	My greatest concern is that we have neglected the very real problem of poverty and drug use within the city. Programs need to be developed to engage people where they are instead of requiring them to be something they are not. And the lack of housing and social services makes me aware that we do really have a homeless problem.	9/27/2025 5:13 PM
639	Over building of expensive rental units. Excessive cost of mobile home courts.	9/27/2025 4:14 PM
640	A single person with a good job can’t afford to buy a home or even rent a nice place.	9/27/2025 4:06 PM
641	Too much cheap housing going up in areas with the highest property tax and highest utility rates (water) and traffic congestion where too many kids live, meaning the roads are not built	9/27/2025 1:43 PM

	to handle so much traffic, stop signs where traffic lights ought to be etc	
642	The cost of living and housing	9/27/2025 11:24 AM
643	Housing costs increase so much I can never afford to move	9/26/2025 11:37 PM
644	Housing costs are unaffordable for the average person and are a limiting factor when trying to draw new residents/young professionals to our city.	9/26/2025 9:40 PM
645	lack of affordable housing is not good for a good quality of life	9/26/2025 6:49 PM
646	Billings has gone downhill and it has become a free for all in regard to housing. It seems as if no one has any pride in how their place looks. I truly miss the fact of watching out for each other instead of how can I make someone life miserable.	9/26/2025 6:03 PM
647	far to many high density muliti-family housing units jammed into the West end destorying the beauty of what once was. A variety of nice homes providing young couples and elderly an opportunity to invest in owning a home vs paying rent for far too many years to the wealthy who have no regard for anything except more more more. When do they have enough? When will the planning department recognize they are destroying the opportunity for the young to invest in their own home?	9/26/2025 4:17 PM
648	Police & Emergency Services. This is the biggest city in the state and we should be pioneering the right way to grow a successful city with culture and community at heart. We should be learning from the mistakes of bigger cities. Protection and safety of the community to live with out fear of conflict from transients and criminals alike; coupled with the fact that our police aren't allowed to pursue or apprehend due to City policy, and the overuse of police and emergency services by visitors or persons that don't contribute to our community financially or in any other mode.	9/26/2025 1:14 PM
649	Houses are far to expensive for the money you make here. Then throw on top of that, the taxes on your house and you can no longer afford to support anything else.	9/25/2025 9:15 PM
650	Amount for rent	9/25/2025 8:36 PM
651	Cost of housing, along with property taxes and high homeowners insurance premiums, are making it unaffordable for young families to purchase their own home.	9/25/2025 6:49 PM
652	Affordability. Housing costs have risen beyond what is sustainable.	9/25/2025 6:18 PM
653	Safety.	9/25/2025 5:53 PM
654	Overall lack of housing affordability in safe neighborhoods specifically. Housing is incredibly expensive and every year I have lived here our rent has increased while wages have not. If this continues we will have to move to another city, since there are not enough jobs here to cover the rising housing costs.	9/25/2025 5:27 PM
655	My biggest concern is that the city needs to be smart about where it wants to encourage development. If it's not careful, Billings will stretch all the way to Laurel and become a pain to navigate. I would like to see the City push for denser development - especially in the downtown area. That includes multifamily housing, shopping complexes, and maybe even a convention center. A strong urban core is a must. If you want examples, look at Spokane or Missoula. Both towns have a well defined and well organized downtown area. Thinking of ways to connect the Metra and downtown would also be smart. A lot of space in that area which is currently subject to industrial use, could also be used for hotels, restaurants, maybe even a park or two. Not to mention it would be far less of an eyesore.	9/25/2025 5:11 PM
656	Sprawl of Billings	9/25/2025 5:08 PM
657	Lack of variety of types to own. Not everyone wants a large single family home.	9/25/2025 11:47 AM
658	We do not need to continue with development. It needs to slow down, and only continue at a reasonable pace.	9/25/2025 11:25 AM
659	Affordability of units to own	9/25/2025 10:28 AM
660	Homeless issue due to general public safety and perception of the city. I had friends from England visiting just two weeks ago and within 5 minutes of driving downtown they saw a woman having a drug induced breakdown showing her bare ass to the world. I just said, "welcome to Billings!"	9/25/2025 9:26 AM

661	As i have already noted.	9/25/2025 9:17 AM
662	Rental costs are high making it difficult financially	9/25/2025 9:10 AM
663	I am a contractor in town and the general quality of buildings lately has been very poor especially in the big apartment complexes and town homes. Cheaply built that will not last and fall apart leading to more problems in the future.	9/25/2025 8:41 AM
664	Affordable housing, housing cost are outrageous for anyone that is living on an income of 900 a month.	9/25/2025 7:16 AM
665	Housing. Wages have not risen in proportion to the cost of housing. It's hard for younger people to build equity when they cannot afford starter homes. We have way too many apartments in Billings going up and way too few moderately priced homes. We ought to encourage homeownership, as people who are rooted in our city are more apt to stay and become involved members of the community.	9/25/2025 2:12 AM
666	Affordability.	9/25/2025 1:00 AM
667	Not enough affordable housing to purchase	9/24/2025 10:59 PM
668	Crime needs to be fixed	9/24/2025 10:57 PM
669	Affordability in general	9/24/2025 10:45 PM
670	Affordability for community members (especially families) renting.	9/24/2025 10:21 PM
671	Affordability of units to own. Equity is critical for everyone to build. This builds quality of life for individuals, families, and communities.	9/24/2025 10:21 PM
672	cost of housing, especially on the lower end.	9/24/2025 10:12 PM
673	It's important that our city takes priority in preserving the good things about our community: access to the outdoors, green spaces, community cultural gems (library, heritage, museums). Without these things, Billings loses its the few things that make this city worth living in.	9/24/2025 10:09 PM
674	Affordable of housing	9/24/2025 9:59 PM
675	Housing, people need to be able to afford to live here in order to live well here. Housing and wages are not as compatible here compared to national averages. New construction can be less sq ft - ranging from 1,000 to 1,750 sq ft.	9/24/2025 9:54 PM
676	Too many regulations	9/24/2025 9:53 PM
677	Na	9/24/2025 9:43 PM
678	The cost of housing becoming too unaffordable for first time homebuyers	9/24/2025 9:40 PM
679	I am concerned about development in the county surrounding the city. Currently it is anything goes, storage units, large subdivisions on well water and septics, warehouses that end up looking junky a couple years later. It's frustrating to see when I think Billings has such potential. I'm also concerned about the development along the Yellowstone River.	9/24/2025 8:11 PM
680	if you can't afford a place to live, why live here? for real - billings isnt so great id choose to be homeless or unable to afford basics because my rent/mortgage is so high	9/24/2025 7:23 PM
681	Rental prices are not conducive to the average pay for those who need to rent as prices are astronomical in comparison to what an average person makes, forcing those who rent having to rent smaller places than needed. The few affordable housing for those who don't qualify for assistance is not necessarily maintained either.	9/24/2025 6:26 PM
682	Cost of Housing and dishonest property management companies	9/24/2025 6:25 PM
683	Creating an Urban Forestry Department because it would provide the most immediate significant change in quality of life in Billings at the lowest cost as compared to other possible significant initiatives Billings could try. It would also benefit ALL citizens and is not only a concern of select few. It will give Billings residents confidence that leaders are making changes for the better and residents will develop pride in their city as they see their city in the desert green up to being an oasis from the unrelenting heat of Billings summers and a calm spot in which trees slow the frigid winds of Billings winters.	9/24/2025 5:22 PM
684	lack of police patrol on Shiloh Avenue	9/24/2025 4:31 PM

685	Affordability of rental and ownable units	9/24/2025 4:23 PM
686	We can't bring people in if they can't afford to live here. We can't turn into Bozeman.	9/24/2025 4:16 PM
687	The rapid expansion of population drives prices and shortages for housing. The totally convoluted property tax system needs to be revised as it adds to increased cost.	9/24/2025 2:28 PM
688	Affordable housing. If we want to attract more families, there have to be affordable places to live. The rentals here are insanely high and there is a big time lack of affordable single family units being built.	9/24/2025 2:13 PM
689	Housing costs	9/24/2025 2:11 PM
690	Quality of rental units	9/24/2025 2:10 PM
691	Affordable (and quality) rental units. Because I may be homeless in the not too distance future due to the lack thereof.	9/24/2025 12:26 PM
692	lack of different housing types	9/24/2025 11:07 AM
693	If people can't afford to live here, they aren't going to come to work here.	9/24/2025 10:56 AM
694	Rental Units cost and availability	9/24/2025 10:50 AM
695	Affordability. Income DOES NOT, match housing costs.	9/24/2025 9:42 AM
696	Crime, jails	9/24/2025 4:28 AM
697	Housing costs are ridiculous.	9/24/2025 4:13 AM
698	Affordable quality housing	9/24/2025 1:54 AM
699	Affordability of owning a house. Buying a house in my home town is way out of my price range at this point. It’s depressing	9/24/2025 12:55 AM
700	With rate of housing increases, concerned future generations will struggle to be able to enjoy single family housing	9/23/2025 11:58 PM
701	Affordability of rental units for all different income groups.	9/23/2025 11:33 PM
702	A blue-collar family can’t afford a decent house in this town anymore	9/23/2025 10:26 PM
703	Affordable housing is becoming nonexistent And apartments and houses do not serve the lower income groups.	9/23/2025 9:36 PM
704	I constantly hear people complaining about cost of rentals, not lack of rentals.	9/23/2025 9:16 PM
705	The cost of the new housing on the West end is inflated for the quality and I suspect they will deteriorate quickly	9/23/2025 8:42 PM
706	Affordable places to buy. My family have been priced out of the market	9/23/2025 8:16 PM
707	Affordability for houses to own	9/23/2025 6:21 PM
708	expansion of the west end is out of control. I don't think anyone from the city realizes the traffic issues on the main arteries coming from the west end (past Shiloh). We just keep building and we don't do anything for infrastructure. City buses don't even go out past Shiloh. Commute time in Billings is awful. Rimrock past 54th is falling apart. We put in roundabouts on Central where we don't need them and let Grand and Rimrock suffer. And no one can afford housing at all. We just build these enormous rental units.	9/23/2025 6:19 PM
709	Housing affordability in both the rental and owning market. There seems to be a lot of rentals going up off of Zimmerman that say they are affordable but they are anything but. If you can't afford a rental living off minimum wage it isn't affordable.	9/23/2025 6:14 PM
710	Housing. People, particularly younger people need opportunities	9/23/2025 5:40 PM
711	I think we are in a minor housing crisis in Billings, which could turn into a major housing crisis similar to that of other locations in Montana.	9/23/2025 5:25 PM
712	Affordable housing so people can have a better life and not move from apartment to apartment and so they can put roots down.	9/23/2025 4:52 PM

713	Rental properties and first-time homes tend to get run-down and lose value over time. Reinvestment seems minimal at best. Costs of maintenance, property taxes, and a lack of neighborhood unity are prohibitive of healthy communities.	9/23/2025 4:49 PM
714	Affordability of housing	9/23/2025 4:38 PM
715	We need quality affordable housing, which means smaller units with shared green spaces and fewer McMansions. I also wish the city would put limits on how many homes people are allowed to own beyond their primary dwelling OR put limits on rents to discourage house hoarding.	9/23/2025 4:32 PM
716	N/A	9/23/2025 4:19 PM
717	if billings is going to grow, it needs more entry level housing available for those looking to move here. both rentals for young adults and first-time homes for young families would help facilitate this. Providing more rec would increase this rate and increase length of time spent living in billings	9/23/2025 2:33 PM
718	we need more infill housing development. can't afford continued sprawl	9/23/2025 1:50 PM
719	Rental properties bring down the value of the properties on the block, especially homes on either side, because landlords don't re-invest in their properties or even maintain their properties. It is very discouraging to homeowners in the neighborhood.	9/23/2025 12:06 PM
720	None, we are on par with other similarly sized cities in the area in regards to rental price and availability.	9/22/2025 11:47 PM
721	Lack of Road/street/highway infrastructure and expansion near new subdivisions, especially on the westend. Rimrock, Grand	9/22/2025 5:59 PM
722	Apartment rental prices are quite high, although this is more a national problem than I local one. An enforceable ordinance against apartments being rented as airbnbs would help a little bit as it would bring more long term units online, keeping costs low. A true rent control program would be great.	9/22/2025 3:25 PM
723	The city should concentrate on infill rather than sprawling annexation. The cost of expanding utilities does not pencil out. The cost of building within the city is excessive due to minimum parking requirements and single family zoning.	9/22/2025 2:59 PM
724	prices have just been increasing	9/22/2025 1:23 PM
725	Affordability of houses. It seems there are not enough affordable homes being built.	9/22/2025 1:15 PM
726	Options of different housing types in terms of size, location, and price.	9/22/2025 12:49 PM
727	Entertainment and dining. Some decent options but hopefully it continues to improve.	9/22/2025 11:50 AM
728	Affordability of Housing. The price of owning a home is becoming extremely high	9/22/2025 11:33 AM
729	Traffic flow	9/22/2025 10:45 AM
730	Public transit and accessibility to housing. I dont make enough to live alone, neither do most of my friends and peers. We work full time. Decent jobs. Sometimes several jobs. Its not enough. But you cant just get roommates anymore. Combined income is becoming obsolete. Access to rentals towards the center of town is 0 to none. The price of rentals is insane. Public transit needs to be more accessible. I take the bus as my main form of transit...I cant work Sundays. Or minor holidays. I cant close at my job because I have no way home so my hours are limited. I think it'd be very beneficial to have busses run 7 days a week and till later hours. People downtown from a night out can get home safe. People can get home from their jobs. Make living more accessible for the citizens of Billings	9/21/2025 10:28 PM
731	Cost of rent and home ownership. Our young people can't afford the.	9/21/2025 12:35 PM
732	Homeless population is growing and expanding beyond downtown, neighborhoods are unsafe to walk at dusk to dawn. Crime is increasing, gunshots heard more frequently. Repairs & repaving streets feeding into arterial roads like Rimrock ignored for years (decades). Failure to alpha then beta test new utility software used for billing showed administration total lack of experience in service or product launches or change roll-outs.	9/21/2025 12:25 PM
733	We live on the far west end. Traffic on Rimrock during rush hour is horrible.	9/21/2025 12:06 PM

734	Rising costs and wasteful spending	9/21/2025 7:36 AM
735	Housing, and good paying jobs to support rent, mortgages.	9/21/2025 1:20 AM
736	Affordability of rental units is my greatest concern. I am a mother and even in a dual income household we have struggled to afford rent in the past. I wish to see families in our community thrive, but the cost of housing is so high that working families are struggling to get by.	9/21/2025 12:20 AM
737	When we moved back to Billings a year ago, it felt like there were only a couple of rental companies with units that met our needs and they all had poor reviews.	9/21/2025 12:03 AM
738	Affordability. Housing prices are increasing while the economy is low, and people are struggling to make a decent livable wage. Young people will never be able to purchase quality homes.	9/20/2025 9:44 PM
739	The constant cost of taxes increasing and all the cost being on the homeowners.	9/20/2025 8:30 PM
740	The normalization of political violence. And before you say it can’t happen here, just ask yourself whether you would have expected it to happen in Minnesota or Utah.	9/20/2025 8:09 PM
741	“Starter homes”: I’d love to see developers concentrating on building new affordable homes.	9/20/2025 7:02 PM
742	Housing prices don't align with income in the area	9/20/2025 2:51 PM
743	Lack of places for couch-surfing school age children to stay.	9/20/2025 1:28 PM
744	Affordability of renting and owning	9/20/2025 1:17 PM
745	Affordable housing is my number one concern. My child is only 12 and I don’t see a future where they could possibly afford to buy a home in Billings without huge amounts of my assistance. Yes I own my own home but how are others going to afford to purchase a home? Also WHY ARE ALL OPEN FIELDS BEING GOBBLED UP BY TOTALLY INEFFICIENT HOUSING? Who is allowing this? Where is the water going to come from to feed these completely unaffordable monstrosities?	9/20/2025 12:43 PM
746	Schools, education is vital to a strong community	9/20/2025 11:51 AM
747	The need to create and expand open space, public land, and outdoor recreation in the city and its edges. (South Hills, Back Nine, Yellowstone River, etc.).	9/20/2025 11:39 AM
748	Houses prices making it difficult for families to buy homes or requiring both parents to work full time.	9/20/2025 11:37 AM
749	1.The lack of collaboration between City and County governments. They act like they represent two different clientele with totally different agendas. 2. Affordable housing. 3. School populations are continuing to increase (West High) and we are not getting support from public because they feel they are over taxed and their is no accountability for spending. 4. Council members and County Commissioners seem to be one agenda candidates, with a lack of concern for future issues. They need to consider their actions for the now and the future. Not just now and leave the problems for future commissioners and council memebers to resolve.	9/20/2025 9:40 AM
750	Making sure that rentals are being kept up by landlords, as that is where areas become run down-Hold them accountable to owning the rentals in all areas of town	9/20/2025 2:42 AM
751	Affordability. Rentals and homes. More clean and decent low-income rentals. Smaller affordable homes instead of huge houses for only thecwealthy.	9/19/2025 11:22 PM
752	Housing cost and upkeep	9/19/2025 9:08 PM
753	High property taxes, we need to find other options to fund local government and encourage small businesses to come here	9/19/2025 6:00 PM
754	lack of housing, price	9/19/2025 5:21 PM
755	Pumping more and more money into the police department clearly isn't addressing the issues with homelessness. The city and county need to get serious about funding and attracting coordinated, comprehensive solutions.	9/19/2025 4:35 PM
756	Poor growth management, the leadership that is supposedly in charge of this is completely inept.	9/19/2025 3:58 PM
757	Rental units are too expensive for the average person, and especially for young working people to be able to save money to purchase housing in the future.	9/19/2025 2:46 PM

758	Housing affordability	9/19/2025 1:15 PM
759	Housing is too expensive overall	9/19/2025 12:34 PM
760	The normal day to day average income workers are struggling to make ends meet cause of cost and quality. Decreasing the amount of general workers over all whether they are going on state assistance or moving to a more affordable area.	9/19/2025 12:23 PM
761	Affordability of units to rent and own. Wages are not keeping up with cost of housing	9/19/2025 12:21 PM
762	Too many apartment buildings.	9/19/2025 12:17 PM
763	We are in danger of becoming Bozeman where regular middle class can't afford to live in or even near the city.	9/19/2025 11:38 AM
764	Housing costs. If we are trying to expand the greater Billings area, our labor market has to provide wages to afford the housing.	9/19/2025 11:22 AM
765	Crime lack of funding for officers, lack of mental facilities causing street people getting out of hand, school safety for children	9/19/2025 8:11 AM
766	Housing market is way out of proportion.	9/19/2025 5:56 AM
767	Keeping Billings authentic and not turning it into yet another sprawling ant hill for tourists, making local life unaffordable for locals. Don't pave everything! Leave the trails natural! Visitors want to see something real and authentic. Preserve that! I spent 25 years in the Eastern US…they want the West to remain a place they can experience something very different from what they already can see. Don't turn it into a chain store or tourist trash mecca. Capitalize on the authentic WEST to attract the right type of tourist. Preserve the old, restore, don't tear it all down!	9/19/2025 12:19 AM
768	Affordable housing. I am an active professional in the community and make a middle-income wage, and cannot afford to buy or rent a home due to the high cost. I have lived in Billings for 30 years, and this is the worst I have seen it.	9/18/2025 9:04 PM
769	Affordability for rentals and ownership of housing	9/18/2025 5:39 PM
770	Cost with interest rate	9/18/2025 5:37 PM
771	Kids not able to afford housing having to cohabitate with families.	9/18/2025 5:16 PM
772	Landlords charging astronomical rent prices for rentals that if a strong wind blew, it would topple the whole "structure". that and being able to buy an affordable house with wages earned from a, City/State/County job. Ones that need little repairs and not remodeled from ground up.	9/18/2025 4:17 PM
773	We have a large upcoming group of people who should be first time homebuyers. However, they are finding it more challenging each year to find affordable housing to allow them to entertain the American dream. Affordable, ownable housing is the largest issue.	9/18/2025 4:03 PM
774	Affordability of housing renting or buying	9/18/2025 3:09 PM
775	Affordability of homes to own and rent. The cost of homes has greatly increased and there is no way new families could afford to buy a home.	9/18/2025 2:57 PM
776	City fees making the cost per home or rental increase.	9/18/2025 2:24 PM
777	General cost of living, affordability.	9/18/2025 1:49 PM
778	I am a college-educated single person (no children) who makes $19/hour. I couldn't find a place to rent that was affordable, so I moved in with my sister. Luckily, I had sizeable down payment from my out-of-state home sale that could help me, but the lack of affordable housing must be horrible for average Montanans who are younger and have never owned a home.	9/18/2025 12:58 PM
779	A race for profits! The quality to price ratio for new construction is stupid. If the city had a housing authority that subsidized affordable housing (with the proper inspections to maintain quality). Our city code enforcement and inspection department is a joke! Bought and paid for by the developers and contractors.	9/18/2025 12:49 PM
780	Cost of housing. Available affordable housing. Short term rental housing is taking away a lot of the affordable homes.	9/18/2025 12:47 PM

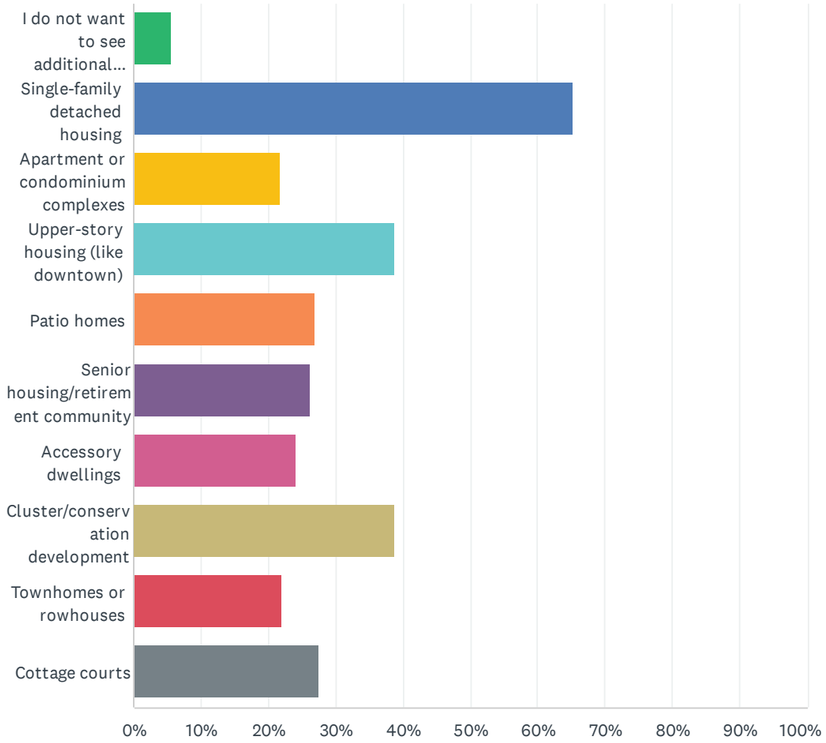
781	Affordable housing	9/18/2025 12:44 PM
782	I honestly don't know how my children will be able to purchase a house in 5-10 years	9/18/2025 12:43 PM
783	i think the affordability is important to me because i know people who are struggling. I own a home, so my larger concerns are the traffic, maintaining the green spaces, walkability, and recreational things. Also we need another west end high school.	9/18/2025 12:32 PM
784	Affordability	9/18/2025 12:31 PM
785	Too many low income housing options in neighborhoods where they should not be.	9/18/2025 12:09 PM
786	Public safety: we need more cops, more ambulances, and more firefighters. We are understaffed by at least three companies for the fire department and at least 5-10 on duty cops every day. AMR hits level zero several times a week as well. Business growth: there are huge opportunities here for businesses and our city government is useless at attracting them. They would rather focus on parks than public safety and business investment	9/18/2025 11:57 AM
787	High rents exceed income capacity	9/18/2025 11:50 AM
788	I hear a lot about bad landlords and and unwillingness for the city to get involved.	9/18/2025 11:36 AM
789	Affordability	9/18/2025 11:32 AM
790	We are too soft on crime, too soft on drugs, too soft on the homeless people draining our emergency resources, very weak city leadership...	9/18/2025 11:23 AM
791	Crime, transients. Bad for business and tourism. Coastal transplants. Destroying Montana culture and bringing their problems with them.	9/18/2025 11:05 AM
792	Quality of affordable rental units	9/18/2025 10:31 AM
793	traffic - congestion is notably worsening	9/18/2025 10:15 AM
794	We have no control over economics supply/demand interest rates. Younger generations having to make so much money to afford a home, which drives costs of goods and services up to pay these high wage jobs.	9/18/2025 9:30 AM
795	public safety and parks	9/18/2025 8:48 AM
796	City Budgeting - the show of concern more and more on salaries for brining more people in, when lower wages by basic workers are not going up around the city. Which is connected to affordable GOOD housing, which is connected to caring about the current citizens and city by allocating funds in a more efficient and forward thinking manner. All go back to City budgeting is poor.	9/18/2025 8:25 AM
797	Crime rates and expectation of the population living in the city limits to get charged more to use county facilities such as the jail etc when we already pay county taxes	9/18/2025 1:43 AM
798	People building houses outside city limits and expanding into farming area	9/17/2025 11:15 PM
799	Homeless people downtown	9/17/2025 9:46 PM
800	Lack of housing availability leads to overpriced rental rates for sub par dwellings.	9/17/2025 9:41 PM
801	My greatest concern is our city government. It appears they spend money without a plan, budget for the wrong things and bring liberal ideas to Montana which do not match our values.	9/17/2025 9:37 PM
802	I grew up here, and am a fifth generation Montanan. I am deeply worried my children will not be able to afford a house in Montana, and more specifically Billings.	9/17/2025 9:36 PM
803	While my husband and I work full time jobs while raising 3 kids- we find it hard to gain the funds to comfortably rent/try buying a home. We pay over 1800 for a 2 bed 1.5 bath when we could be paying that for a mortgage. It is just hard to find somewhere that is affordable, that has enough space for our family, and that is in a safe area..	9/17/2025 9:10 PM
804	Housing cost and affordable housing options. People need to be able to realistically afford housing which will limit the transient population.	9/17/2025 8:59 PM
805	Lack rural housing	9/17/2025 7:23 PM
806	Affordable and quality rental units with good and honest landlords is causing issues with	9/17/2025 7:19 PM

	homelessness. Which is causing issues with public safety. Instead of changing one way streets to two way streets we should be focusing on actual issues.	
807	high crime because it affects sense of safety	9/17/2025 6:48 PM
808	Housing costs are way too expensive, for both renters and first-time home buyers. People paying more than 50% of their income on housing doesn't leave much for other necessities.	9/17/2025 6:34 PM
809	most employers haven't been able to keep up with increased cost of living, so high cost of housing and rent makes it so most of us can't rent or buy in the city limits, so we commute.	9/17/2025 6:32 PM
810	Cost of living and protection of land. We are the big sky state if we cover that then what do we have? Don't take away open land to create living but make the living places we have more cost effective and also accommodate more people without packing them in like sardines. Use spaces effectively.	9/17/2025 6:12 PM
811	Affordability	9/17/2025 6:12 PM
812	Affordability of housing	9/17/2025 5:54 PM
813	affordable housing choice for all varieties of needs: single resident, young family, seniors/retirees.	9/17/2025 5:52 PM
814	Market will drive housing options.	9/17/2025 5:48 PM
815	Affordability and cost of living. The average person with full time employment can not afford housing with out a roommate or multiple jobs whether the housing is rented or owned.	9/17/2025 5:46 PM
816	High prices drive people away	9/17/2025 5:45 PM
817	Affordability is my greatest concern. Costs of living will continue to increase while wages fall behind. Affordable housing is a basic need. When that need is met, it allows people to thrive rather than just survive.	9/17/2025 5:44 PM
818	The cost of rentals. Young people can't make it with the cost of rent vs what they get paid here. It's almost unreachable. Not to mention the other expenses.	9/17/2025 5:42 PM
819	Crime rates have been on the rise for a decade, our police officers are short handed and it puts them in danger, crime is spread throughout the city, our jail turns people away, and we never have the funding to properly grow with the needs of our rising population.	9/17/2025 5:35 PM
820	The greatest concern is the safety of everyone in the community. If we don't have officers or other first responders, how are we going to have a community that people are going to want to visit, let alone live in. The crime rates are high and the situation with YCDF needs to also be addressed because we don't have somewhere to put the misdemeanor crimes that are happening until the issue becomes a felony.	9/17/2025 5:27 PM
821	Affordability of housing is my greatest concern because cost of everything is only going up and fear that I'll never catch up.	9/17/2025 5:25 PM
822	Affordability of rental units is a huge concern because renters are not able to maintain decent housing with stagnant incomes. Affordable housing (not workforce housing) needs to be accessible and abundant for income qualified households.	9/17/2025 5:23 PM
823	Housing costs are very high compared to the median income in Billings. Also, lack of rental property/landlord oversight degrades the quality of affordable rentals.	9/17/2025 5:21 PM
824	Crime if crime continues to escalate the overall livability of the city will decrease. Downtown needs a facelift, too many vacant lots along 27th street not a very good look. We need to encourage new businesses to come to town. We are behind in restaurants and other buisness there is so much more Billings could have here.	9/17/2025 5:20 PM
825	Affordable housing and what to do with the large unhoused population	9/17/2025 5:19 PM
826	Housing prices are too high now. I fear my adult children will move away because owning and renting here is too high for the income levels here.	9/17/2025 5:18 PM
827	Other cities have become unaffordable for families to live in. While Billings has been able to avoid the worst of what has happened in Missoula & Bozeman, I think that speaks more to the fact that our city isn't located within the mountains. We are slowly marching toward pricing out families.	9/17/2025 5:17 PM

828	The housing market is absolutely out of hand. The median house costs $420k meanwhile the median wage is $77k a year. Renting is also absurd with a median rent payment of $1400/mon for a ONE BEDROOM apartment while jobs still pay MINIMUM WAGE. On top of that, crime is at an all time high because there are no amenities for teenagers and nothing for young adults other than casinos and bars. The city as a whole is very ableist as there is nothing to do for disabled individuals who do not gamble, go to church or drink. There are no mental health services that are willing to actually help people and the transient population is generally violent and the police are not kind to the community.	9/17/2025 5:16 PM
829	The affordability is hard in this town possibly due to taxes but I hope in the next few years with the new property tax rebate it is easier on the affordability.	9/17/2025 5:16 PM
830	Lack of density	9/17/2025 5:15 PM
831	Keeping City clean with no garbage and jail expansions.	9/17/2025 5:14 PM
832	Affordability to own	9/17/2025 5:14 PM
833	I would like to know who thinks that growth for the sake of growth is a good thing. Big cities are hellscapes WHY would we possibly want to do that to our home? Enough population growth already!	9/17/2025 5:13 PM
834	I think the availability of affordable single family houses is still somewhat unattainable for most. It's really limited to certain areas that have more crime.	9/17/2025 5:09 PM
835	Housing costs, it is creating a barrier for new families to own their own homes and for people to upgrade houses which also opens up homes to young buyers	9/17/2025 5:08 PM
836	Cost of housing	9/17/2025 5:05 PM
837	Affordability of rental units for single families with lower income. Rental units in "nicer" areas are unaffordable. either sacrificing affordability or safety	9/17/2025 5:03 PM
838	Affordability of housing	9/17/2025 5:02 PM
839	Affordability of rentals and housing	9/17/2025 4:57 PM
840	Landlords are not held responsible for maintaining rental units that are clean, healthy, and free of code violations	9/17/2025 4:57 PM
841	Lack of affordability may cause residents to have to leave	9/17/2025 11:44 AM
842	Affordability. The majority of first time home buyers cannot afford a $300,000 single family home. Furthermore, the homes that are available in that price range need a LOT of work.	9/17/2025 9:28 AM
843	Housing prices have outpaced wages and middle class workers can’t afford reasonably sized single family homes.	9/16/2025 8:57 PM
844	Housing	9/16/2025 8:04 PM
845	Over building of large rental complexes and long term impacts on safety.	9/16/2025 8:02 PM
846	Please add curated mixed-use downtown housing to the Gazette Building -- what an opportunity to use the parking area as a green event space flanked by a trail connecting Lincoln Center, Library, YAM etc. This could start tomorrow with a simple painted trail. People would invest in this Opportunity Zone property if a mixed use vision was set up.	9/10/2025 7:03 AM
847	We need to grow inward and build up our city center rather than sprawl outward without being able to maintain the infrastructure that single family housing requires.	9/7/2025 6:22 PM
848	Quality of units and their associated environment. The developers in Billings continue to mass produce the same items. We need more Josephine Crossings.	9/4/2025 5:28 PM

Q13 What specific types of residential development would you like to see more of in Billings? (Select all that apply) PART 1The following images are EXAMPLES of how different housing types may look.

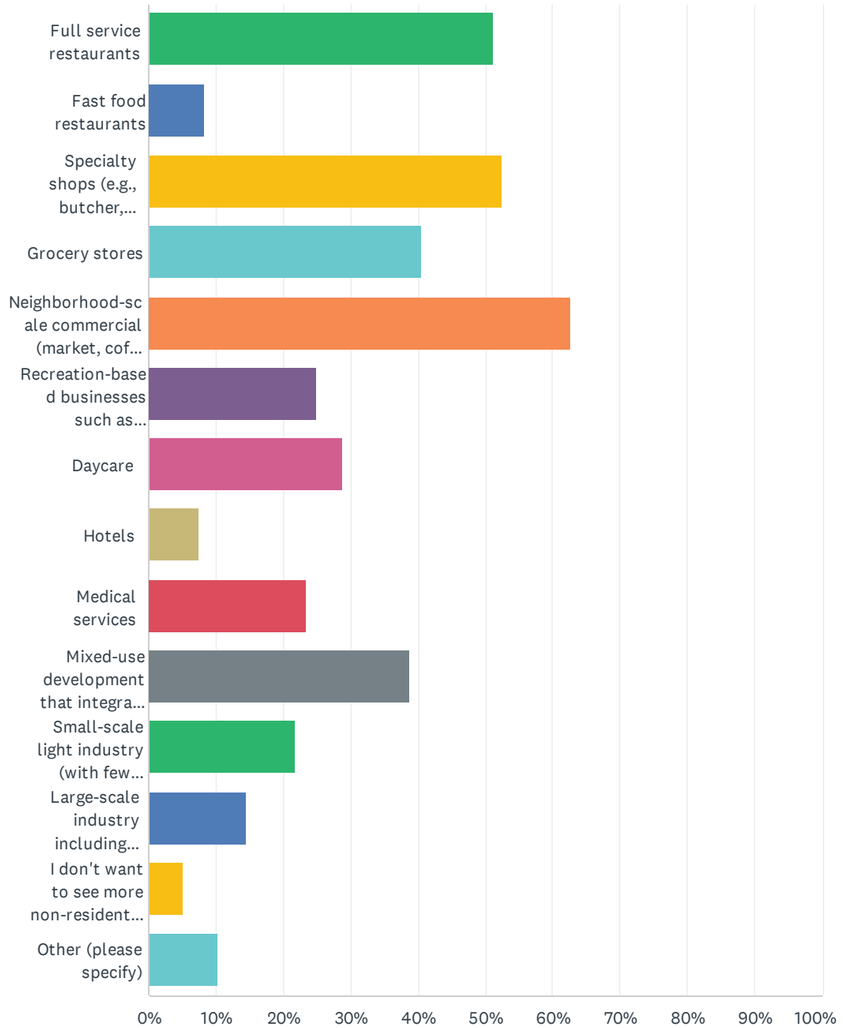
Answered: 1,129 Skipped: 40



ANSWER CHOICES	RESPONSES	
I do not want to see additional residential development in Billings	5.49%	62
Single-family detached housing	65.28%	737
Apartment or condominium complexes	21.79%	246
Upper-story housing (like downtown)	38.71%	437
Patio homes	26.84%	303
Senior housing/retirement community	26.13%	295
Accessory dwellings	24.09%	272
Cluster/conservation development	38.71%	437
Townhomes or rowhouses	21.88%	247
Cottage courts	27.46%	310
Total Respondents: 1,129		

Q14 What specific types of commercial development would you like to see more of in Billings? (Select all that apply)

Answered: 1,150 Skipped: 19



ANSWER CHOICES	RESPONSES	
Full service restaurants	51.22%	589
Fast food restaurants	8.26%	95
Specialty shops (e.g., butcher, florist, gifts, etc.)	52.35%	602
Grocery stores	40.61%	467
Neighborhood-scale commercial (market, coffee shop, sandwich shop, bakery)	62.78%	722
Recreation-based businesses such as sporting goods stores, bicycle shops, etc.	24.96%	287
Daycare	28.78%	331
Hotels	7.39%	85
Medical services	23.48%	270
Mixed-use development that integrates residential and commercial development	38.87%	447
Small-scale light industry (with few off-site impacts)	21.83%	251
Large-scale industry including industrial parks	14.43%	166
I don't want to see more non-residential development in Billings	5.13%	59
Other (please specify)	10.17%	117
Total Respondents: 1,150		

#	OTHER (PLEASE SPECIFY)	DATE
1	No more casinos! Outdoor spaces for restaurants like patios and ponds, or with a view. Consider letting restaurants build on the river or on the Rims. We need a view!	12/21/2025 7:00 PM
2	Tech	12/21/2025 9:57 AM
3	Accessible venue space to expand nightlife and alternative arts scene	12/16/2025 12:10 PM
4	more development downtown	12/14/2025 3:27 PM
5	TRADER JOES and WHOLE FOODS	12/12/2025 9:56 PM
6	Bigger prison	12/12/2025 2:08 PM
7	I with older buildings would remodel their exteriors.	12/12/2025 1:36 PM
8	Improved cultural attractions.	12/12/2025 10:33 AM
9	Entertainment- family friendly - themed/threater restraunts, Game Center's, concerts, experiences (like holiday nights), indoor park	12/12/2025 8:37 AM
10	More businesses like Home Depot, Lowes, and Shiloh 14 in the Heights. We are ignored by City Council it seems as all development is on the West End.	12/12/2025 12:49 AM
11	nannying services	12/11/2025 1:16 PM
12	Places that broke teens can hangout	12/11/2025 12:40 PM
13	LET US HAVE CAR MEETS	12/11/2025 11:19 AM
14	Recreation / fun centers for winter	12/11/2025 11:18 AM
15	Nursing homes, assisted living for elderly	12/11/2025 10:39 AM
16	Entertainment	12/11/2025 8:43 AM
17	more development downtown	12/11/2025 12:36 AM

18	More of all if the above in Billings Heights	12/11/2025 12:32 AM
19	Less casinos, we have enough Town Pumps	12/10/2025 5:03 PM
20	West End Library	12/10/2025 3:31 PM
21	Having grown up here I just wish the growth would stop and we could get rid of our influx of people since 2020 happened.	12/10/2025 3:20 AM
22	Indoor family recreation	12/10/2025 1:17 AM
23	I can't stress enough, no more casinos. They are a blight.	12/9/2025 5:47 PM
24	Sports facility	12/9/2025 1:01 PM
25	A Costco in the Heights.	12/9/2025 8:29 AM
26	Market will dictate this not what someone wishes would benefit them	12/9/2025 7:45 AM
27	clothing stores (would like to see the inner-city filled back in where there are empty buildings.	12/9/2025 2:19 AM
28	More entertainment options and industries that create local jobs.	12/8/2025 11:07 PM
29	Businesses that attract college graduates in industries other than manufacturing, finance, medical or law. Our kids can’t come home and get a high paying job in the field they studied in college. We also need a serious revamp of our zoning requirements to start to try and beautify the city. The over abundance of casinos, storage facilities, car washes, and the lack of logical sense in where residential and commercial start/stop is blatant. I love this place and it’s painful to see the lack of organization while places like Bozeman are able to maintain and prioritize growth that maintains the beauty of the city.	12/8/2025 10:33 PM
30	More weed, less vapes and casinos	12/8/2025 9:27 PM
31	As a senior citizen, I see a need to be able to walk to a grocery store.	12/8/2025 8:33 PM
32	We DO NOT NEED AI DATA FARMS!	12/8/2025 8:22 PM
33	Indoor pools	12/8/2025 7:35 PM
34	Focus on community and create opportunities for small business. No more casinos or car washes ffs.	12/8/2025 6:59 PM
35	I’d love to see LESS casinos, dispensaries, car washes and oil change stations	12/8/2025 6:23 PM
36	certain comments have been redacted due to content	12/8/2025 5:31 PM
37	entertainment	12/8/2025 4:27 PM
38	Encourage new housing within the city limits rather than continued, out of control urban sprawl. For example, remodeling homes in disrepair, building on vacant lots within the city. like the projects east of downtown.	12/8/2025 3:25 PM
39	more things to do for fun	12/8/2025 1:26 PM
40	Encouraging business in the Heights	12/8/2025 8:09 AM
41	A TRUE walk-in medical facility - not calling themselves a walk-in and then needing to make an appointment (what a joke!!), also QUALITY daycare the does not cost an arm and leg to send your child to. You have to choose right now between quality vs cost.	12/7/2025 7:22 PM
42	NO more casinos or car washes	12/7/2025 11:52 AM
43	This is a big one. We need affordable residential housing in the form of row housing but with a yard for pets. I’m a real estate broker and know that single family homes are great but not affordable for first time homebuyers. We need housing that allows them to own as starter housing and then to step up to larger homes like what happens in larger cities. (Which Billings is becoming)	12/7/2025 11:25 AM
44	More neighborhood scale!!!!	12/7/2025 10:09 AM
45	Something respectable to grocery shop at that has a variety and is affordable.	12/6/2025 10:41 PM
46	Most fast food downtown (only Hardee’s now) and the heights needs another large grocery	12/6/2025 6:50 PM

	store like Sam’s Club, Wilco, Costco. But the heights is always overlooked and the west end is the area that only sees improvement and additional store.	
47	LESS OR ZERO CASINOS	12/6/2025 5:19 PM
48	Again we need more activities for pre-teens and young adults. Drug and Alcohol abuse just continues to rise. We need more opportunities for teens and young adults to experience and get involved in besides drugs/alcohol.	12/6/2025 2:37 PM
49	Healthy choices. Everything seems to be focused on addictions. Makes the city look filthy and full of losers. Stop licensing addiction businesses.	12/6/2025 1:56 PM
50	I	12/6/2025 2:17 AM
51	Stop turning the valley’s farmland into houses	12/5/2025 9:01 PM
52	No answer	12/5/2025 7:14 PM
53	Entertainment venues	12/4/2025 8:18 AM
54	No 15mn cities !!! Educated builders and construction without a prison record	12/4/2025 4:45 AM
55	Decrease the number of casinos and car washes	12/3/2025 8:59 PM
56	Family activity businesses / more airline options and upgrades at airport	12/3/2025 1:22 PM
57	A better mall with quality stores	12/3/2025 12:09 PM
58	Restaurants in the Heights	12/3/2025 9:45 AM
59	Sport tournament facilities	12/2/2025 6:11 PM
60	Competitive pricing helps the consumer	11/30/2025 9:59 AM
61	more elementary schools - too many children don't live within reasonable walking distance to school. This deprives them of exercise, and contributes to traffic congestion and pedestrian safety issues.	11/29/2025 4:58 PM
62	Nurseries and greenhouses	11/29/2025 1:35 PM
63	Recreational developments geared towards kids, especially for winter activities.	11/25/2025 9:28 PM
64	Locally owned neighborhood stores like Poly Market	11/24/2025 8:23 PM
65	We would like to see more urban forestry requirements in new developments regardless of the type.	11/22/2025 8:51 PM
66	I want to emphasize the need for more "neighborhood-scale commercial (such as Black Dog Coffee). WE need to be making walkable/bikeable neighborhoods not single use "subdivisions.	11/21/2025 7:47 PM
67	“Hole in the wall” and “Stand up” places like tiny restaurants and such	11/20/2025 7:49 PM
68	No more Walmarts, Albertsons, giant corp grocers. More local not corporate backed grocers	11/20/2025 3:46 PM
69	Appropriately located and separation and transitions between zones and uses.	11/20/2025 1:11 PM
70	Entertainment/Things to do	11/19/2025 10:05 PM
71	Fred Meyer please	11/19/2025 4:14 PM
72	More locally owned small businesses over chain restaurants, franchises, and corporations.	11/19/2025 2:02 PM
73	Small LOCALLY OWNED businesses.	11/18/2025 4:41 PM
74	More variety of grocery stores	11/17/2025 10:06 PM
75	The Heights needs more attractive development. As noted in response to questions #10 & #11, The Heights seems to be disregarded in planning attractions, including up-scale business. This is not fair to Heights residents and does nothing to create a sense of unified Billings community. I am grateful for 105 Brewery/Coffee Shop to have given The Heights a much-needed leisure meeting space. Would like to see more development in the BIRD and of the 5th Ave. Pedestrian/Cycling mall. The BIRD needs a restaurant.	11/16/2025 7:36 PM
76	You have to provide more services if you cram more people into a small space-food-activities-	11/14/2025 11:51 PM

	parks-schools. Whatever provides a service or unmet need and doesn't pollute our environment.	
77	There needs to be "maker space" for skilled crafting, and outdoor space that is NOT organized recreation focused but has amenity and activities to enjoy.	11/10/2025 11:53 AM
78	We have too many food deserts in Billings, defined as "more than 1 mile from a supermarket in urban or suburban areas."	11/9/2025 10:34 AM
79	Courtyard Blocks	11/7/2025 11:04 AM
80	Home run, community based businesses	11/5/2025 4:22 PM
81	until the infrastructure can be addressed, safety and cost passed on to new development, plus actual planning can be adopted there should be a halt to construction. The greater senior population is being pushed out of their homes through taxes. b	10/29/2025 7:08 PM
82	We are overbuilt with commercial now so if these are statigicly placed without disruping and causing closuer of other commercial areas that lead to blight.	10/28/2025 12:02 AM
83	No large-scale industry, no hotel complexes or high rises.	10/23/2025 6:33 PM
84	Shopping and grocery options in the Heights	10/23/2025 12:10 AM
85	Encourage Trader Joe's or Sprouts to come to Billings.	10/22/2025 6:38 PM
86	Experience based businesses	10/15/2025 11:57 AM
87	More educational and college type entities-medical training, animal science, etc.	10/15/2025 8:52 AM
88	Factory outlet mall near the new Billings By-Pass to attract visitors & shoppers	10/13/2025 9:20 PM
89	No high water use industries	10/13/2025 6:28 PM
90	Billings needs more industrial manufacturing jobs and less service related jobs (higher paying). Free market will drive need/ success of most restaurant/ retail types listed	10/8/2025 10:55 AM
91	I would like more requirements for better landscaping/visual esthetics around industrial sights and neighborhoods. Many neighborhoods have an unsightly strip of weeds between it and the roads.	10/1/2025 12:41 PM
92	A new shopping mall similar to Bozeman with popular retail anchors (Nordstrom, etc). More organic grocery store options.	9/29/2025 2:04 PM
93	Quality strip malls on the outskirts of city	9/28/2025 11:59 PM
94	Competitive grocery chain-not another Albertson's	9/27/2025 4:14 PM
95	I would love to see city county planning to hold the line allowing all the commercial and industrial leap frog developments all over the west end destroying the potential for nice single family housing units.	9/26/2025 4:17 PM
96	More hometown grown businesses, Farm to Table, & health in mind business	9/26/2025 1:14 PM
97	Higher end grocery store with great salad bar and deli.	9/25/2025 5:53 PM
98	I would love to see more local businesses and less chains. More restaurants and choices for clothing, furniture, etc.	9/25/2025 11:47 AM
99	Keepin mind, separate multi family and single family. Protect your differing lifestyles.districts and politics	9/25/2025 9:17 AM
100	Get rid of the casinos. They are unsightly, provide no useful service, take up space in commercial districts, invariably have NO trees or green spaces and generally make the entire town look sketchy, dangerous and unwelcoming. They are not worth whatever tax revenue or employment they provide. I'm also not a fan of drive-ins - restaurants, pharmacies, coffee shops, banks, etc. Life would be better if we did not encourage everyone to do all their business from the vehicle which just encourages more vehicle use and it would help socialize us all better if we got out of our cars and engaged with business people we need directly, face-to-face, in person.	9/24/2025 5:22 PM
101	Billings needs and preferences will determine this	9/24/2025 4:31 PM

102	Places for people to do stuff like swim or play or have fun	9/24/2025 11:55 AM
103	Independent retirement living	9/20/2025 1:28 PM
104	Let's redevelop the areas already sitting empty.	9/20/2025 11:37 AM
105	I find it difficult to rate these choices since they are all good for Billings. Unfortunately history has demonstarted they are all subject to political regulation, the economy and the environment. So I feel inadequate to comment from a planning perspective, my choices would be selfish based upon my wants and not necessarily what would be good for Billings economic development.	9/20/2025 9:40 AM
106	Need a meat packing plant like we had to benefit area ranchers maybe even a manufacturing of some sort	9/20/2025 2:42 AM
107	Grocery stores other than Albertsons. Trader Joe's, Sprouts, etc.	9/19/2025 11:22 PM
108	More box store options (IE Menards) to compete with the local big box stores	9/19/2025 3:58 PM
109	As much as I don't want a bunch of senseless chain stores....Whole Foods or Trader Joe's	9/19/2025 12:19 AM
110	More small business owners or unique boutiques	9/18/2025 9:04 PM
111	we do not need any more car washes, banks, or coffee shops	9/18/2025 12:32 PM
112	Event venues	9/18/2025 11:57 AM
113	encouragement to build up downtown while encouraging shopping in the heights and west end	9/18/2025 8:25 AM
114	Recreational places such as arcades, recreational centers, event centers to host clubs meetings (book, knitting, crafting) vocational schools to teach new skills and learn new hobbies	9/17/2025 5:16 PM
115	Unsure	9/17/2025 9:28 AM
116	Factory outlet shops off new Billings Bypass	9/16/2025 8:02 PM
117	Mixed use downtown development would be the best.	9/7/2025 6:22 PM

Q15 What place best reflects the type of community you would like to see Billings become, wherever that place is?

Answered: 727 Skipped: 442

#	RESPONSES	DATE
1	Pioneer Park	12/31/2025 3:46 PM
2	Single family housing with at least a acre of land.	12/31/2025 7:13 AM
3	Olympia Washington	12/27/2025 7:06 PM
4	I just want a friendly community.	12/26/2025 1:34 PM
5	I would like to see Billings control growth, provide more low income housing as well as transitional housing for people who need it. That would also allow homeless people to get housed again.	12/24/2025 4:43 PM
6	San Antonio, Austin, Sausalito, someplace that features water and music and a view.	12/21/2025 7:00 PM
7	Josephine Crossing	12/21/2025 8:29 AM
8	Best parts of Missoula -vibrant downtown, open spaces and access to recreation, diversity of businesses, addition of mixed use development throughout and increased viability for alternative modes of transportation	12/20/2025 9:08 AM
9	Missoula, Boston, San Jose, Seattle, Ann Arbor, San Diego, etc. Something with a good mixture of density, cultural amenities, diversity, tourism, green spaces, and lower-ish crime.	12/19/2025 7:48 PM

10	Missoula. They have done a great job developing their downtown into the vibrant heart of their community; they have a vast network of connected trails that makes auto use optional for many; their transit system seems to be much more integrated into a comprehensive transportation plan and offers a much more inviting alternative to cars; they invest in their parks and trails; the people who live their are proud of their community	12/18/2025 12:55 PM
11	Strong sense of community with plenty of opportunities to get out to things in town. Appreciation for where we live.	12/16/2025 10:10 PM
12	I think the West and North Central areas of Billings are good style communities for the future of Billings	12/16/2025 1:36 PM
13	Denver's Capital Hill/Curtis Park/Highlands areas. Lots of Urban Art, Urban living, Work/home studio living.	12/16/2025 12:10 PM
14	Don't know.	12/15/2025 7:35 PM
15	Portland OR, Gig Harbor WA, Morro Bay CA	12/15/2025 5:17 PM
16	A place where the people want to reinvest in their own community. More developments such as the library and the ballpark.	12/15/2025 12:42 AM
17	Billings 20+ years ago	12/14/2025 11:03 PM
18	Fort Collins, CO and Salt Lake City	12/14/2025 3:27 PM
19	More like Missoula, Boise or smaller MN cities. We want first and foremost a safe place to live and recreate. We should feel safe walking paths and trails. Great Falls has such a lovely river path system! Neighborhood schools, groceries and small businesses, outdoor concert venues, etc.	12/13/2025 10:45 PM
20	Midtown - neighborhoods, small businesses. Leave the big box stores farther out.	12/13/2025 10:32 AM
21	Maybe San Diego. It’s a melting pot of culture and interests	12/13/2025 1:13 AM
22	Someplace to raise a family where its not just casinos and pot shops	12/13/2025 12:04 AM
23	Sioux Falls, South Dakota	12/12/2025 11:50 PM
24	New Haven CT - diverse population with a large academic and medical community presence that attracts the countries best and brightest, walkable neighborhoods and downtown with chic boutiques and really delicious and hip coffee shops/restaurants.	12/12/2025 9:56 PM
25	Hospital corridor	12/12/2025 5:37 PM
26	Indiana	12/12/2025 4:22 PM
27	Springville, Utah	12/12/2025 4:18 PM
28	Denver	12/12/2025 4:08 PM
29	Fort Collins, CO is an example of a city that's prioritized community green space and trails, including beach access at reservoirs and a beautiful river park	12/12/2025 3:59 PM
30	Montana Rescue Mission	12/12/2025 3:43 PM
31	I would like to see billings as a respectful place where homelessness is less rament and crime is less.	12/12/2025 2:18 PM
32	Arizona	12/12/2025 2:13 PM
33	Clean, safe, drug free	12/12/2025 2:08 PM
34	I want it to be like jsut land and very calm	12/12/2025 1:55 PM
35	A business-friendly community with low un-employment	12/12/2025 1:36 PM
36	La Crosse, Wi	12/12/2025 11:58 AM
37	I cannot think of a place as I feel everywhere is lacking a city-wide community.	12/12/2025 11:18 AM
38	Downtown, core area of Minneapolis, MN.	12/12/2025 10:33 AM

39	I think Billings identity is pretty strong and does not need major changes in this way. I think a focus on more affordable housing and assisting the homeless or near hoimeless populations would greatly reduce minor and violent crimes in the area, as would having more recreational access and opportunities for those under 21.	12/12/2025 10:11 AM
40	City is clean, Safe, and has character has community connection events/areas, good food, good shopping, unique experiences family friendly.	12/12/2025 8:37 AM
41	Unsure	12/12/2025 1:13 AM
42	A safe community to raise a family without fear of violence.	12/12/2025 12:49 AM
43	Gets with the times ! Take risks to build the city ! Airport needs to be top notch best in the state with more flight options ! Billings doesn’t need to be building all these 5 story commercial housing developments owned by out of state companies .	12/12/2025 12:30 AM
44	We need a stadium for each high school. Also we need a college type stadium	12/12/2025 12:15 AM
45	Loveland, Colorado.	12/11/2025 10:51 PM
46	Safe, clean, and a place I'd be proud of.	12/11/2025 10:22 PM
47	Any place that keeps their community safe and holds citizens accountable for their actions/behaviors in public	12/11/2025 7:37 PM
48	Red Lodge is doing a much better job encouraging the arts and capitalizing on tourist/visitor dollars. We should do the same.	12/11/2025 6:36 PM
49	Yellowstone Club	12/11/2025 5:45 PM
50	Neighborhoods where your family can play, shop and hang out safely.	12/11/2025 4:42 PM
51	North of Grand and East of Shiloh is a great representation of what I’d like to see Billings move toward.	12/11/2025 4:29 PM
52	West Central Area specifically the SW side of it that has a broad range of housing types for both rental and ownership. It is close to shops and outdoor access.	12/11/2025 2:33 PM
53	I would best like to see communities being able to connect in better ways.	12/11/2025 2:30 PM
54	I need Billings like hoovil from the grinch, as crazy as it sounds, they were a community, everyone was nice and everyone was always out just hanging out and having fun.	12/11/2025 2:28 PM
55	As someone who’s visited Florida every summer, I think they have a great and wide selection of restaurants, shops, etc located all throughout the city, not in focused parts (like downtown)	12/11/2025 2:25 PM
56	i would like to see it become safe and welcoming	12/11/2025 2:22 PM
57	The west end housing but the store options around west high.	12/11/2025 2:18 PM
58	idk	12/11/2025 2:15 PM
59	Faith Chapel, Career Center, and Riverside park	12/11/2025 2:08 PM
60	More activity’s to do	12/11/2025 2:06 PM
61	I am satisfied with the Billings community, but I would like to see it expand. Seattle is a good model for a community.	12/11/2025 2:03 PM
62	Recreation-based businesses	12/11/2025 2:01 PM
63	A more unified community	12/11/2025 1:58 PM
64	Downtown	12/11/2025 1:51 PM
65	Boise Idaho	12/11/2025 1:47 PM
66	I’d like to see Billings become a place people think positively about	12/11/2025 1:42 PM
67	A better place	12/11/2025 1:29 PM
68	more gluten free shops	12/11/2025 1:16 PM
69	Unified	12/11/2025 1:08 PM

70	More friendly	12/11/2025 1:00 PM
71	Shiloh crossing and the area by Red Robin.	12/11/2025 12:57 PM
72	Idk	12/11/2025 12:50 PM
73	I'm not sure, it feels like most of the world is in the same state right now.	12/11/2025 12:46 PM
74	A community of people who have lived in Montana for years.	12/11/2025 12:43 PM
75	I don’t know	12/11/2025 12:37 PM
76	Make it better	12/11/2025 12:35 PM
77	Jake of the box	12/11/2025 12:32 PM
78	I like the Billings community the way it is mostly	12/11/2025 12:29 PM
79	Dubai	12/11/2025 12:26 PM
80	I want billings to become a place where everyone can have a fun time with others and not have to be so stressed about how they have to get to work	12/11/2025 12:20 PM
81	Mexico City. It has grown to include many original villages and communities, yet it has maintained that local "neighborhood" flavor--each area still has its square, its church, all its businesses.	12/11/2025 11:28 AM
82	LET US HAVE CAR MEETS	12/11/2025 11:19 AM
83	Billings is so different. If we could capture the rugged hardworking with brighter, nicer pockets, that would be ideal. Probably Bentonville, AR for how to “weaponize” trails and private money to upgrade restaurants and lifestyle without becoming Boulder; Midland/Odessa TX to keep the grit and conservative spirit but accept that safety, schools, and basic livability are economic infrastructure, not luxuries. And layer in Sioux City SD level of competence on schools and healthcare as our next rung, if the community ever decides it wants to be more attractive to professionals without losing its character. If we lift the ships and support our core community, we can help more of the people not mentioned here (yet at least) - the homeless, drug addicted, released felons, trafficked, etc. we need to put our “healthy” community’s collective oxygen mask on so we have stronger participation in becoming the solutions for these problems. Most of us our exhausted from having to put up with the crap - our cup is so empty helping our own family trying to make it here (and they do ok) that it’s tough to pour into other people’s cups.	12/11/2025 11:18 AM
84	Grand C Forks ND	12/11/2025 10:39 AM
85	Madison, WI	12/11/2025 10:02 AM
86	I don't have a place in mind. I would like more connected patches and open spaces. If I could bike 20 miles on a shared path that would be pretty dope, especially if I could reach it from my house.	12/11/2025 8:43 AM
87	Fort Collins, CO or Salt Lake City	12/11/2025 12:36 AM
88	Edmonton, Alberta, Canada. Still practicing kindness and saying hi as you pass on the street. Clean. Value history and the arts. Targeted tourism. They are similarly between the prairie and the mountains and focus on winter tourism during those months. It's much larger with more traffic, but everything feels intentional and thought out. Drumheller, Alberta also has very focused tourism that they capitalize on.	12/10/2025 11:53 PM
89	A welcoming multigenerational, multinational, multiethnic community	12/10/2025 11:04 PM
90	Laurel, MT	12/10/2025 10:55 PM
91	Annafeld. Small, kind communities.	12/10/2025 9:53 PM
92	They need to have good restaurants, vary types of food. School we need to fund the schools	12/10/2025 9:43 PM
93	Boise, Id	12/10/2025 9:03 PM
94	Planned community areas. Affordable housing for all income levels.	12/10/2025 8:14 PM
95	Small to medium-sized city with low crime and low taxes. Leave the amenities to the private sector to figure out.	12/10/2025 5:04 PM

96	Like Boise Idaho	12/10/2025 4:51 PM
97	Where new development does happen, I would like to see a conscious effort made to allow for green space in those subdivisions. I know that the "mixed use" zoning plans call for that, but I do see that when those plans go through, builders then submit for zoning changes on the green space areas so they can build on those areas as well, and that planned area is lost for more profitable space. I would like to see the city stick to their guns on those zoning plans... for the new subdivisions as well as for neighboring existing homeowners.	12/10/2025 4:27 PM
98	Honestly not sure.	12/10/2025 3:31 PM
99	A place where people can be well educated, to obtain jobs where pay is commensurate with education or skill obtained, where housing costs allow people to save money and purchase a home, where variety of recreational/cultural opportunities are available, where clean air, clean water, clean streets, and adequate green space, and a high level of public safety all add to quality of life.	12/10/2025 3:25 PM
100	We need more sense of community the closest thing we have are bars which doesnt encourage healthy habits we need more 3rd spaces for people to exist and come together without spending crazy amounts of money	12/10/2025 2:11 PM
101	Boise- but in a smaller scale	12/10/2025 1:48 PM
102	Missoula, without the granola	12/10/2025 1:11 PM
103	Maybe like a hometown mixed with business center vibe	12/10/2025 12:41 PM
104	Fort Collins, Colorado. Sioux Falls South Dakota, Colorado Springs, CO, Boise ID.	12/10/2025 12:08 PM
105	Heights area	12/10/2025 11:48 AM
106	Whilst i do not have a specific place that reflects what i wsh to see, i want billings to have ore options in the commercial market, especially stores for things like technology.	12/10/2025 11:05 AM
107	Less homeless begging for handouts	12/10/2025 10:45 AM
108	Do you mean another existing city/town? Or an existing neighborhood in Billings??	12/10/2025 8:47 AM
109	Small town America, but with shopping and medical.	12/10/2025 3:20 AM
110	Waterfront development	12/10/2025 3:15 AM
111	Pleasanton/Dublin CA	12/10/2025 2:18 AM
112	Active Happy and healthy, not most depressing city.	12/10/2025 1:17 AM
113	Cheers	12/10/2025 12:33 AM
114	City parks	12/9/2025 10:45 PM
115	Billings needs to create a welcoming and warm community that has good schools and low crime rates. Less bars and an exponentially higher amount of law enforcement.	12/9/2025 10:39 PM
116	Keep it a small city, not a big city. We are trying to frow to big and that brings big problems.	12/9/2025 8:42 PM
117	Great Falls parks	12/9/2025 7:23 PM
118	I would love to see Billings create the equivalent of City Creek Mall in Salt Lake City. It would be a model of how to revitalize downtown.	12/9/2025 5:47 PM
119	Small shops and a variety of shops	12/9/2025 5:46 PM
120	I like Annafeld and Josephine Crossing	12/9/2025 5:35 PM
121	Des Moines, IA. Similar footprint to Billings, clean city, good city planning for roads, schools, commercial, industrial places	12/9/2025 4:17 PM
122	Mayberry	12/9/2025 2:35 PM
123	Would like to make the heights it own community and Billings how it was before adding heights. School district is too big	12/9/2025 2:17 PM

124	Boulder, COLORADO and Spokane WA.	12/9/2025 1:37 PM
125	Similar to Boise, ID.	12/9/2025 1:01 PM
126	Vibrant central core, superior public transportation, walkable neighborhoods	12/9/2025 12:04 PM
127	North Park Area.	12/9/2025 12:03 PM
128	Safe, affordable and accessible	12/9/2025 11:45 AM
129	Pasadena CA	12/9/2025 11:45 AM
130	ironwood	12/9/2025 11:45 AM
131	Wenatchee, Washington they have a market place on the river called PIBUS its has the farmers market, shops, and connects to a 10 mile river front trail that's walkable and super safe and maintained. I think we need a place like that in Billings. They also spray for mosquitoes and manage the homeless population well. its growing bc they also prioritize Mtn bike trails etc close or in city limits. Also Missoula is an example of great walking and bike access to downtown. Helena has a great walking mall area too. Any European City, no more chain businesses!!!!!!!! We don't need more fast food.	12/9/2025 11:35 AM
132	Less violent, more peaceful, less young people dying.	12/9/2025 11:33 AM
133	Minneapolis MN; Austin TX; Eugene, OR	12/9/2025 10:53 AM
134	Henderson, NV	12/9/2025 10:45 AM
135	nowere	12/9/2025 10:31 AM
136	Pocatello Idaho	12/9/2025 10:31 AM
137	?	12/9/2025 10:30 AM
138	Scheels	12/9/2025 10:24 AM
139	maybe use Pittsburgh as an example? Super industrial city that became extremely intellectual and vibrant by lifting up its universities and collaboration with industry, promoting a lot of art, and prioritizing greenery, public space, and nature.	12/9/2025 9:34 AM
140	I would like to see smaller scale neighborhood markets, bakeries, coffee shops, restaurants, parks with outdoor live music that smaller areas of the city can enjoy in their own, walkable area.	12/9/2025 8:29 AM
141	Raleigh, NC	12/9/2025 7:57 AM
142	Amend Park with new improvements	12/9/2025 7:45 AM
143	Tamarindo, costa rica	12/9/2025 6:49 AM
144	Any place with a larger diversity of people that can bring their cultures so others can learn from each other and build community.	12/9/2025 6:15 AM
145	Boise and other mid-sized major cities with high quality of life ratings.	12/9/2025 4:49 AM
146	I think I want Billings to feel like a collaborative and lively community. I look down Shiloh and King and our city feels awfully dull and corporate, which I fear like many cities we are heading. I think at our core we are a loving and caring community towards another, but I feel like the way Billings is growing - where housing is so far away from our work and leisure and expensive, our schools are struggling to keep up with bigger classes and newer and harder struggles, the look and quality of the new or remodeled places and areas in town are lackluster and generic - we're becoming frighteningly isolated from another. I think it's best to take a book out of downtown. I would love more places throughout town that feels like it does down there, where everything was built with intention, access, and sustainability in mind. It's by no means perfect, but as I said before, the soul of Billings is in our downtown. Why not try and infuse that soul westward. I would love to live in a nice brownstone or mixed-use above a business (grocery, restaurant, etc.) where I can easily commute to work. 'Third places' should be a priority for any city who seeks to make their population happier, I'd say as well.	12/9/2025 3:08 AM
147	I like Billings-we don't need to be like another city. We need to be who we are. It always cost more money to try to be like some other place.	12/9/2025 2:19 AM

148	A city that values green space to highlight its natural beauty	12/9/2025 12:54 AM
149	Carmel, Indiana Salt Lake City, Utah	12/9/2025 12:03 AM
150	Denver	12/8/2025 11:55 PM
151	I love Billings most. It needs cleaned up. In many ways. Physical and crime.	12/8/2025 11:53 PM
152	Rapid City	12/8/2025 11:47 PM
153	Healthy, active, and safe with soace to roam and play.	12/8/2025 11:43 PM
154	Bozeman or Missoula	12/8/2025 11:38 PM
155	I would love for Billings to have more culture with more dining, music, and other art. I would love to see Billings carefully cultivate our natural resources to create access to outdoor recreation activities to make the city a destination for in state tourism as well as out of state and international tourism on its way to Yellowstone.	12/8/2025 11:19 PM
156	More neighborhood centered shopping and gathering areas with parks geared towards youth of all ages	12/8/2025 11:11 PM
157	Baltimore	12/8/2025 11:07 PM
158	Id like to see us working together better to make Billings better. Helping our neighbors	12/8/2025 11:00 PM
159	Bozeman 15 years ago	12/8/2025 10:59 PM
160	I like the size of Billings and the quality of life. Outdoor trails (away from street traffic) are ideal. I look forward to controlled, well-managed growth, making sure traffic is still manageable and city services are provided.	12/8/2025 10:44 PM
161	Cardiff, UK - has amenities within neighorhoods but the option of getting to larger or more specialty shops in other parts of the city, easy public transit to get to other parts of town, not geographically huge	12/8/2025 10:42 PM
162	Bozeman (tech/diverse new job opportunities and zoning that prioritizes quality of life over repetitive unnecessary businesses I.e casinos).	12/8/2025 10:33 PM
163	Glendive Montana	12/8/2025 10:15 PM
164	Minneapolis, MN but with zoning that encourages dense housing options.	12/8/2025 10:02 PM
165	Rimrock west, ironwood	12/8/2025 9:59 PM
166	Na	12/8/2025 9:53 PM
167	Missoula, Des Moines? I appreciate the outdoor amenities Billings provides and the city inself, but as Billings grows an actual city identity is needed as Billings is pretty much just a place to live and everything to suggest to visitors is about an hour away like Red Lodge, Beartooths, Pryors etc. Need amenities in town, clean walkable downtown and connecting trails, and things geared towards youth like some real museums	12/8/2025 9:36 PM
168	Salt Lake City	12/8/2025 9:27 PM
169	A place with good jobs, a vibrant art community, and affordable housing without a gazillion car washes and casinos, and not ran by christo-fascist right wing nut jobs	12/8/2025 9:27 PM
170	None	12/8/2025 9:23 PM
171	Historic downtown neighborhoods	12/8/2025 9:17 PM
172	Boise, but with better urban planning. They have a lively and safe downtown but their traffic is out of control to in the valley during peak hours.	12/8/2025 9:10 PM
173	We are not a mountain vacation destination. We are agricultural and industrial. Let's focus on them.	12/8/2025 9:00 PM
174	Bozeman	12/8/2025 8:50 PM
175	Safe	12/8/2025 8:50 PM
176	Missoula, with cheaper housing.	12/8/2025 8:42 PM

177	Toledo, Ohio	12/8/2025 8:36 PM
178	I'd like to see more emphasis on the arts in Billings.	12/8/2025 8:33 PM
179	The larger single family homes	12/8/2025 8:26 PM
180	Europe - walkability	12/8/2025 8:24 PM
181	I think Billings is a great community. I moved back after serving in the military and found it to be even better upon my return. I don't think we give ourselves enough credit. Bozeman, Missoula, Whitefish can pound sand.	12/8/2025 8:22 PM
182	Billings is already the medical and shopping hub of the region.	12/8/2025 8:19 PM
183	don't know	12/8/2025 8:14 PM
184	There's no way Billings will become the type of community I would like to see. Too much racism, judgmentalism, prejudice, narrow-mindedness, fear, pugnacious pride, and anger.	12/8/2025 8:09 PM
185	I just want it to keep growing	12/8/2025 7:58 PM
186	Billings Circa 1991.	12/8/2025 7:52 PM
187	Missoula 20 years ago	12/8/2025 7:49 PM
188	Art House Cinema here in Billings - what an amazing place, it makes me proud to be in Billings. Kirk's Grocery as well is a beautiful space that makes Billings great.	12/8/2025 7:40 PM
189	Grand Rapids, MI	12/8/2025 7:37 PM
190	Fort Collins, Colorado.	12/8/2025 7:35 PM
191	Less chaotic, hectic, busy	12/8/2025 7:33 PM
192	Build up and improve downtown and the rest of the city will improve.	12/8/2025 6:59 PM
193	Boston	12/8/2025 6:41 PM
194	Cultural opportunities	12/8/2025 6:40 PM
195	More safe, family friendly places	12/8/2025 6:23 PM
196	Zurich, Switzerland	12/8/2025 6:17 PM
197	Northern Europe. Similar climate and geography. Shops and houses are all built together. Social programs that help people make them the best overall countries in the world.	12/8/2025 6:10 PM
198	Missoula	12/8/2025 6:01 PM
199	San Diego but in food and activity options only. I don't want the size or population of San Diego just the variety of food, shops, and activities.	12/8/2025 5:54 PM
200	Montana in general again	12/8/2025 5:51 PM
201	Kalispell	12/8/2025 5:43 PM
202	Free of the maga fever dream	12/8/2025 5:40 PM
203	Seattle/Tacoma	12/8/2025 5:40 PM
204	Great Falls	12/8/2025 5:34 PM
205	Augusta ranch	12/8/2025 5:31 PM
206	Aurora and Denver Colorado. These two places are very abundant in recreation, safety, and nature. (Not including downtown).	12/8/2025 4:31 PM
207	No reply	12/8/2025 4:31 PM
208	I got no idea	12/8/2025 4:31 PM
209	fast-food restaurants	12/8/2025 4:31 PM
210	A place where everyone's basic needs are met and mental health is prioritized.	12/8/2025 4:28 PM

211	rural	12/8/2025 4:27 PM
212	like San Diego with their shopping and transportation	12/8/2025 4:27 PM
213	annafeld subdivision in billings	12/8/2025 4:27 PM
214	Milwaukee, WI	12/8/2025 4:27 PM
215	I don't really know	12/8/2025 3:27 PM
216	Helena	12/8/2025 3:24 PM
217	Red lodge	12/8/2025 3:24 PM
218	More like Helena	12/8/2025 3:24 PM
219	Boise Idaho	12/8/2025 3:22 PM
220	A place where people enjoy the outdoors and can feel safe being in.	12/8/2025 3:21 PM
221	idk	12/8/2025 3:21 PM
222	like salt lake city	12/8/2025 3:20 PM
223	More activities with things that people can do.	12/8/2025 3:20 PM
224	the same as it is	12/8/2025 3:20 PM
225	Bozeman	12/8/2025 3:20 PM
226	utah	12/8/2025 3:20 PM
227	Utah	12/8/2025 3:20 PM
228	I would like billings to become a place of many outdoor activities where kids and families can bike, play, and hike together everywhere.	12/8/2025 3:20 PM
229	just together something nice and homey I don't know how to put it.	12/8/2025 3:19 PM
230	Scheels area	12/8/2025 3:18 PM
231	Seattle	12/8/2025 3:18 PM
232	I want it to keep its charm of a smaller town but have the amenities of a city, keeping in mind we're in Montana.	12/8/2025 3:17 PM
233	Bend, Oregon of 20 years ago	12/8/2025 1:49 PM
234	Unknown	12/8/2025 1:39 PM
235	I would love to see Billings become more affordable and beautiful in architecture. Loveland, Colorado is a great example of what I would love billings to look like. Plenty of opportunities for employment as well as affordability, and great medical care. They also decorate many parks and roadways with art, which makes visiting family spectacular.	12/8/2025 1:35 PM
236	idk	12/8/2025 1:33 PM
237	Scheels. Everybody is always reaching out to make sure you are ok and wanting to know if you need any help. Warm and welcoming community is what I want.	12/8/2025 1:33 PM
238	A great example of a great community is Orem Utah where my family lives the atmosphere there is very safe for the most part and it feels very connected.	12/8/2025 1:32 PM
239	Exotic pets, Scheels, zoo, the basement, etc	12/8/2025 1:31 PM
240	I wish billings was a town that could keep prices of living low but be able to have all the amenities that Bozeman has like stores.	12/8/2025 1:31 PM
241	any kind where you can build a community.	12/8/2025 1:30 PM
242	Phipps park	12/8/2025 1:30 PM
243	I don't know I haven't been all over America.	12/8/2025 1:30 PM
244	community by scheels and kholes	12/8/2025 1:29 PM

245	A welcoming community	12/8/2025 1:29 PM
246	The entire area around arrowhead park, including the parks and walking/bike paths	12/8/2025 1:29 PM
247	Lafayette, Colorado	12/8/2025 1:29 PM
248	I would like it to become like Beaumont California because there were so many recreational options there so I hope there will be more recreational options in the future	12/8/2025 1:29 PM
249	More places that give opportunities for work for athletes.	12/8/2025 1:29 PM
250	West Shiloh	12/8/2025 1:28 PM
251	Queen Creek Arizona, there is a lot of creative night life and fun shops that bring tourism and money.	12/8/2025 1:28 PM
252	I would like to see Billings become a place where children are safe and satisfied with their childhood. I also want Billings to not become industrial.	12/8/2025 1:28 PM
253	I'd like to see that if the people keep expanding and growing that our city itself will also expand and grow with them.	12/8/2025 1:27 PM
254	The YMCA	12/8/2025 1:27 PM
255	I do not know	12/8/2025 1:27 PM
256	A tight nit community that looks out for each other and loves the community	12/8/2025 1:26 PM
257	a great community	12/8/2025 1:26 PM
258	Bozeman	12/8/2025 1:26 PM
259	Calm happy places	12/8/2025 1:25 PM
260	N/A	12/8/2025 1:25 PM
261	Parks	12/8/2025 1:25 PM
262	Milwaukee	12/8/2025 1:24 PM
263	Im not sure	12/8/2025 1:24 PM
264	A bigger city	12/8/2025 1:24 PM
265	small towns in texas	12/8/2025 1:24 PM
266	Albertsons 54th and grand	12/8/2025 1:23 PM
267	n/a	12/8/2025 1:22 PM
268	Gulp	12/8/2025 1:20 PM
269	Fargo	12/8/2025 11:53 AM
270	I would like to see it become a city of variety and there needs to be more diversity in the new constructions and additions	12/8/2025 10:42 AM
271	idk its own place	12/8/2025 10:37 AM
272	I think we generally have it good here just need to make some tweaks and changes	12/8/2025 10:37 AM
273	My parents are from Absarokee and that small town vibe is so nice, obviously 100 thousand can't really make that vibe but I would like to see Billings head more in that direction.	12/8/2025 10:35 AM
274	I don't know	12/8/2025 10:34 AM
275	Scheels of Billings is our best store and everyone enjoys going there. Scheels reflects our community.	12/8/2025 10:34 AM
276	Carverss very nice restaurant	12/8/2025 10:33 AM
277	natural grocers	12/8/2025 10:32 AM
278	Any other bigger city in Montana	12/8/2025 10:32 AM

279	a place of growth	12/8/2025 10:30 AM
280	N/A	12/8/2025 10:27 AM
281	there's kinda just violence or anger towards others everywhere.	12/8/2025 10:27 AM
282	A mini Portland	12/8/2025 7:54 AM
283	Missoula with all of the walking opportunities	12/8/2025 7:39 AM
284	?	12/8/2025 6:51 AM
285	Unique, welcoming and eclectic	12/8/2025 3:12 AM
286	Small town atmosphere	12/7/2025 8:47 PM
287	I'd like Billings to be a safe community, not an extension of the reservation where there is apparently no accountability, there or here.	12/7/2025 8:33 PM
288	Fort Worth, TX. Granted they are a MUCH larger scale - but they know what's up and how to properly run a city (and its offerings) in most aspects.	12/7/2025 7:22 PM
289	Neighborhood and neighborly	12/7/2025 7:15 PM
290	Less tweakers	12/7/2025 6:05 PM
291	Places that have trader joes, dog friendly places, modern nice looking buildings, passenger trains	12/7/2025 4:37 PM
292	Meridian, ID is a perfect example of what Billings could become. A wonderful, safe walking district downtown with housing, shops and parks to cater to the whole community. Lots of green space and thoughtful planning that works seamlessly together.	12/7/2025 11:25 AM
293	Missoula, MT	12/7/2025 10:50 AM
294	Roots. Rock creek coffee. Old Harper Madison. Great harvest. Mia's wok.	12/7/2025 10:09 AM
295	I want Billings to remain unique in its own way. If it did have to model another city, Boise Idaho is a good option.	12/7/2025 10:04 AM
296	Urbandale, Iowa.	12/7/2025 8:45 AM
297	Separate city units having grocery, retail shops, library [satellite], satellite clinics, with green spaces and recreational areas, etc. Cut down traffic making it easier to get services without traveling clear across town. Busing would be nice to get around town to go to special events not so nearby. Most of all an environmental area for animals and people to enjoy the outdoors together. This provides a peaceful and co-existence that is healing physical and mental maladies. Animals are already reaching out to people on who generally have been mean and disturbing and killing (unreasonable) of animals. I know most will think this insane but it is happening all over the world. Story in India a couple left their child outside to just go in and get something from the house and came out to see stray domestic dogs stalking the child and then see 2- or 3 King cobras go after the dogs. Stories like that can be found on the internet. The bad ones if one checks it out are human caused-threatening the animal. This is critical to the renovation and reclamation of the environment so spoiled by us – the animals are reclaiming abandoned areas.	12/6/2025 7:59 PM
298	Family friendly neighborhoods with quality food choices in grocery, restaurants, bakeries. Loving the park upgrades.	12/6/2025 7:54 PM
299	Billings is a pretty nice community if we can get the crime under control. Voters will need to expand the jail and support its upkeep. I wish this was not true, but it is.	12/6/2025 7:42 PM
300	Small, off the beaten path neighborhoods where everybody knows and takes care of one another.	12/6/2025 7:36 PM
301	Close knit community	12/6/2025 6:50 PM
302	Woonsocket South Dakota	12/6/2025 5:49 PM
303	Not sure	12/6/2025 4:01 PM
304	Areas that do not have as much uncontrolled growth	12/6/2025 3:44 PM

305	Arlington Texas	12/6/2025 3:02 PM
306	Missoula - very local and community based. Majority of their stores are local. You see far more bikers and walkers in Missoula then you do in Billings as well. There farmers market includes vendors and local makers from the community. It takes up there entire downtown and the businesses put patios in the streets and you see almost the whole community get involved in one way or another. They are heavy on concerts and outdoor events.	12/6/2025 2:37 PM
307	We need to create a place that attracts winners and not so many losers. It's depressing.	12/6/2025 1:56 PM
308	Safe and clean.	12/6/2025 11:27 AM
309	A safe community, not dodging vagrants on the streets.	12/6/2025 10:49 AM
310	Unsure	12/6/2025 9:25 AM
311	Maybe cities that don't burn meth in old shelter incinerator that gave Billings a national black eye and still impacts helping animals.	12/6/2025 7:41 AM
312	A welcoming and inclusive community	12/6/2025 6:36 AM
313	West Des Moines, IA	12/6/2025 2:17 AM
314	Rapid City, SD	12/6/2025 12:21 AM
315	Boise, Missoula and Columbus, Georgia. These are cities that have taken advantage of the river that flows through their cities. For recreation and tourism.	12/6/2025 12:18 AM
316	No comment	12/5/2025 10:48 PM
317	Madison, WI	12/5/2025 10:11 PM
318	Glendive	12/5/2025 7:58 PM
319	Pittsburgh or similar strong industrial towns that still keep strong quality of life and affordability	12/5/2025 7:43 PM
320	Safe	12/5/2025 7:14 PM
321	Eugene, Oregon	12/5/2025 5:25 PM
322	A safer, more family friendly city	12/5/2025 5:07 PM
323	I would like to see Billings maintain its economic powerhouse status for Montana with addition to the tourist appeal Bozeman has.	12/5/2025 3:32 PM
324	Multi use neighborhoods	12/5/2025 12:11 PM
325	Santa Fe, New Mexico	12/5/2025 10:25 AM
326	North elevation	12/5/2025 10:21 AM
327	Eden Prairie, MN	12/5/2025 10:20 AM
328	Bozeman, Portland, Boulder CO without the expensive housing	12/5/2025 10:09 AM
329	Boise or other cities with non industrial riverfront development	12/5/2025 9:45 AM
330	Cottage	12/5/2025 9:27 AM
331	Denver is probably the most comparable in envisioning how Billings can grow in the region. Just try to learn from their mistakes.	12/5/2025 9:24 AM
332	Safer without misplaced focus on code enforcement. More efficient and cheaper utility services. Streets improved for flow.	12/5/2025 8:54 AM
333	I would like to see a community where all people regardless of race, financial status, or otherwise are treated with respect and dignity. Especially by law enforcement.	12/5/2025 8:43 AM
334	Tucson, Sedona, Bend	12/5/2025 8:36 AM
335	Scotland	12/5/2025 5:35 AM
336	A city that is welcoming to all and protects our planet.	12/5/2025 3:34 AM

337	Rapid City SD	12/4/2025 11:43 PM
338	Rural	12/4/2025 11:39 PM
339	Stay true to character. Don't tey to be too big	12/4/2025 10:24 PM
340	Walkable interconnected and supportive of all neighbors regardless of income	12/4/2025 9:35 PM
341	Huntley	12/4/2025 9:33 PM
342	Look at Sweden and Denmark communities	12/4/2025 6:38 PM
343	Heights	12/4/2025 5:13 PM
344	Kalispell, MT	12/4/2025 4:57 PM
345	Sioux Falls South Dakota	12/4/2025 4:46 PM
346	Bozeman’s downtown district because it is highly used and is busy,	12/4/2025 1:26 PM
347	Williamsburg, va keeps its history integrates it into the businesses brings a lot of local shops of all kinds.	12/4/2025 12:34 PM
348	I want to see a community that has self-sufficient neighborhoods with small restaurants, coffee shops, and groceries with walkable/bikable paths. I want to see a vibrant downtown with mixed use developments and high density downtown living spaces. I also believe Billings should put outdoor recreation front and center in its planning. This honors Montana's outdoor heritage and provides the amenities needed to recruit and retain businesses and professional talent as well as tourists. It also creates healhtier, more cohesive communities.	12/4/2025 10:53 AM
349	Like the small town feel and support for green spaces, would like to see a little more entertainment- more access to plays, concerts, etc. also like the focus on local businesses	12/4/2025 8:18 AM
350	I’m not sure.	12/4/2025 7:41 AM
351	A place for families not criminals.	12/4/2025 4:45 AM
352	Omaha, Grand Rapids, Fargo	12/4/2025 12:39 AM
353	Annanfield out by Elysian rd.	12/4/2025 12:34 AM
354	The West End. I like that there are still farm and ranches that break up the suburbs. I like neighborhoods that have walking paths and open areas. We are big sky country, lets not crowd the sky with apartments.	12/4/2025 12:07 AM
355	Coming from a builder...1st to 8th between Grand and Broadwater. The tree streets with small commercial mixed in- small grocery, hairdressers, etc. STRAIGHT streets, no developers, old school style. This is what made Billings beautiful before.	12/3/2025 11:51 PM
356	Asheville, NC	12/3/2025 11:14 PM
357	Alberta Baer and concert venues	12/3/2025 10:49 PM
358	a place where I could live my whole life in 1 mile space that has all my amenities taken care of.	12/3/2025 9:58 PM
359	Melbourne Australia	12/3/2025 8:59 PM
360	Don't know	12/3/2025 7:37 PM
361	I would like to see Billings become a community who lives in tandem with our amazing environment and history. These are important to preserve, rather than simply becoming modern and "trendy."	12/3/2025 7:00 PM
362	It is a much smaller population, but is such a NICE town everywhere you look... Watford City, North Dakota. They have amazing amenities for their youth, and quality amenities for adults. Their roads are well cared for, their police department is well staffed, it is hard to see that in such a small area but not be able to achieve that in Billings when we have so much more funding and ability.	12/3/2025 6:27 PM
363	Shiloh Pointe Subdivision	12/3/2025 4:35 PM
364	support each other, safe, more environmentally conscious	12/3/2025 3:43 PM

365	Billings 40 years ago	12/3/2025 3:39 PM
366	I would like to see a lot of successful small businesses, high levels of safety, and support/opportunities for lower income families to improve their quality of life	12/3/2025 3:37 PM
367	I love the river area of Milwaukee...very open, walkable, and dog-friendly. Bozeman has a great downtown area (aside from hotels that no one can afford anymore :) ha).	12/3/2025 2:30 PM
368	Morrisville, North Carolina. A great community with lots of nice housing options, amenities, and fantastic schools. And there are beautiful parks and greenway trails everywhere.	12/3/2025 11:46 AM
369	Welcoming and affordable with good job opportunities	12/3/2025 11:28 AM
370	Rochester Minnesota	12/3/2025 10:11 AM
371	Best of a city and also the best of a small town	12/3/2025 9:54 AM
372	Neighborhoods where people know their neighbors	12/3/2025 9:45 AM
373	Europe	12/3/2025 4:31 AM
374	Open spaces, clean environment, and affordability	12/2/2025 9:17 PM
375	Vibrant downtown and riverfront	12/2/2025 8:51 PM
376	Safe and fun city. No Racism!	12/2/2025 7:59 PM
377	Safe community, funded police, Outdoor spaces,	12/2/2025 7:43 PM
378	B town has a great community.	12/2/2025 7:08 PM
379	Small town living	12/2/2025 6:51 PM
380	Billings Circa 20 years ago.	12/2/2025 6:38 PM
381	A reason for people to want to visit here.	12/2/2025 6:11 PM
382	Coeur d'alene has beautiful walking trails, parks, recreational sites with open fields for soccer, volleyball as well as open concert space all together near the lake. I would like to see something like that.	12/2/2025 6:01 PM
383	Close knit. Billings identity is drugs	12/2/2025 5:55 PM
384	I don't know of a place, but a nice place with kind people and clean water and air that is affordable to live in.	12/2/2025 5:55 PM
385	We have too many casinos, car washes & daycares in Billings. We need to focus on parks & making things nice.	12/2/2025 2:32 PM
386	No comment	12/1/2025 4:49 PM
387	Madison, Wisconsin	12/1/2025 2:27 PM
388	The McCall development has a nice community feel with the walking paths; however, it is a little too tight.	12/1/2025 1:19 PM
389	Lincoln, Nebraska - clean and safe. Growing quickly, supporting new development (including parks and amenities). City is maintained with new, modern developments and rennovations.	12/1/2025 1:02 PM
390	Safe housing near both good schools and adequate-paying jobs so commuting is minimized.	12/1/2025 12:32 PM
391	Boise is a great example of growth for what we could become	12/1/2025 12:22 AM
392	St George, Utah	11/30/2025 2:56 PM
393	lots of open spaces amongst the development	11/30/2025 2:55 PM
394	Meridian, Idaho	11/30/2025 2:54 PM
395	I think any City exceeding 100K population is overwhelmed with the same infrastructure issues. So in Montana there isn't another "best" community.	11/30/2025 9:59 AM
396	Billings is the best place, certainly in Montana. I travelled quite a lot for work around the state prior to my retirement. Billings is a great mix of working class, entrepreneurs,	11/29/2025 4:58 PM

	regional/national/local businesses. With a few tweaks - Billings will be even better. We need more pedestrian features like marked cross walks. We need more schools so kids can safely walk. We need to continue to foster the development of even more medical services. We need passenger train service restored.	
397	N/A	11/29/2025 1:50 PM
398	Missoula	11/29/2025 1:35 PM
399	A community of people thriving and moving forward for growth in the next 20 years.	11/29/2025 10:20 AM
400	Shiloh rd west end	11/28/2025 6:38 PM
401	Brown builders neighborhoods are always lovely. The new McCall neighborhoods are trashy, look bad after a year or two, and are poorly planned.	11/28/2025 4:21 PM
402	Roundup, Montana, small town feel, community events easy to walk to	11/28/2025 1:01 PM
403	In the heights, around Skyview High School,all the new housing, smaller, cheaper houses.	11/26/2025 11:49 PM
404	Would like to see options presented, and this is a good way to study successful features of other areas and present them to the public and voters. Not familiar with any areas I would consider models.	11/26/2025 1:24 PM
405	Downtown North Elevation	11/25/2025 5:37 PM
406	Bend, OR or Missoula, MT - river sports, trails, and outdoor recreation.	11/25/2025 1:33 PM
407	Billings should strive to be a city with less socioeconomic inequity and cleaner open spaces. I'm from Salt Lake City, Utah, which has problems certainly but also sports a vibrant downtown with beautiful surrounding public lands. I would caution though that SLC has misused its water resources. With the climate crisis upon us, I would hope that Billings would learn to use water and other resources carefully. I think the city should prepare for wildfires and increasing home owners insurance rates. What will we do to climate-proof Billings? Why did we let the grant for shade trees slip away? Saving Billings' natural resources will ultimately help the poor and the homeless.	11/24/2025 8:23 PM
408	Billings shouldn't try to become a different place, just a better Billings.	11/24/2025 8:13 PM
409	Billings is great. We need to grow the town bigger, start adding bigger building downtown.	11/24/2025 10:25 AM
410	Properly managed urban forestry by the city along streets and boulevards and not just in parks.	11/22/2025 8:51 PM
411	Boise or Fargo. Fargo has done a fabulous job revitalizing their downtown, which now has shops, restaurants, boutique hotels, etc.	11/22/2025 8:28 AM
412	The best way for community to prosper is for there to be sufficient housing, parks and walking/biking opportunities which enhance safety and community.	11/21/2025 8:41 PM
413	Savannah, GA, (pop +/- 150,000), Charleston, SC (pop of old city +/- 155,000) not including suburbs), older neighborhoods in Chicago, Porto San Georgio, Italy, Santa Vittoria in Mantenana, Italy, Stuttgart, Germany, Porto, Portugal	11/21/2025 7:47 PM
414	I think the best way to mitigate the impact of large groups of people is to build smaller communities with in the larger, such as the Josephine Crossings, but with local markets and grocery stores near by, including libraries or area that allow people to gather without the need for money at all times of the year (winter keeps so many depressed, we should be promoting a place for all people to connect at the least). I would like to see money not be the dividing factor. Our single parents, young people or low income families need options for recreation that is friendly to their wallets and not be consumer driven.	11/21/2025 2:27 PM
415	Missoula due to vibrant downtown	11/20/2025 9:19 PM
416	Less California	11/20/2025 9:01 PM
417	I want Billings to not depend on cars to get to places, way more funding for public transportation and options like a train system, and grow, have more international presence and communities, and have way more diversity in city, activities and much more. I would like see Billings, MT become and are more similar to Sendai and Nagano Japan or cities in Japan's Northern region of Honshu (main island) (both are "centers" their respective prefectures/region	11/20/2025 7:49 PM

	Sendai=Miyagi/Nagano=Chubu, a lot of things to do in the city, lots of space utilizized to see and do, close to nature but you aren't far from the city, lots of public transportation options like trains, bus, and bike lanes so you use your more hard earned money to spend on shops, attractions, etc. instead of making sure you get a car and dumping money into that, etc.). Want Billings to be like Sendai, Nagano, and/or even cities in Europe that's not a "fly by town", easily move around without a car (more tourist friendly), and grow and be more diverse.	
418	Bozeman has free buses through HRDC, the public parks in Oregon have nice facilities and bathrooms such as in Bend or Redmond. The libraries in Eugene, and Portland are robust resources that help the poor community immensely.	11/20/2025 4:19 PM
419	Billings when we stood with our neighbors and the police/sheriff/ were for the people not complicit	11/20/2025 3:46 PM
420	Open county living.	11/20/2025 1:11 PM
421	1st Congregational UCC. A community that fosters love and acceptance and does everything it can to help our disenfranchised. If you're asking for another city to model, Missoula, or Des Moines.	11/20/2025 12:42 PM
422	Safer - more funding for patrol. Less catch and release of criminals with multiple felonies.	11/20/2025 12:33 PM
423	Finland	11/19/2025 10:05 PM
424	We should be building neighborhoods that truly emphasize community—places where people can connect, gather, and feel at home. Developments like Josephine Crossing or the area around Poly, with their parks, entertainment spaces, coffee shops, and the garden center, show how thoughtful planning can create vibrant, welcoming neighborhoods. That's the kind of intentional, community-focused design Billings needs more of.	11/19/2025 9:40 PM
425	Preserve or promote community within neighborhoods even if the city overall is growing. Think a conglomeration of smaller towns. Bring places of gathering such as cafes or shops into each neighborhood.	11/19/2025 9:35 PM
426	Josephine's Crossing/Norm's Island	11/19/2025 2:35 PM
427	More neighborhoods, more affordable housing	11/19/2025 2:03 PM
428	I love the way Livingston incorporates local businesses, history, and art by restoring historical buildings while utilizing the space in creative ways.	11/19/2025 2:02 PM
429	Don't know	11/18/2025 9:57 PM
430	Not sure.	11/18/2025 6:34 PM
431	downtown Missoula	11/18/2025 6:19 PM
432	There are even larger cities that have neighborhoods where people gather for coffee, meals, for shopping (in small locally owned businesses) and recreating, and they feel a sense of community. Like the fifth option above.	11/18/2025 4:41 PM
433	real neighborhoods, like North Elevation, a vibrant downtown like Boise,	11/18/2025 11:59 AM
434	Bellevue, Washington - no homeless, upscale community of nice families, and well-maintained infrastructure.	11/17/2025 10:06 PM
435	Shiloh corridor Boise, ID downtown Salt lake mixed use development	11/17/2025 8:45 PM
436	Family friendly for all ages	11/17/2025 3:55 PM
437	Livermore CA	11/17/2025 2:37 PM
438	My ideal community does not exist and probably never will.	11/17/2025 6:36 AM
439	River Front Park, Norm's Island, or any dog park	11/16/2025 11:24 PM
440	The Art House-wonderful example of thoughtful, local initiative and quality arts entertainment.	11/16/2025 7:36 PM
441	Northwest Billings in general but with more mixed use development.	11/16/2025 6:09 PM
442	Ft. Collins, CO was much like Billings is currently about 30 years ago. It would be good to talk to their city planning department about what choices they made and why, and mistakes and	11/16/2025 11:48 AM

	pitfalls to avoid.	
443	A well thought out city with diverse economic base that values the natural world and community connections.	11/16/2025 11:40 AM
444	Affordable housing of all types and income levels.	11/15/2025 7:03 PM
445	Boise	11/15/2025 3:12 PM
446	Belfry	11/15/2025 9:07 AM
447	You have to invest in the community. It starts with families and schools. Find a way to fund them and find free/low cost activities for kids/teens. Keep them off drugs and out of jail by offering a wide variety of things to do. We only have casinos and chain restaurants. Be unique. Be interesting. Be inclusive. Spend some money to make things better for everyone, like trailnet.	11/14/2025 11:51 PM
448	A green and easy to navigate one.	11/14/2025 8:44 PM
449	Boise	11/14/2025 6:54 PM
450	downtown / walkable neighborhoods immediately north and south of downtown	11/14/2025 5:05 PM
451	Missoula or Bozeman	11/14/2025 1:53 PM
452	Amenities of a big city with the charm of a small town.	11/14/2025 10:19 AM
453	Spokane	11/13/2025 5:06 PM
454	The Haymarket area in Lincoln, Nebraska, is a great example of a revitalized downtown area with specialty shops, restaurants, neighborhood-scall commercial, apartments. It's walkable, has parking, has events, has great market-like businesses and mixed use buildings with traditional commercial space and apartments/condos.	11/13/2025 11:13 AM
455	Not Bozeman	11/12/2025 9:44 PM
456	Madison, WI	11/12/2025 11:12 AM
457	Boise	11/12/2025 10:45 AM
458	Hmm…I like Boulder, CO but with better affordability and without snooty, elitist attitudes. Better affordability through a more gritty, Strong Towns approach to housing density.	11/11/2025 7:01 PM
459	Boise or Colorado Springs. I think we have the opportunity, with our economy & location. We just need to grow smart.	11/11/2025 5:58 PM
460	a vibrant, affordable, well planned city	11/11/2025 1:46 PM
461	Fort Collins, CO; Grand Junction, CO or St. George, UT	11/10/2025 11:53 AM
462	not sure	11/10/2025 8:39 AM
463	The alphabet streets in the North Elevation. Walkable to park, elementary school, hospital, university, grocery store, library - all under 1 mile.	11/9/2025 10:34 AM
464	Old Town Alexandria, Virginia; Portland, Oregon with it's small village neighborhoods that have unique dining and shopping opportunities (like Multnomah Village); downtown Fredericksburg, Virginia	11/9/2025 9:49 AM
465	Western feel with traditional Montana values (strong families / religious values / hard work)	11/8/2025 2:09 PM
466	A peaceful place to live where its safe, quiet and no light pollution. The Montana dream was always to grow up and own your own house and property. Not to live in an apartment like ants..the latter only INVITES CRIME.	11/8/2025 9:12 AM
467	Charlottesville Virginia,	11/7/2025 11:04 AM
468	Business friendly, welcoming, without putting up with crazy.	11/6/2025 10:59 PM
469	Kansas City, MO	11/6/2025 4:51 PM
470	I don't really have another spot that I admire like that.	11/6/2025 12:49 PM

471	A place where we uplift and support the most vulnerable members of our community will also helping them create Better Lives for themselves by giving them access to resources that will help them in their housing and job search for help them build their own business	11/5/2025 4:22 PM
472	Think of a good Main Street anywhere - lots of commercial shops on the first floor with residential above, some business-only multi-story buildings, and access to green space no more than a few blocks away. How much housing could we add to Billings if every east-west arterial looked like that?	11/4/2025 9:07 PM
473	Annafeld/Josephine Crossing	11/4/2025 4:32 PM
474	Something that feels less like a suburb between bozeman and Denver! More of treating it like a big city with culture and ideas. Less ranchettes for people who dont want community	11/3/2025 2:17 PM
475	Don't know how to answer the question	11/3/2025 12:46 PM
476	Boise, Idaho	11/3/2025 10:39 AM
477	Boise, ID has a nice mix of accessible recreational opportunities, good parks, strong schools, good sports/rec scene, and community support for local entities	11/3/2025 10:29 AM
478	Active, clean, fun and prosperous. More like Bozeman but Billings is much better setup from a city planning stand point. More go-to parks is how I imagine Billings becoming special.	11/2/2025 9:10 PM
479	I feel this important to have a vibrant downtown. Fort Collins is an example.	11/1/2025 7:33 PM
480	Boise ID	10/30/2025 7:08 PM
481	A place with 15ac ranch style, to downtown condo developments. Allow for a wide variety of choice so all can live in the city and not have to move to the county to live outside and enjoy our great city. We've focused on too much density due to a housing crisis and failed to meet the needs of those who want less density and more outdoor recreation on their own land.	10/28/2025 12:02 AM
482	St. John's, Newfoundland	10/27/2025 2:55 PM
483	Pub Station and Alberta Bair	10/26/2025 2:31 PM
484	SAFE! There are several places in the area that I don’t feel safe, including my own neighborhood. Visitor friendly, ability to shop and eat in multiple locations throughout city, diversity of restaurant and shops, local and chains	10/24/2025 12:31 PM
485	No place is perfect, and Billings is ok. At least Bozeman has zoning and sign regulations that make it look attractive. Billings is pretty ugly overall with signs, billboards and hodgepodge development.	10/23/2025 6:33 PM
486	Downtown high rise apartment area near parks	10/23/2025 3:06 PM
487	Bend, Oregon	10/23/2025 12:33 PM
488	small town feel. We don't need to be a big city like Denver or Salt Lake.	10/23/2025 11:42 AM
489	Fargo or Sioux Falls or spokane	10/23/2025 10:42 AM
490	How it was Pre-covid.	10/23/2025 9:58 AM
491	I don’t understand this question.	10/23/2025 12:10 AM
492	Bozeman, they have much less encroachment from ugly businesses around their city. Better neighborhood zoning that excludes such businesses from ruining neighborhoods. Such as the stuff that is going up on highway 3 . A beautiful section of land that is now being ruined by ugly corporate buildings.	10/22/2025 3:20 PM
493	Rapid City	10/20/2025 10:09 PM
494	The rims and the multiple parks and paths up on the rims. Billings has extraordinary recreational opportunities up there. This is a strategic advantage to Billings that needs to be cherished and further developed. Improved access to the rims via walking and cycling is critical to taking full advantage of the area that is unique. Bozeman, Missoula have nothing like this.	10/20/2025 7:03 PM
495	Bend, OR	10/20/2025 3:42 PM

496	New Orleans	10/17/2025 6:32 PM
497	Franklin, TN	10/17/2025 1:51 PM
498	shilo commons is a nice mix of commercial and residential. Would like to see more walking communities.	10/17/2025 1:31 PM
499	The type where I don't have to worry about my personal safety or my property being broken into.	10/16/2025 12:21 PM
500	welcoming, safe, diverse	10/16/2025 12:05 AM
501	Sioux Falls	10/15/2025 7:12 PM
502	Highlands and North Side of town	10/15/2025 3:58 PM
503	Fort Collins, CO or Grand Junction, CO	10/15/2025 11:57 AM
504	Black Dog Coffee House on 10th Ave. The reasons it's so popular are obvious and stare you in the face. Neighborhood scale commercialism that is on an actually comfortable street, not a curb cut off of Grand Ave.	10/15/2025 11:26 AM
505	Spokane, Boise, Colorado Springs	10/15/2025 8:52 AM
506	Fort Collins CO	10/14/2025 1:13 PM
507	Boise	10/13/2025 9:20 PM
508	Helsinki, Finland	10/13/2025 6:28 PM
509	There is no singular place. I would like to combine our city's reach and approachability with the community pride of Miles City, the "we can do this" attitude of Missoula, and the tech/innovation culture of Bozeman. I like the visionary leadership in Omaha and Grand Rapids, the culture and walkability of the historic districts in Charleston/Savannah/New Orleans, and the food and demographic diversity of Atlanta and Washington DC.	10/13/2025 4:41 PM
510	?	10/13/2025 2:01 PM
511	Safe place to walk and enjoy your home without being threatened by transients and drug related crime.	10/12/2025 2:08 PM
512	Top destination in the state that brings in music, business, and manufacturing opportunities. Venues that people across the state can enjoy like a. Outdoor amphitheater .	10/11/2025 4:27 PM
513	The south. Billings has become such a disgusting horrible town that they need to take some advice from the south on how to be kind, care for their land, their people, and actually bring their community together without a death or violent crime being involved.	10/9/2025 9:08 PM
514	Pedestrian/bicyclist friendly, with many eco-friendly transportation options.	10/9/2025 3:09 PM
515	Larger city's in America	10/8/2025 3:59 PM
516	more housing for the disadvantaged	10/8/2025 2:11 PM
517	Spokane, WA	10/8/2025 1:35 PM
518	A little more friendly to single and younger folks with more opportunities to build your own community. Billings can be very family friend but those without that, who move here not knowing a soul but for work and such, struggle to build that community, have affordable housing, have healthy grocery options, and more activities to meet folks in similar circumstance.	10/8/2025 10:22 AM
519	Livingston, Montana. Walkable, commitment to local businesses, love and cherish the river, lots of entertainment for such a small town	10/7/2025 5:52 PM
520	Billings 1980	10/7/2025 3:16 PM
521	I love it when larger cities have neighborhoods that have spots with a local grocer, coffee shop, a restaurant or two, maybe a couple of small artisan shops, etc., that are all walkable and allow for those that live near to walk and ride bikes to create that small community feel within their larger city. Billings does not have anything like that. We're starting to see it through McCall Homes, and even with Black Dog Coffee houses, but frankly, we need many more	10/7/2025 12:20 PM

	throughout the entire city. Without the zoning and infrastructure to support those opportunities, they will never happen.	
522	I had to take a break for this question and really think about where I have been that I see Billings needing to become. I've traveled all over the world- and admired the cultural traditions, foods, charming villages, temples, churches and village squares. And then I think of Billings, which has a lot less cement than any place I've been which also has historic places, retail, etc. Billings is nearly perfect just as it is. Retain the open spaces, keep the traffic calm, focus on a healthy, safe and vivacious downtown, and add mixed use dwellings so people can live closer to groceries.	10/6/2025 6:00 PM
523	Red Lodge	10/6/2025 4:45 PM
524	Boise…but Boise embraced their river frontage and geographical features like the rims and a full reservoir nearby. Billings is so backwards; with industrial development and garbage residential and commercial development along the river, an airport and a highway along the rims, and we should have dammed alkali creek and built a reservoir; but we can't even include water and sewer when we build a new corridor like Skyway drive. So Billings is screwed and will always be that way. Poor planning from the start and bandaid development ever since. Maybe get a sales tax on tourism so we can tax everyone else like they tax us!	10/5/2025 8:59 AM
525	We should not be trying to be anything but the largest city in MONTANA! Trying to be something we are not a total waste of time, energy and money.	10/3/2025 2:48 PM
526	I want to see downtown Billings flourish and be a destination to tourists and locals.	10/3/2025 1:33 PM
527	strong economic back. Availiabilty of upward social movement.	10/3/2025 1:21 PM
528	More neighborhood scale commercial. Having a central gathering point in a neighborhood is key for building community. Harper & Madison now Black Dog is the best example of this in Billings.	10/2/2025 3:36 PM
529	The west end by west high is great for quick access to services, walk ability, parks, and single family homes	10/1/2025 6:54 PM
530	Grand Rapids, Mich has beautiful parks with community festivals, walkways, concert venues, restaurants, commerce, recreation, multiple housing options that are a little more affordable.	10/1/2025 6:47 PM
531	Oslo Norway	10/1/2025 2:07 PM
532	Rochester, MN	10/1/2025 12:41 PM
533	Charleston, SC	10/1/2025 11:08 AM
534	Community over commercial!	9/30/2025 6:15 PM
535	Billings of 2010	9/30/2025 2:03 PM
536	More walkability, access to passenger train, more for teenagers to do, more indoor recreation spaces, more family-owned local restaurants and boutique shops. Less chains.	9/30/2025 12:43 PM
537	I recommend looking at Salt Lake City - specifically how they have created some mini-commercial hotspots within primarily residential areas, at the more high-traffic intersections, to give some small-scale walk-ability in a large city. Specifically: commercial located at the corners of Liberty Park w/ residential everywhere else, also has little pocket extensions of commercial into the adjacent residential neighborhood (take a look at Harvey Milk Blvd, between S 800 E and S 1000 E); separately, Brickyard in the Sugarhouse neighborhood shows a nice use of high-density mixed use with their trail system running through; overall, non-downtown of SLC has a lot of mini-commercial hubs spread throughout the city so most of the neighborhoods have -something- that people can walk to from their homes.	9/29/2025 5:56 PM
538	Any mixed used development. Houses, apt, businesses all in the same neighborhood. Walkable. Corner store and bakery. etc. Example - Denver, Seattle, Madison WI	9/29/2025 3:17 PM
539	Boise, Rapid City	9/29/2025 2:37 PM
540	Scottsdale, AZ. Good city ordinances to help reduce crime, increase enjoyment of living, beautiful outdoor shopping, dining and arts. Nice architecture control to keep the city looking upscale, clean, and a place people want to visit.	9/29/2025 2:04 PM
541	Las Vegas	9/29/2025 12:20 PM

542	The entire community is valuable and a good reflection. The market (buyers, builders, developers) should drive this and local gov't should support it.	9/29/2025 11:55 AM
543	Coeur da lane ID	9/29/2025 11:52 AM
544	Bozeman, Boise, Rapid City - places with more appeal and community investment	9/29/2025 11:36 AM
545	Boulder, CO without the cost of living	9/29/2025 11:31 AM
546	There needs to be more light commercial expansion around specific neighborhood areas the heights needs attention as so many people live in the heights and are having to travel to the west end for things creating unnecessary traffic	9/28/2025 11:59 PM
547	Not sure	9/28/2025 7:21 PM
548	I love Billings. No place compares to us. Let's make it safer and improve what we have.	9/27/2025 10:28 PM
549	Inclusive, community minded, respectful administration & safe	9/27/2025 4:14 PM
550	Low crime city.	9/27/2025 4:06 PM
551	Walkable areas with commercial and residential mixed together.	9/27/2025 12:26 PM
552	Traditional nuclear family centered	9/26/2025 7:23 PM
553	family oriented community with well paying jobs, good schools and medical facilities, reduction in crime	9/26/2025 6:49 PM
554	I would love to see people put down their phones, stop being so rude, lend a helping hand, respect laws, and be kind to all.	9/26/2025 6:03 PM
555	Stop the leap frog development as stated above. Stop catering to the wealthy. Stop the high density. We have enough already. Yes, they will continue to be in demand because the renters have little to no alternative.	9/26/2025 4:17 PM
556	Heights area around Lake Elmo and West	9/26/2025 4:08 PM
557	Law & Order, full support of our local Police, City Fire Ambulance instead of contracted overpriced medical transport, & much more green and recreational areas like Pioneer Park to give children and the community a place for events and growth of culture and community. Expansion of health minded and nutritional options for better quality of life of its community.	9/26/2025 1:14 PM
558	The Yellowstone Art Museum	9/26/2025 9:12 AM
559	Cleaner and safer and more affordable.	9/25/2025 9:15 PM
560	Billings is ok	9/25/2025 8:36 PM
561	Bozeman, MT or Fort Collins, CO	9/25/2025 5:53 PM
562	I enjoy the diversity of housing and business in Billings and would like that to continue	9/25/2025 5:27 PM
563	Spokane. It's a beautiful city with a robust downtown cooridor centered along a beautiful river space. It's a prime example of city that leveraged its best assets to overcome some pretty bad stigmas. Despite its size, it also feels like a community - primarily because it's focused on creating spaces that folks want to come out and enjoy (e.g., Riverfront Park, the Spokane Arena Sports Complex). In contrast, Billings feels disorganized and like it doesn't have a firm sense of its identity. Its most beautiful asset, the Yellowstone River, is surrounded by refineries, the Metra's empty back lot (soon to be parking lot I hear), and a wastewater treatment plant. Rather than investing in a large multiple use convention center downtown, we've let it relocate to an obscure part of the west end - a place where few, if any, local businesses are likely to see a benefit. We need to be smarter about how we leverage our best assets. Right now, it just seems like a free for all.	9/25/2025 5:11 PM
564	Couer d'Alane idaho	9/25/2025 5:08 PM
565	Less casinos and marijuana shops popping up in make-shift neon buildings. County code regulations enforced. Better control of and planning on commercial buildings/businesses. Less trash and weeds mowed along interstate and clean up our city. Don't notice it when I'm here but when I travel somewhere and come back it's sad in comparison :(	9/25/2025 1:46 PM

566	Downtown Missoula is amazing to me. It's programmed all year long, it's full of local and regional businesses with very few chains. The community in the greater city is here is lovely - they seem to care for one another and improvements here really seem to be for the betterment of the community as a whole. It's amazing and inspiring to see. I wish Billings would take some lessons. And bike lanes are not luxury.	9/25/2025 11:47 AM
567	We need to preserve our western character and charm. Preserving historic buildings and taking pride in our city is very important.	9/25/2025 11:25 AM
568	Boise	9/25/2025 10:16 AM
569	Thriving downtown, a couple tall commercial buildings in dwntn,, apts. for young professionals, remove loitering/street living.	9/25/2025 9:17 AM
570	Missoula mt	9/25/2025 9:10 AM
571	Billings is a big town these days but if we focus on having smaller community shops scattered throughout residential (like roots) or there small business it makes each area feel like a small town.	9/25/2025 8:41 AM
572	Non tourist place	9/25/2025 7:16 AM
573	More quality single-family homes with nice parks and green spaces. Also, independently owned neighborhood shops (of all kinds) and restaurants.	9/25/2025 2:12 AM
574	The downtown area and historic streets.	9/25/2025 1:00 AM
575	Clean environment, safe communities	9/24/2025 11:39 PM
576	Achitecher of Europe stone building but texas mentality.	9/24/2025 10:57 PM
577	Tree streets / north elevation	9/24/2025 10:45 PM
578	One that's welcoming, inclusive, and provides a high quality of life for the people that call it home.	9/24/2025 10:21 PM
579	No recommendations.	9/24/2025 10:21 PM
580	Bend, Oregon. Every roundabout has a sculpture in it. Beautiful city.	9/24/2025 10:12 PM
581	Boise, Idaho	9/24/2025 10:09 PM
582	Ironwood	9/24/2025 9:59 PM
583	Meridian, Idaho had done a very nice job of incorporating businesses such as gas station, coffee shop, grocery store, sm local businesses, parks, churches, and schools within walkable distances to new housing developments. The streets were wide enough for street parking and driving through the neighborhoods, and sidewalks/street lights were in all new developments. Many neighborhoods were designed with windy streets to prevent speeding, particularly near schools.	9/24/2025 9:54 PM
584	Easy to afford. Government needs to back off	9/24/2025 9:53 PM
585	Ma	9/24/2025 9:43 PM
586	Smaller communities with shopping/dining within them, very walkable, SIDEWALKS!	9/24/2025 9:40 PM
587	Greenwood Indiana	9/24/2025 7:23 PM
588	I don't think there are any good ones left	9/24/2025 6:25 PM
589	Optimism, kindness, gratitude, a sense of shared mission and an appreciation of adventure.	9/24/2025 5:22 PM
590	Billings	9/24/2025 4:31 PM
591	I like the west end by The Divide restaurant. There is housing, retail, restaurants and walking paths.	9/24/2025 4:16 PM
592	Unfortunately growth brings more people and can bring more crime. I would like to see strong law enforcement, intolerance for homelessness, drugs, and crime and a culture of intolerance for such. Don't create an environment that will attract any of the above.	9/24/2025 2:28 PM
593	Terrible question. Billings is unique and should stay that way. We shouldn't try and become something we're not.	9/24/2025 2:13 PM
594	Best of both worlds. Good concerts, affordable housing, good jobs	9/24/2025 2:11 PM
595	Confusing question	9/24/2025 2:10 PM
596	Billings or Bozeman as of 50 years ago. The recent changes are destroying the Montana that was, that we all loved.	9/24/2025 12:26 PM
597	McCall's Josephine Crossing	9/24/2025 11:07 AM
598	Neighborhood affordable commercial	9/24/2025 9:42 AM
599	I like Billings and want to see it improve as a good place to live.	9/24/2025 6:29 AM
600	Small town community	9/24/2025 4:13 AM
601	Boulder co	9/24/2025 1:54 AM
602	?	9/24/2025 12:55 AM
603	Focused on a sustainable, eco community	9/23/2025 11:58 PM
604	Midtown. Mix of schools, residential single houses, apartments and businesses like grocery and food.	9/23/2025 11:33 PM
605	I'd like to see Billings what it was 20 years ago	9/23/2025 10:26 PM
606	Unknown	9/23/2025 9:16 PM
607	Westwood ks	9/23/2025 9:07 PM
608	North Park San Diego is a very good example of what Billings could be.	9/23/2025 8:42 PM
609	I don't really understand this question. I would like to see a kinder community, where we feel safe walking around, and I would like to see the "powers that be" show a lot more concern about the lives of Billings' citizens. There needs to be transparency about how this city is run. Too many behind the scenes decisions are made without any explanation being made to us citizens until the something has passed and is already in effect.	9/23/2025 6:27 PM
610	It would be nice in the neighborhoods to not have to drive everywhere. living out on the westend, sidewalks few and far between. More small community shops in neighborhoods would be nice. I like the Josephine Crossing concept, but the parking and streets are a nightmare to navigate. How having streets that narrow and no parking was approved I have no idea. I avoid the neighborhood because of the streets.	9/23/2025 6:19 PM
611	Boise	9/23/2025 5:45 PM
612	I would like to see Billings become a thriving and safe community that still benefits from the nature of it being Montana's largest city and economic center	9/23/2025 5:25 PM
613	Billings can keep the flavor of Montana, but it could reflect the culture offered in Bozeman or Whitefish. Be progressive without forgetting this is Montana, i.e. add modern touches.	9/23/2025 4:52 PM
614	I don't believe Billings should strive to be like a different community. Billings should find its own identity and embrace that identity. Whether that be a community known for business, industry, affordable housing, etc., Billings should focus on being the best at that.	9/23/2025 4:49 PM
615	Billings lacks a large lake in close proximity. Given that reality, I would like to see Billings embrace the Yellowstone River and the irrigation canals and Lake Elmo and the Westend Reservoirs. Surely there must be a way to further develop access to and use of the river in a way that doesn't degrade the river. For example, create a place like Missoula has for practicing kayaking. Develop Coulson Park. Develop the westend reservoirs into a destination area for the community and visitors. Do a much better job of developing our identity around the river and the rims....that's what makes us unique! I'm curious why Billings doesn't have more fountains in our public spaces (like Kansas City).	9/23/2025 3:26 PM
616	Salt Lake City, UT or Cody, WY	9/23/2025 2:33 PM
617	north elevation, downtown, annafeld	9/23/2025 1:50 PM
618	Boise	9/23/2025 12:05 AM

619	I like the way Billings is. If I didn't like it I would move.	9/22/2025 11:47 PM
620	Any larger city. I think we as a body of citizens hamper the growth of our city by not embracing more progressive infrastructure design changes. The new 3rd Ave bike lane is a fantastic step in the right direction, but greater river access from downtown and a more walkable 27th corridor would be ideal.	9/22/2025 3:25 PM
621	Mixed use development with non restrictive zoning to allow neighborhood commercial.	9/22/2025 2:59 PM
622	nashville/dallas	9/22/2025 1:23 PM
623	Not sure.	9/22/2025 1:15 PM
624	Omaha, Grand Rapids, Rochester, Fargo, Boise, Spokane.	9/22/2025 12:49 PM
625	Fargo	9/22/2025 11:50 AM
626	Strong economy and family friendly	9/22/2025 10:45 AM
627	Like Colorado	9/22/2025 10:34 AM
628	There is a neighborhood in Milwaukee called West Allis, I have visited twice. Its full of local shops that thrive. Non conventional things that are " funky ". Its full of art and community. Its close to the lake there and the lake is open to the public and extremely well kept. There is housing above or below many of the businesses. People's yards and patios and porches have character and personalization. I felt safe walking there. There were so many resources available to all walks of the public. There were street musicians! Accessible public transportation. It was paradise compared to Billings...and yes this was in the dead of winter.	9/21/2025 10:28 PM
629	One that we can be proud of.	9/21/2025 7:28 PM
630	Grand Forks North Dakota or Fargo	9/21/2025 3:25 PM
631	Safe.Safe.Safe.	9/21/2025 12:25 PM
632	I would like Billings to be an affordable, family friendly place where housing, groceries, and transportation is accessible to our population. I want our city to provide resources to those in need. I want to maintain the small-town charm that Billings has, while utilizing modern technologies.	9/21/2025 12:20 AM
633	ZooMontana: this local gem has educational programming, outdoor recreation and conservation. The cost of memberships, admission and events is affordable. And they support local schools and various community groups by bringing ambassador animals to teach about the importance of caring for the environment and the animals that inhabit it.	9/21/2025 12:03 AM
634	I would like to see downtown developed. More walkability. More unique restaurants. Boutiques. Person-owned shops that are interesting and friendly.	9/20/2025 9:44 PM
635	One where residents see themselves as a community working together for everyone’s benefit	9/20/2025 8:09 PM
636	N/A	9/20/2025 1:28 PM
637	A large city that still retains small town charm and morals	9/20/2025 1:17 PM
638	Boulder, Colorado or Missoula, Montana	9/20/2025 12:43 PM
639	The downtown area with connecting trails to the heights and westend. Colson park (renovated) would be a wonderful addition to this area	9/20/2025 11:51 AM
640	Sioux Falls, SD Duluth, MN Omaha, NE	9/20/2025 11:39 AM
641	Family friendly. Conservative. God , country and family. Preserve Montana! Stop massive overdevelopment. So many abandoned and derelict land that can be repurposed rather than develop new land and take away the country feel!	9/20/2025 11:37 AM
642	Bend Oregon Our county and city could learn from them.	9/20/2025 9:40 AM
643	Salt Lake City	9/20/2025 2:42 AM
644	No where anymore. Improve on what we have.	9/19/2025 11:22 PM
645	More high paying jobs and more retail options to keep prices as low as possible	9/19/2025 6:00 PM

646	I've been really inspired by the Old Yellowstone District in Casper, Wyoming. I would love to see that level of revitalization on the east end of the EBURD, near the Metra.	9/19/2025 4:35 PM
647	Billings historically has been a great place that represents a cross section of America from an economic perspective. It has been used in case studies to try and understand how the various economic wrungs interact. I fear that current poor development choices are upsetting that balance.	9/19/2025 3:58 PM
648	What is use to be. There wasn't anything wrong.	9/19/2025 1:54 PM
649	Not sure what/where this question refers to	9/19/2025 1:15 PM
650	Safe neighborhoods	9/19/2025 12:34 PM
651	Small town charm within the different sections of billings.	9/19/2025 12:23 PM
652	Rail line Coffee - small shops in the middle of neighborhoods, creating	9/19/2025 12:17 PM
653	Coeur D’Alene, Idaho, Greenville, South Carolina	9/19/2025 11:38 AM
654	Hmmmmmm. A community I would like is rail transit, bike paths, community plays theaters, etc, a great venue to have rodeos, concerts, horse racing outside. Great police force educated in how to calm situations down instead of a powerhouse. A transparent city council, more communication from the mayor.	9/19/2025 11:22 AM
655	None, Billings should not be like anywhere else. Billings needs its own identity.	9/19/2025 5:56 AM
656	Sioux City, Iowa	9/19/2025 1:23 AM
657	A place with a walkable downtown with more small businesses and more support for the arts.	9/19/2025 12:19 AM
658	I don't want to reflect a different community, but hold true to the values of small-town MT in a big city.	9/18/2025 9:04 PM
659	Safe environments for housing and functions.	9/18/2025 5:39 PM
660	Sidney, Australia - but realistically, we aren't to that size yet. Sindey is clean, well taken care of, very well traveled, walkable, inviting, and many things this survey leads me to believe we would like to be.	9/18/2025 4:03 PM
661	West coast towns that are family friendly.	9/18/2025 2:57 PM
662	A city that sees the value in spending dollars on amenities, such as parks, trails, beautification, schools, and showcasing the river and rims.	9/18/2025 2:42 PM
663	open space for homes, and consternated rental unit	9/18/2025 2:24 PM
664	a place with the best of every urban area while remaining distinctly Montana with our rural roots	9/18/2025 1:49 PM
665	Billings should not try to be a community it is not, but rather adapt and improve on the good things the City already has to offer. I would like to see Billings become a safer place to live for current residents and be able to attract more young people to want to live here. Solutions could be more competitive wages and improving colleges.	9/18/2025 1:43 PM
666	I'd like to see a vibrant and well-used downtown community with historic homes used as homes and historic buildings used as viable business or government offices. I do not like to see a bunch of vacant lots that homeless people use for camping and historic homes gutted for section 8 housing.	9/18/2025 12:58 PM
667	Missoula	9/18/2025 12:49 PM
668	Why change Billings into a place that already exists. Let it be it's own.	9/18/2025 12:43 PM
669	folf courses, camachos tacos, more things like the putt putt golf and things for families to do	9/18/2025 12:32 PM
670	Huntsville, Alabama	9/18/2025 12:09 PM
671	N/A	9/18/2025 11:57 AM
672	Vermont, no billboards	9/18/2025 11:50 AM
673	Rapid City	9/18/2025 11:47 AM

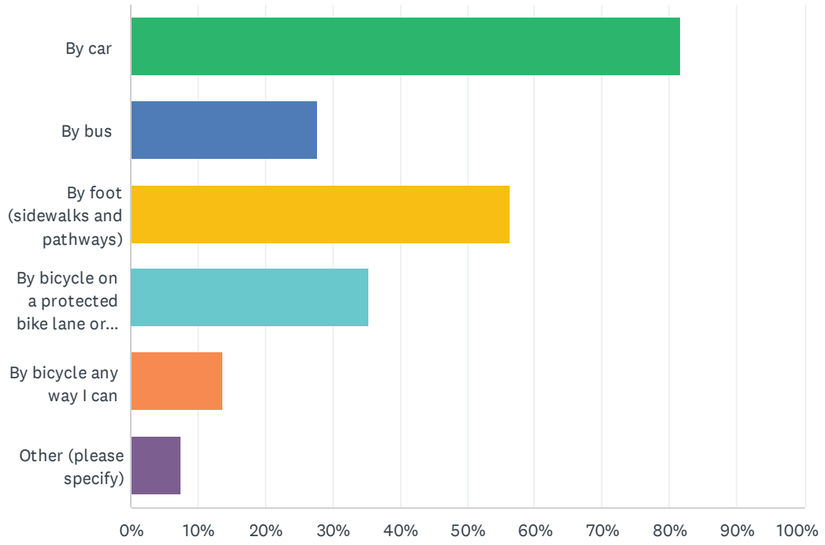
674	Be original. Otherwise I would live in “that place”.	9/18/2025 11:36 AM
675	Most of Texas, outside the few very Liberal areas.	9/18/2025 11:23 AM
676	Boise	9/18/2025 11:17 AM
677	A city that honors its past and maintains the culture of a Montana city while encouraging like-minded businesses and people to set up shop here.	9/18/2025 11:05 AM
678	small 4 pleves	9/18/2025 10:43 AM
679	Boise	9/18/2025 10:31 AM
680	I have lived here all of my life and we don't need to be like someplace else. It meets my needs.	9/18/2025 9:30 AM
681	Billings - stop comparing to other cities and look inward and do what we want to do for us. We are Billings - be proud of who we are - mistakes and all as mistakes create opportunities for growth. We are slowly, SLOWLY going in a good direction - example: connecting trail systems which create easier pedestrian and bike transit for those without cars.	9/18/2025 8:25 AM
682	Homes north of Rimrock Rd, common courtyard dwellings similar to Elysian homes.	9/17/2025 10:45 PM
683	Strong industrial and business center with residential outskrits.	9/17/2025 9:41 PM
684	Billings is fine the way it is. Invest in what we have to make it better and safer.	9/17/2025 9:37 PM
685	I am not sure of a specific place, I do know that I absolutely love Josephine Crossing and the thought that was going into developing it. I would love to see Billings have a lot of.” Small communities” around That are walkable, and have amenities in them. There’s a beauty to being able to walk down the street and have a coffee or an ice cream with your neighbors while seeing more neighbors along the way.	9/17/2025 9:36 PM
686	We currently live in a townhome in Josephine crossing. We absolutely love the community here, and how safe it is. If there were more communities like this but were more affordable and without HOA.	9/17/2025 9:10 PM
687	Colorado Springs	9/17/2025 8:59 PM
688	I’d like to see the art scene expand and for Billings to start getting better events (concerts and performers).	9/17/2025 8:05 PM
689	Single family	9/17/2025 7:23 PM
690	One that you feel safe walking downtown or anyplace in Billings, at night for dinner or going to an event.	9/17/2025 6:50 PM
691	Boise, Idaho	9/17/2025 6:48 PM
692	like Josephine Crossing Large cluster of houses but still wild lands around. for in the city limits the housing above the shops or condo type close buildings to save space for open areas.	9/17/2025 6:12 PM
693	This question is confusing. I'm sorry I don't understand what this is trying to ask.	9/17/2025 6:12 PM
694	Supports independent buisnesses not all chain stores.	9/17/2025 5:54 PM
695	More community minded developments like Josephine Crossing, Annafeld, and Shiloh Commons	9/17/2025 5:52 PM
696	I would like to see Billings become a more family oriented community with less bars and casinos.	9/17/2025 5:46 PM
697	Family oriented, safe community. People are afraid to go to the library because of the bums who hang out there. We need a downtown scene. So many communities have this and its great. Billings not so much	9/17/2025 5:45 PM
698	Missoula Montana	9/17/2025 5:44 PM
699	A safer place for all of us to enjoy, and quit wasting our tax dollars.	9/17/2025 5:43 PM
700	That is hard to say. Maybe like a Hallmark movie!	9/17/2025 5:42 PM
701	Elysian Development	9/17/2025 5:38 PM

702	Coeur d'Alene, ID is beautifully developed and modern. I think Billings has a lot of growth opportunities to make our city more visually appealing while growing new housing and buisnesses.	9/17/2025 5:35 PM
703	Boise Idaho - intelligent and segmented development of neighborhoods, clean city, good roadways, modern and diverse shopping and entertainment available, SALES TAX to allow safe growth	9/17/2025 5:35 PM
704	I think Fort Collins, CO would be a good small city to be compared to. It has outdoor recreation areas with a blend of historic areas and some businesses.	9/17/2025 5:27 PM
705	Boise - shaded playground equipment in parks! Access to the outdoors, diverse businesses and activities, public art, community / connectivity	9/17/2025 5:23 PM
706	Minneapolis - high emphasis on outdoor recreation, trails, bike paths, parks, etc. Also community rec centers, neighborhood libraries and commercial areas, and they know how to efficiently plow streets. (3 days for plowing the whole city and requiring cars to be moved off the streets).	9/17/2025 5:21 PM
707	Cities like New York or LA, simply because they can support more niche interests and needs. I don't want the hustle and bustle of those cities, but it'd be nice if Billings could better support the lesser known niches within our community. (hope that makes sense)	9/17/2025 5:20 PM
708	I would love for Billings to continue to grow at a medium pace. Developing new businesses and adequate housing. I would hate for Billings to grow so fast that we lose our charm and outdoor life	9/17/2025 5:20 PM
709	Sioux Falls, SD	9/17/2025 5:18 PM
710	Boston. Or a lot of European cities. They are built around walking. General health improves when people walk more. Making our city more walkable and bikeable will pay dividends in improved general health and well-being	9/17/2025 5:17 PM
711	Seattle, Portland, Phoenix, Kansas City. Any PROGRESSIVE city that isn't just car washes, casinos, churches and bars.	9/17/2025 5:16 PM
712	A safe and friendly environment for everyone. More community, less crime and transients.	9/17/2025 5:16 PM
713	Asheville, NC; Burlington, VT; Missoula, MT	9/17/2025 5:15 PM
714	Scottsdale, AZ.	9/17/2025 5:14 PM
715	Boise ID	9/17/2025 5:14 PM
716	I would like Billings to return to how it was when I was growing up in the 80s and 90s. A nice, clean, respectable and SAFE community where traffic was light and it didn't take you an hour to get across town. People were more friendly, crime was low and drugs were not rampant like they are now.	9/17/2025 5:13 PM
717	Bend OR or Boise, ID	9/17/2025 5:09 PM
718	Not sure where specifically, but Billings isn't a "pretty" town. You pull into industrial views, homeless people downtown, it doesn't even feel safe to be out at night. More appealing scenery would really help.	9/17/2025 5:07 PM
719	Glendive MT	9/17/2025 5:02 PM
720	A clean and well-maintained city	9/17/2025 4:57 PM
721	Whenever I visit Bismarck, North Dakota the city is so clean compared to Billings. They, like us, have also had a lot of growth over the past years. Coeur d'Alene, Idaho was also cleaner, had more green space and felt “open.” Personally I don’t prefer neighborhoods like Annafeld or Josephine Crossing because the homes are right on top of one another, even though there is green space in between. More neighborhoods with single family homes on .5+ acre lots with some space between homes would be fantastic.	9/17/2025 9:28 AM
722	Boise, ID	9/16/2025 8:57 PM
723	Inclusive. inviting and comfortable.	9/16/2025 8:04 PM
724	Boise	9/16/2025 8:02 PM

725	Carmel, IN (Monon Trail Development) or OK City (Canal development)	9/10/2025 7:03 AM
726	A place with courtyard blocks like Barcelona or Edinburgh.	9/7/2025 6:22 PM
727	The downtown events in places like Missoula or Bozeman would be great.	9/4/2025 5:28 PM

Q16 How would you like to be able to move around Billings 20 years from now? (choose top three)

Answered: 1,151 Skipped: 18



ANSWER CHOICES	RESPONSES	
By car	81.75%	941
By bus	27.63%	318
By foot (sidewalks and pathways)	56.39%	649
By bicycle on a protected bike lane or separated bikeway	35.36%	407
By bicycle any way I can	13.64%	157
Other (please specify)	7.47%	86
Total Respondents: 1,151		

#	OTHER (PLEASE SPECIFY)	DATE
1	Hopefully not a wheelchair.	12/21/2025 7:00 PM
2	VTOL air taxi	12/21/2025 9:57 AM
3	rentable scooters, bikes, and trains or trolley's	12/19/2025 7:48 PM
4	ride share	12/15/2025 5:17 PM

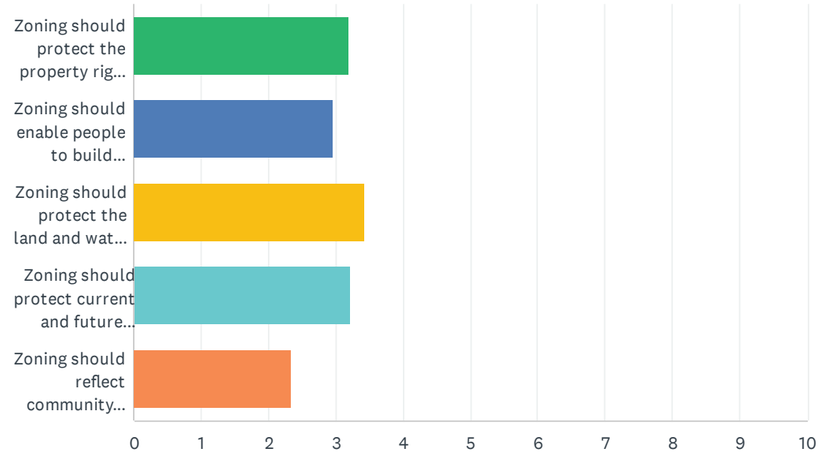
5	By bicycle. Not E-bikes.	12/15/2025 12:42 AM
6	We need a better city transportation system and then it would be more useful	12/13/2025 10:32 AM
7	Train	12/12/2025 3:43 PM
8	Don’t plan on being here	12/12/2025 2:08 PM
9	Bikes are a novel idea, but Billings has a major sprawl problem. I don't think this is the type of community that needs to worry about bikes. Fix the sprawl and then lets talk about bikes.	12/12/2025 1:36 PM
10	autonomous vehicles - light rail.	12/12/2025 10:33 AM
11	Tram	12/12/2025 12:18 AM
12	by trolley, light rail--any mass transit	12/11/2025 11:28 AM
13	by motorcycle	12/11/2025 11:23 AM
14	Let us have car meets	12/11/2025 11:19 AM
15	Intercity Train	12/11/2025 11:18 AM
16	Train from Billings to Bozeman and Missoula	12/10/2025 11:53 PM
17	Public transportation	12/10/2025 9:53 PM
18	A bus system that actually takes you somewhere you need to go. MET really sucks and needs to be rethought from the ground up.	12/10/2025 1:11 PM
19	Local train	12/10/2025 8:57 AM
20	Lightrail	12/10/2025 2:18 AM
21	I planned on moving out of Billings	12/10/2025 12:33 AM
22	In pure pipe-dream fashion and imagining the city being massive in 20 years, a light-rail system would be a cool dream come true.	12/9/2025 3:08 AM
23	For the amount spent on Bike trails and upkeep for 6months of use-makes it expensive	12/9/2025 2:19 AM
24	Motorcycle	12/8/2025 8:26 PM
25	Horse	12/8/2025 8:22 PM
26	Scooters	12/8/2025 7:53 PM
27	Metro	12/8/2025 6:31 PM
28	also more biker safety its really bad	12/8/2025 3:20 PM
29	Train to other towns	12/8/2025 1:49 PM
30	Train/Subway	12/8/2025 1:29 PM
31	I'm not going to live in Billings.	12/8/2025 1:24 PM
32	It is obvious that the city and county haven’t even entertained the thought of a rail service in Billings and the surrounding area. Denver didn’t either and then had a fortune to put in their T-Rex system to connect parts of the expanding city. At this point, Downtown needs to gets its act together before people would want to take a rail service to get downtown there anyway.	12/7/2025 11:25 AM
33	By passenger train	12/7/2025 10:04 AM
34	Be able to drive to town in specific areas with busing to certain area- limiting downtown congestion..	12/6/2025 7:59 PM
35	By e-bike	12/6/2025 7:26 PM
36	By train outside Billings	12/5/2025 10:09 AM
37	Train, carpool, no petroleum vehicles. Ev only!	12/5/2025 3:34 AM
38	train	12/4/2025 9:12 PM

39	Rail	12/4/2025 12:34 PM
40	Light rail	12/3/2025 8:59 PM
41	Tram from major areas - Shiloh / downtown/ metra/ mall/ upper heights / zoo	12/3/2025 1:22 PM
42	Shuttle vans	12/3/2025 4:31 AM
43	three subways from the west end to downtown	12/1/2025 12:32 PM
44	Personally I would not ride a bicycle in the interior areas of Billings.	11/30/2025 9:59 AM
45	train service! It's way past time.	11/29/2025 4:58 PM
46	Better use of public transportation	11/29/2025 1:35 PM
47	Light rail, please	11/24/2025 8:23 PM
48	we need a small/quick downtown circulator (trolley), Montana Ave to MSU-B and downtown to Metra when events are going on	11/21/2025 7:47 PM
49	Light Rail/Above Ground Train System	11/20/2025 7:49 PM
50	Trolley/tram	11/19/2025 2:02 PM
51	train	11/16/2025 11:24 PM
52	On wings, haha	11/16/2025 11:48 AM
53	Although we're more than 20 years away, planning with a potential rail system in mind would be wise, and also creating a passenger rail line between Bozeman and Billings.	11/13/2025 11:13 AM
54	Downtown Trolley/Tram	11/7/2025 11:04 AM
55	Without dodging bikes and pedestrians. Keep them seperated and off the streets.	10/28/2025 12:02 AM
56	Handicapped and elderly assisted	10/23/2025 3:06 PM
57	Ride share or minibus transport from my neighbor to center city or shopping districts	10/15/2025 11:57 AM
58	Uber, Lyft or other private driver business	10/15/2025 8:52 AM
59	Car service like taxi, uber, etc.	10/9/2025 5:41 PM
60	mass transit connecting college campuses, business district, and entertainment district	10/9/2025 10:41 AM
61	Improve traffic flow!!! Plan ahead and yes some accommodation for bike and foot traffic!	10/5/2025 8:59 AM
62	TRAINS	10/1/2025 6:54 PM
63	Rental scooters or bicycles	9/27/2025 4:14 PM
64	Cable car	9/26/2025 9:12 AM
65	Dont over use land for special transportation. bicycles are good, and managed electric use	9/25/2025 9:17 AM
66	Train	9/24/2025 10:21 PM
67	Light rail in town and I'd like to be able to get from town to town in Montana via passenger rail.	9/24/2025 5:22 PM
68	By train to other cities such as Bozeman and Butte	9/24/2025 2:10 PM
69	I'll be deceased by then	9/24/2025 11:07 AM
70	Community transportation, such as expanded bus service	9/23/2025 5:40 PM
71	Train	9/22/2025 11:47 PM
72	train or lightrail	9/22/2025 1:23 PM
73	Light Rail	9/20/2025 9:40 AM
74	Any way that is safe and you don't have to worry about others going way over the speed limit and driving crazy. More street patrols.	9/19/2025 11:22 PM

75	teleportation	9/18/2025 2:42 PM
76	Teleportation	9/18/2025 1:43 PM
77	When I lived in Europe, they had vans that were sort of like buses, but were cheaper to run. It would be cool to have a ride-share app for the places the bus doesn't run - cheaper than Uber and more people can fit into the vehicle.	9/18/2025 12:58 PM
78	train travel!	9/18/2025 12:32 PM
79	rail link	9/18/2025 11:50 AM
80	Bike where appropriate. Not through congested areas like downtown or business corridors. Those are horrible and dangerous.	9/18/2025 11:05 AM
81	floating cars	9/18/2025 8:25 AM
82	Train	9/17/2025 11:15 PM
83	tram/rail into downtown	9/17/2025 6:32 PM
84	we could bring back horses	9/17/2025 6:12 PM
85	I wish there was a tram/ train system	9/17/2025 5:38 PM
86	please start bike and scooter sharing	9/10/2025 7:03 AM

Q17 Zoning is one of the primary tools that can be used to implement a comprehensive plan. Please rank the following roles based on how you feel zoning is best used in Billings, with 1 being the most important role of zoning and 5 being the least important role.

Answered: 1,132 Skipped: 37



	1	2	3	4	5	TOTAL	SCORE
Zoning should protect the property rights of landowners	33.46% 358	12.24% 131	17.38% 186	14.77% 158	22.15% 237	1,070	3.20
Zoning should enable people to build housing and businesses to serve the needs of the community	18.40% 198	20.07% 216	19.33% 208	24.44% 263	17.75% 191	1,076	2.97
Zoning should protect the land and water from damage or pollution	21.87% 232	31.20% 331	24.22% 257	14.61% 155	8.11% 86	1,061	3.44
Zoning should protect current and future residents from environmental hazards, both natural and man-made	19.07% 206	25.65% 277	23.52% 254	20.37% 220	11.39% 123	1,080	3.21
Zoning should reflect community character as a way to influence development and change	10.67% 118	11.93% 132	16.09% 178	23.69% 262	37.61% 416	1,106	2.34

Q18 What else would you like us to know about living and working in Billings?

Answered: 536 Skipped: 633

#	RESPONSES	DATE
1	I would like more bike paths, including going up to the airport and more access points for the river or the existing trails by the river. Affordable housing is very important and I would like to see more housing solutions for unhoused individuals.	12/31/2025 10:02 PM
2	Don't give up on parks.	12/31/2025 3:46 PM
3	Please do not sell our green spaces/parks. In addition to affordable housing we need more 3rd spaces to build community.	12/31/2025 11:20 AM
4	Single is possible but half of paycheck for rent is harsh. Family isn't possible with current housing Affordabilty.	12/31/2025 7:13 AM
5	Too many car washes	12/27/2025 7:06 PM
6	No more casinos	12/24/2025 11:56 AM
7	Wages haven’t kept up with housing and other costs. We haven’t drawn any good stores, in fact we’ve lost quite a few. Rimrock Mall is a joke. Restaurants are too expensive and frankly, boring. I am a caretaker for my mom. As soon as my mom passes, we will move away.	12/21/2025 7:00 PM
8	We need to secure green space in the County	12/21/2025 8:29 AM
9	There is a MAJOR racism problem in Montana and Billings. I would like everyone to feel safe enough to exist, not just survive. Free speech is different from HATE speech.	12/19/2025 7:48 PM
10	Traffic is a problem. Not congestion - the street system is more than adequate and movement through our community is relatively easy. BUT, it is ridiculous that we have four state highways (high speed street sewers) running through the middle of our downtown. Cars traveling well in excess of the speed limit are barreling down the road almost within an arm-length of pedestrians on the sidewalk - not a comfortable situation. I walk the downtown area all the time. Cars are always speeding; always running red lights; and almost never suffering any consequences. Don't get me started on the rest of Billings - like how it's often a half mile between safe pedestrian crossing on Grand, Broadwater, Central, King, and others. Downtowns are supposed to be walkable. Ours has some work to do.	12/18/2025 12:55 PM
11	More commercial development in the heights. Grocery stores speciality stores. Options for people not to always drive into Billings or west end.	12/16/2025 10:10 PM
12	Billings needs to work on COMMUNITY. The City should support ALL members of the community- including the houseless in downtown. We need to invest in caring for people with	12/15/2025 5:17 PM

	mental health and addiction services rather than punishing them for the symptoms of their problems. They are human beings; not a problem that can just be ignored until it goes away.	
13	This town is great but there is always room for improvement. More business development specifically in fields that bring in higher paying salaries.	12/15/2025 12:42 AM
14	So many of our locally owned restaurants in Midtown/West End have closed over the years and been replaced by national chains. It's not fun to eat out anymore; Also, please ban wood burning fireplaces and fire pits in the city. They are far too smokey and make it unbearable for others to enjoy spending time or working outside.	12/14/2025 10:37 PM
15	There is a lack of entertainment and significant geographic isolation. Job market can be limited. More development downtown would be preferable to sprawl	12/14/2025 3:27 PM
16	We are behind other states with similar size cities in planning ahead for traffic, other infrastructure, schools, and recreation. Thank goodness SD2 will be able to get Daylis renovated, but they need schools with auditoriums, dedicated music spaces, a new westend elementary and probably high school. Boundaries need to better integrate diverse populations for the benefit of EVERYONE. We need a city recycling program and better street maintenance in winter. We should be the city to visit for music, arts and recreation.	12/13/2025 10:45 PM
17	Billings is a beautiful city with many amenities. However, crime is a problem.	12/13/2025 12:17 PM
18	We need better public safety. Deal with the drugs coming in and prioritize spending on cleaning up the problems so that families want to stay here. Figure out the homeless problem so that we can walk to our cars downtown in the dark without being scared. Make our kids feel safe instead of them being afraid to go to the store alone.	12/13/2025 10:32 AM
19	Billings is great but we could be greater! Would love for us to catch up with the rest of country and not feel like we are living in an outdated town. I think we do have lots of job opportunities but people don’t want to work or if they do work they have poor workmanship and attitude which leads to businesses closing	12/13/2025 1:13 AM
20	No quality community centers or common areas	12/13/2025 12:04 AM
21	Billings has strong potential as a regional hub, but future success depends on matching growth with infrastructure, thoughtful zoning, and long-term planning. Residents want a city that grows responsibly without losing livability or functionality.	12/12/2025 11:50 PM
22	The medical culture in Billings is not good considering this is a regional healthcare hub. Both hospitals experience a lot of turnover of physicians because they do not give physicians autonomy, flexibility or a good work life balance. For example, this is the second OBGYN turnover Billings clinic has had in 2 years. This is unacceptable. Places like intermountain and Billings clinic should be focusing on retention of employees to prevent turnover and decreased continuity of care in this town.	12/12/2025 9:56 PM
23	Living here is hard. I would love to stay here but I fear that it has become too expensive to rent and too expensive to buy a home. Feels like the dreams of a permanent residence is far out of reach.	12/12/2025 8:40 PM
24	Billings will continue to grow. Schools need to accommodate	12/12/2025 5:37 PM
25	Make it less boring	12/12/2025 4:22 PM
26	Fix it. Evacuate the city and then burn it all down. Start everything over	12/12/2025 4:18 PM
27	Wages and cost of living are a joke	12/12/2025 3:43 PM
28	it is overall a great experience.	12/12/2025 2:18 PM
29	Stop building car washes	12/12/2025 2:13 PM
30	This place sucks	12/12/2025 2:08 PM
31	There a lot of opportunities	12/12/2025 1:55 PM
32	My sister has a very good life and raises her kids giving them about anything they want because of her casino job. A few segments of people like to complain about them, but the reality of them are far less problematic than the people complaining realize. If you want something to complain about, lets talk about bright green headshops popping up everywhere.... ??	12/12/2025 1:36 PM

33	Focus more on improving the core and downtown area of Billings, encourage building up instead of out as well as more owned single family, apartment and condo development. With open and public spaces to enjoy.	12/12/2025 10:33 AM
34	The parade routes and festivals should be relocated so it does not cut the town in half for hours at a time. This would reduce stress on those not attending the events and keep those attending and participating safer, IMO. The farmers market is absolutely perfect and fine as it is as it takes up square blocks giving easy routes around.	12/12/2025 10:11 AM
35	Downtown will not thrive until the homeless and those types of resources are moved away from downtown town. E.g Alternatives across the street from the wise wiswonders children's museum is not ideal.	12/12/2025 8:37 AM
36	It is unfair that Lockwood and Shepherd are ruined with all the weed shops instead of Billings and the tax revenue goes mostly to Billings.	12/12/2025 1:13 AM
37	Do not bring big city problems to our town. Preserve our small town values and way of life.	12/12/2025 12:49 AM
38	Need to get rid of the drunk homeless vagrants all over town . Create new codes to get rid of these people causing problems in our city . Need to stop all the criminals coming here after jail . I'll it's is the hub for these people .	12/12/2025 12:30 AM
39	The crime needs to decrease!	12/12/2025 12:18 AM
40	Billings is a wonderful place to live. We've been here over 50 yrs.	12/12/2025 12:15 AM
41	City council needs to be less partisan	12/11/2025 11:11 PM
42	There needs to be more bus routes to accommodate everyone in the city.	12/11/2025 10:51 PM
43	Take a note from Colorado Springs. It went from 120,000 people to 500,000 and they never build more roads.	12/11/2025 10:22 PM
44	There needs to be an additional road from the west end to the top of the rims. Airport road and Zimmerman are past capacity. The commute can be ridiculous at high peak hours	12/11/2025 7:37 PM
45	Billings feels like a stagnant city with little opportunity for career growth. Very few residents seem open to change, and I would say, are downright afraid of change. These ideas hold us back from being a modern, welcoming place to live and visit.	12/11/2025 6:36 PM
46	The aversion to sidewalks and street lamps is baffling. The abundance of car washes, storage unit facilities, and casinos is also baffling. The lack of grocery stores spaced out around town is sad.	12/11/2025 5:26 PM
47	More police presence	12/11/2025 4:29 PM
48	I think Billings is great and we have built a great community inside of it. Throughout the years of living here i've found that more stores start to pop up, in which we have never experienced before, and I think that is a very important aspect to have variety in a town rather than using the same stores over and over again.	12/11/2025 2:30 PM
49	During the winter, I feel like the big snow trucks only focus on the roads and maybe big cooperations but like even school parking lots army kept up like the roads and that makes it difficult and dangerous	12/11/2025 2:28 PM
50	I think transportation is simple, besides all the roundabouts, Billings is easy to navigate. I think more activities both recreational and not would be beneficial to billings	12/11/2025 2:25 PM
51	That i think having more stores and restaurants and fast food options would be good especially for the younger generation	12/11/2025 2:22 PM
52	As a 17 year old, the options of what to do become less and less everyday and a wider variety of fun activities to go out and do would be nice.	12/11/2025 2:18 PM
53	people who come here and can't drive on snow should retake the driving test	12/11/2025 2:15 PM
54	Nothing	12/11/2025 2:06 PM
55	Billings is a great city, but there is not a whole lot to do for fun.	12/11/2025 2:03 PM
56	Recreational areas and like a top golf. More entertainment centers like Dave n Busters or	12/11/2025 2:01 PM

	something like that. Maybe even a Putt Putt golf.	
57	It is nice just my main complaint would be that it is not very diverse	12/11/2025 1:51 PM
58	I feel that for the amount of growth the city has we are lacking in resources, including grocery stores, shopping and overall essentials. We need to cut down on the casinos in town since they are a contributor to harmful activities in town.	12/11/2025 1:47 PM
59	This city kind of sucks and everything is way too pricey for the things that are offered	12/11/2025 1:39 PM
60	Billings is a great community but it could use more things to do.	12/11/2025 1:36 PM
61	not sure	12/11/2025 1:29 PM
62	the cost needs to lower	12/11/2025 1:16 PM
63	The culture is being lost due to modern industrialization and implants from other states.	12/11/2025 1:08 PM
64	More fun well known activities and restaurants that are in Big cities !!!!!!	12/11/2025 1:05 PM
65	Make it less buns	12/11/2025 1:00 PM
66	They should turn riosabinas into something else.	12/11/2025 12:57 PM
67	Making more affordable	12/11/2025 12:35 PM
68	I would like to see more employment opportunities for people looking at part time such as students in high school or college	12/11/2025 12:29 PM
69	nothing	12/11/2025 12:20 PM
70	I care deeply about the unhoused population, and I would be proud to live in a city that feels the same.	12/11/2025 11:28 AM
71	Why do people that suck keep moving here	12/11/2025 11:23 AM
72	LET US HAVE CAR MEETS WITHOUT COPS ARRESTING US HATE BILLINGS PD	12/11/2025 11:19 AM
73	I hope the City listens to the people they don't normally listen to, but here's to another year! We'll be here as long as all our grandkids are here. A lot of people feel stuck here for work, prison release, and for family. Wouldn't it be amazing if those people were converted into contributors to their community? The identity of Billings must be preserved, but if we are not growing, we're dying.	12/11/2025 11:18 AM
74	Downtown has dangerous people	12/11/2025 11:13 AM
75	There is not enough options for generational housing. Too few nursing homes and assisted living. Not enough childcare. Housing has outpriced wages by far. No one can afford to buy or build. Home ownership is unattainable.	12/11/2025 10:39 AM
76	I feel safe most of the time. I like streets with overhead lighting. Can't go wrong with more parks and paths.	12/11/2025 8:43 AM
77	There is a lack of entertainment for all generations and significant geographic isolation. Housing is expensive and the city lacks density and aesthetic appeal	12/11/2025 12:36 AM
78	Traffic safety needs to improve. Cite drivers for breaking driving rules.	12/11/2025 12:32 AM
79	Billings needs to add more family attractions near the highway and focused tourism "gimmicks" to motivate travelers to exit the interstate. Retired, or have kids, but need to use facilities and take a break, might as well capitalize on "the West."	12/10/2025 11:53 PM
80	Need more parking Downtown	12/10/2025 10:55 PM
81	Wages are not good compared to cost of living for most middle class people.	12/10/2025 9:53 PM
82	Living in Billings can get boring but it's home and I'm always excited to come back!	12/10/2025 5:31 PM
83	Have the government be a good steward of the tax dollars.	12/10/2025 5:04 PM
84	This place is grungy, always has been. Way too many casinos, car washes, and Town Pumps.	12/10/2025 5:03 PM
85	Poor repair of streets!!!! Need to pay attention to that	12/10/2025 4:51 PM

86	As Billings grows, new residents bring in new tax revenue. This does not mean we need to exponentially increase the tax burden on existing taxpayers. With more residents contributing to the pot, the pot grows; therefore everyone's taxes shoudl not have to continually be raised. Moving a portion of taxes off to utility bills, like what was done with the water bills last year, was a sly and deceiptful way to make it appear that taxes went down (or didn't go up as much) while water bills were in chaos anyway. That sort of issue cannot be a way of doing business as usual with the city.	12/10/2025 4:27 PM
87	In my opinion the city does a great job keeping the West End clean and safe I'm grateful to live on this side of town, but also I can only speak for this little part of a larger city.	12/10/2025 3:31 PM
88	I live in Billings because I love the quality of life here. It is a lively city with good options for education, work, and recreation. I don't want Billings to become so densely populated that it feels crowded and neighborhoods don't have positive appeal. Crowding because of dense housing is going to be problematic as people live with the daily stress of people being too close all of the time. Crime such as neighborhood and domestic violence will increase as a result. While infrastructure is expense to install and maintain, we have adequate space, that we should not have to live shoulder to shoulder.	12/10/2025 3:25 PM
89	There are too many apartments and not enough houses. Rental housing is hard to find and apartments are too expensive for the reality of living in them. Buying a house is unattainable for most people. We need to stop building luxury apartments and focus on regular housing for sale or rent.	12/10/2025 2:11 PM
90	Our downtown is dying and it is not a conducive to a health community. Lack of sensible taxation statewide. Lack of a sales tax in a tourist driven state.	12/10/2025 12:08 PM
91	personally i have a job i enjoy so i have no complaints really.	12/10/2025 11:05 AM
92	People are still polite and honest and the pay is getting better	12/10/2025 10:45 AM
93	It'd ugly. Enforce city codes.	12/10/2025 8:57 AM
94	Why are there so many car washes?	12/10/2025 8:55 AM
95	Law enforcement needs to get more tough on horrible drivers.	12/10/2025 4:17 AM
96	Get the weed shops and growers out of neighborhoods that were zoned residential. Their process of growing weed stinks! When you buy residential you dont buy it thinking someone is going to skirt the system and grow their stinky weed next to you. They have their ways of bypassing the legal system and staying in places they were ordered out of.	12/10/2025 3:20 AM
97	Billings needs so much help	12/10/2025 1:17 AM
98	Come on vacation, Go home on probation, Billings will suck you back in on revocation.	12/10/2025 12:33 AM
99	Need street lights south side. Also more police south side.	12/9/2025 10:59 PM
100	The public utilities need to be affordable.	12/9/2025 10:45 PM
101	The homeless in downtown keeps visitors from frequenting the area.	12/9/2025 10:39 PM
102	It's too expensive to live here.	12/9/2025 7:23 PM
103	They needs to be an option to get homeless persons off the streets and into treatment facilities.	12/9/2025 2:35 PM
104	need to open more streets like 36th street west for better traffic flow. Need more street lights and to make people and businesses shovel snow better for easier walking	12/9/2025 2:17 PM
105	The street construction has be more effcient. It is a big enough city that Zoo drive shouldnt be under construction for two months. No reason they cant do night street work.	12/9/2025 12:03 PM
106	Get our city government under control. The amount of corruption is embarrassing.	12/9/2025 11:45 AM
107	idk	12/9/2025 11:45 AM
108	Our drinking water in ont excepting it should meet the standards of EWG and we need to stop developing along the river unless its for recreation	12/9/2025 11:35 AM
109	It's clear that our current leadership will never get us as a city to where we need to be.	12/9/2025 10:45 AM

110	it all sucks and everything in this state is old and outdated	12/9/2025 10:31 AM
111	It’s abysmal. The highest rate of depression in the country should speak to that.	12/9/2025 10:31 AM
112	???	12/9/2025 10:30 AM
113	I think there is still a chance to build Billings in a way that brings people together and builds pride in the city, but it also seems like we're on the cusp of losing that	12/9/2025 9:34 AM
114	Billings could be better about celebrating new business. I've opened two small businesses and never heard a thing from the city (welcome, hear are groups to consider joining, etc).	12/9/2025 8:29 AM
115	Overall really good, obviously more money would help but we are in a reasonable tax/benefits ratio.	12/9/2025 7:45 AM
116	I wouldn’t be here if it wasn’t for my career. I’ll be leaving as soon as I can	12/9/2025 6:49 AM
117	We would love to see more development in areas like the south side. More options for food, grocery, etc. it's a food desert and we need to do more to help the people in these areas.	12/9/2025 6:15 AM
118	Crime needs to get under control	12/9/2025 5:45 AM
119	Doing street projects (sidewalks) seem to take a long time compared to other cities.	12/9/2025 2:19 AM
120	Billings lacks pride and this is because it's hard to be proud of a town that promotes bad habits in the businesses that are in abundance whether that is casinos, liquor stores, marijuana, tobacco shops, used car lots, pawn shops, or shady massage parlors. Billings can do better than this and be healthier too.	12/9/2025 1:40 AM
121	I love the gallagator trail in Bozeman. It’s a very enjoyable integration of green space in a residential space. I’ve always hoped Billings could expand the trail along the ditch. From highlands to 24th	12/9/2025 12:54 AM
122	City fiscal responsibility is a number one priority.	12/9/2025 12:08 AM
123	Noise, light, and air pollution are to all to high in our community unfortunately.	12/9/2025 12:03 AM
124	Safety and crime are an issue in Billings.	12/8/2025 11:53 PM
125	Downtown attractions need to be a focus of the future	12/8/2025 11:47 PM
126	We need to increase engagement and opportunities for community to grow and support one another.	12/8/2025 11:38 PM
127	I have lived in Billings not because I love it here, but because it is close to family and slightly more affordable than the cities in Montana that I would prefer to live in. I would love to live the place I live.	12/8/2025 11:19 PM
128	I have lived here my whole life and the thing this city prioritizes are very frustrating. Like what they did downtown is ridiculous	12/8/2025 11:11 PM
129	Billings is too conservative. If we want to see progress, we need to welcome more progressives. Billings had no personality. Its not a pretty city and it has no character. I've lived here since 1975 and it had more character then.	12/8/2025 11:07 PM
130	Cost of living is ridiculous anymore. Also what the hell is up with water bills?	12/8/2025 11:07 PM
131	This town has so much potential that is really wasted. There’s no sense of community, no way to shop local, and tj out it bluntly, most parts are an eyesore.	12/8/2025 10:59 PM
132	I think we need better crime prevention and enforcement, from larger crimes (murder, trafficking) to misdemeanors such as traffic violations (DUI, speeding). Driving here is difficult due to aggressive drivers, speeding, and people running red lights. We have a high crime rate and a lack of access to quality mental health and substance use treatment. What I do love about Billings is that it is easy and convenient to get around town generally. I love the access to open public spaces such as Riverfront Park, Norm’s Island, and Zimmerman Park. I love that I know my neighbors and we look out for each other. I think we have a good public school system and lots of activities to participate in. I grew up here and returned after many years away because my quality of life here is good. Billings is affordable for home owners. We have access to good healthcare, shopping, and unique businesses like ArtHouse and Kirk’s Grocery. I hope we continue to keep our culture and avoid massive urban sprawl with no	12/8/2025 10:44 PM

	character (i.e., the large apartment complexes that all look the same on the west end). It will also be important to protect the environment so it can maintain life. My hope is to be able to stay here as I age.	
133	I try to walk places when possible, but discontinuous sidewalks and inadequate lighting at night/early morning can make that dangerous. More crosswalks would also be good, since there are long stretches of roads with businesses on both sides but no place for pedestrians to safely cross.	12/8/2025 10:42 PM
134	We live in a beautiful state. Billings isn't becoming more beautiful though. Our lack of thoughtful zoning and restrictions on types of businesses is making it less and less appealing for people. And, that makes it less appealing for change maker type companies to want to be based here. The decision makers of those organizations are looking for high quality of life and beautiful community.	12/8/2025 10:33 PM
135	This place used to be great. I now cant afford to live and play and be apart of the community.	12/8/2025 10:15 PM
136	There are too many uncontrolled intersections. With few street lights in residential neighborhoods (which is fine to minimize light pollution and keep taxes lower), there should be more regulated intersections (yield signs, stop signs, etc.)	12/8/2025 10:02 PM
137	It's been nice so far but it could be better.	12/8/2025 10:02 PM
138	Income needs to increase.	12/8/2025 10:01 PM
139	Its not getting better. We want to move out of state	12/8/2025 9:59 PM
140	Billings is great place with great people, but planning future development and reinvigorating and cleaning downtown/Southside areas with a clear vision would not only benefit people who live here and visitors, but also business owners as we are a major hub of the mountain west.	12/8/2025 9:36 PM
141	Billings has a bad reputation, which is good and bad. No rich and famous are going to move here. But, the lack of progressive local government enables the negavtive opinions. It is shocking that the city allows such filth in residential neighborhoods. Also, things like County Commissioners wanting ICE facilitaties in town is horrific.	12/8/2025 9:27 PM
142	We need affordable healthcare not dictated by religious dogma, and allowing a for-profit scam "university" on the west end, or any part of town, was not a great idea	12/8/2025 9:27 PM
143	None	12/8/2025 9:23 PM
144	It is really dangerous here. Do something about the homeless problem	12/8/2025 8:50 PM
145	Billings should lean into its advantages: as an access point to nature and as a regional commercial hub. These needn't contradict—but failure to invest in what makes Billings distinctive (the local and broader access to outdoor recreation and nature) undermines our competitive advantage.	12/8/2025 8:42 PM
146	It can be very depressing to live here because of lack of entertainment. People need more to do and it needs to be more affordable to stay here.	12/8/2025 8:36 PM
147	I wish developers would find ways to renovate existing spaces vs. chopping up farmland.	12/8/2025 8:33 PM
148	Local government needs to be forward-thinking and work toward lifting people out of poverty	12/8/2025 8:24 PM
149	Billings really needs to focus on continuing to build their medical service portfolio. There is talk about increased retail, but I think that model has been fading for 20 years. Hospitals and revamped airport with a focus on a logistical hub would be great. Remember AI is just now becoming a reality and it's going to change economies of scale, and the labor market in dramatic ways.	12/8/2025 8:22 PM
150	The old ways were better in some spots. I miss shopping and dining downtown. I hate that the buildings were torn down at the Fairgrounds. Change doesn't always mean improvement.	12/8/2025 8:19 PM
151	Billings is better than its reputation. If the water dept was as professional as parks and recreation, we'd have no issues with over-billing from the summer of 2024. Development on the edges of the city is racing ahead and is soon to change traffic needs. Yeah, we DO have a problem with casinos. But what can we do?	12/8/2025 8:09 PM
152	the homeless people make me nervous, and the cops won't do much to keep them in line.	12/8/2025 7:58 PM

153	It sucks. Transplants should not be encouraged and accommodated, these covid refugees and the cold winters will run them off eventually. Don't build them a bunch of crap that the people who stay will have to pay for.	12/8/2025 7:52 PM
154	We are the laughing stock of the state, even rated behind Great Falls and Butte. I believe this is in part due to the anti-progressive leadership that has plagued us at the neighborhood, city, county, state and federal levels. It's not just crime or poverty, it is the prevailing attitudes about those and other social issues that hold us down. That attitude permeates everything in the city and has become our identity: an unwelcoming and hateful cultural vacuum. Growth without intention is how you get our current situation where the city has basically been relocated to Shiloh crossing and downtown continues to struggle. We have no identity, point of pride or common civic project to rally around here. I can imagine the city will entirely miss out on the Montana boom, (we basically already have) and everything we be similar in 10-20 years. A nice airport and some new hotels aren't going to cut it.	12/8/2025 7:49 PM
155	Not enough recognition for the secondary education opportunities in the city - MSUB, Rocky, the new DO school - i never see Billings mention any of them!	12/8/2025 7:40 PM
156	There are too many casinos. Too many coffee shops. Too many car washes. BILLINGS NEEDS TO APPEAL TO FAMILIES MORE.	12/8/2025 7:35 PM
157	Billings is a wonderful place with a beautiful culture that cares deeply for community	12/8/2025 7:10 PM
158	We live in Alkali Creek and have a great community. But we do wish we could feel more connected with our neighbors through smaller local shops and restaurants.	12/8/2025 6:59 PM
159	Develop a walking mall on N Broadway between 1st and 3rd Ave	12/8/2025 6:17 PM
160	Billings isn't that great in all honesty. It shouldn't cost a fortune for most people to live here	12/8/2025 6:10 PM
161	City government has lost trust with residents over last years water fiasco and this years meth cloud.	12/8/2025 6:05 PM
162	I have noticed Billings, and Montana in general, is one of the only places in America that is not a remote option for many companies hiring remote. The minimum wage is not a livable wage. The city is not pretty to look at. Need more art and landscaping.	12/8/2025 6:01 PM
163	Please only do like one or two road work projects at a time. When you guys are doing a bunch of different ones around the city it makes it incredibly frustrating to navigate around town	12/8/2025 5:54 PM
164	People are rude and aggressive.	12/8/2025 5:40 PM
165	certain comments have been redacted due to content	12/8/2025 5:31 PM
166	No Reply	12/8/2025 4:31 PM
167	its great	12/8/2025 4:31 PM
168	n/a	12/8/2025 4:28 PM
169	nothing	12/8/2025 4:27 PM
170	roads are barely plowed and when it is very slick, police wont come to you unless you are really hurt in a wreck	12/8/2025 4:27 PM
171	Living here for an extended period of time gets boring and will eventually force people out.	12/8/2025 4:27 PM
172	wages	12/8/2025 3:27 PM
173	Fix roads	12/8/2025 3:24 PM
174	Activities within billings are very limited, more family fun activities are a necessity.	12/8/2025 3:22 PM
175	idk	12/8/2025 3:21 PM
176	biker safety, too many uninsured drivers	12/8/2025 3:20 PM
177	n/a	12/8/2025 3:20 PM
178	I don't know	12/8/2025 3:20 PM
179	cost of living has gone way up	12/8/2025 3:20 PM

180	Billings is great	12/8/2025 3:20 PM
181	There needs to be more entertainment.	12/8/2025 3:20 PM
182	none	12/8/2025 3:18 PM
183	minimum wage increase.	12/8/2025 3:18 PM
184	Its good for me, maybe because I'm a student.	12/8/2025 3:17 PM
185	It is a great place with friendly peopel	12/8/2025 1:49 PM
186	nothing	12/8/2025 1:33 PM
187	There isn't much to do here there are very few just places to go hang out in besides alley's, bars and the rims	12/8/2025 1:32 PM
188	its expensive	12/8/2025 1:31 PM
189	nothing	12/8/2025 1:30 PM
190	it is really hard to get places if you don't have a car	12/8/2025 1:29 PM
191	boring	12/8/2025 1:29 PM
192	I don't have anything to say	12/8/2025 1:29 PM
193	This town aint got nothing to do	12/8/2025 1:28 PM
194	Living in Billings is very nice	12/8/2025 1:28 PM
195	The cost of everything is way too high, and many businesses that are loved close because of the economic state of our city.	12/8/2025 1:28 PM
196	Its not the best because of the cost for nothing to do here.	12/8/2025 1:27 PM
197	Nothing	12/8/2025 1:26 PM
198	make it easier	12/8/2025 1:26 PM
199	NA	12/8/2025 1:26 PM
200	Nothing	12/8/2025 1:25 PM
201	N/A	12/8/2025 1:25 PM
202	it sucks	12/8/2025 1:24 PM
203	Im not sure	12/8/2025 1:24 PM
204	N/A	12/8/2025 1:24 PM
205	new buildings	12/8/2025 1:23 PM
206	gulp	12/8/2025 1:20 PM
207	N/A	12/8/2025 10:37 AM
208	The more downtown you get the parking is really awful.	12/8/2025 10:35 AM
209	Nothing	12/8/2025 10:34 AM
210	nothing	12/8/2025 10:34 AM
211	...	12/8/2025 10:33 AM
212	Downtown needs a revamp every other cities downtown is nice ours is sketchy.	12/8/2025 10:32 AM
213	N/A	12/8/2025 10:27 AM
214	it should be more clean here	12/8/2025 10:27 AM
215	There needs to be more independent restaurants, less chains, less car washes, more indoor recreation for kids	12/8/2025 7:54 AM
216	Make Billings less sucky to live in. Stop dropping off the transients here in town. Give them	12/8/2025 7:39 AM

	opportunities in other towns.	
217	Between congestion, lack of enforcement and a high percentage of uninsured motorists, traffic is a nightmare.	12/7/2025 8:33 PM
218	Enough with the casinos and car washes!!!	12/7/2025 7:22 PM
219	I disappointed in the lack of city leadership. City Administrator needs to go. Mayor is a figurehead only. Majority of city represents themselves not the public. Snow removal is a joke. I cannot believe how portly we care for our city streets.	12/7/2025 7:15 PM
220	This place fuckin blows do better	12/7/2025 6:05 PM
221	We have so much potential but we need forward-thinking to really bring out the best that Billings and the surrounding area has to offer. Homelessness needs to be addressed in a real way. Sleeping outside is outlawed in Idaho and I think it's done nothing but good for the state. I know the homeless population is a big issue but allowing it to happen doesn't help anyone.	12/7/2025 11:25 AM
222	Allow construction of ADUs. Allow neighborhood businesses.	12/7/2025 10:09 AM
223	Billings needs to lower property taxes. Build a Trader Joe's and a Cheesecake Factory. Overall Billings does provide a nice variety of activities for kids!	12/7/2025 10:04 AM
224	Stop with the casinos already	12/7/2025 8:31 AM
225	People are terrible drivers (no blinkers and fly around). Too many people so it takes much longer to get through lights and get around town. People used to be better and more small town like. Too much growth.	12/6/2025 10:41 PM
226	Billings is a city that is full of history and interesting stories of the people who live here. From the Indigenous thru the many waves of settlements and emigration into this land. Both good and bad issues and problems but a sounding strong resilience that provided learning and reevaluations. Now as a lot of other places there are many challenges but again reaching for the core values of life and living together with ourselves and the environment created for us. We shall renew a peaceful, healthy life growing to meet each new challenge.	12/6/2025 7:59 PM
227	Billings is my home town. I worked in downtown Billings for nearly 40 years; we should not have homeless people living on the streets and/or roaming around drunk. This costs the city a lot of money and endangers citizens. Legalizing marijuana was one of the stupidest decisions MT voters have ever made, smelling the stuff everywhere and looking at the ugly shops is not making the city attractive. This is not New York City - we are never going to walk or bike everywhere, cars are a fact of life and should be given priority. Nearly empty MET busses - there is obviously not enough demand. The Moss Mansion, Western Heritage and Yellowstone County museums should be promoted by the city more. Overall, it is relatively easy to get where you want to go although traffic is much heavier than it was years ago.	12/6/2025 7:42 PM
228	The recent street conversions and bike lanes downtown were an unnecessary mistake that only made getting around downtown more difficult. Also paid parking downtown needs to go away. I'm already taxed to pay for the roads, I shouldn't be double taxed to park on them.	12/6/2025 7:36 PM
229	Working downtown can be a bit stressful at times because of the transient population. Walking to my workplace in the early morning can be scary sometimes.	12/6/2025 6:50 PM
230	The walk paths, and outdoor recreation, bike paths, would all be great if they werent so unsafe. The 'houseless' use walk paths as highways, and recreational areas as homes. I have small dogs who've been attacked. I can only walk my dogs in the cemetery now, because it's the only place we can even slightly enjoy. This town doesn't do anything to prevent vicious dogs, or random schizophrenics from attacking people just out for a morning walk. And the park I live next to stinks to high heaven every time it rains, or they mow, because of ALLLLL the people who take their dogs to the park to potty, and never pick it up.	12/6/2025 5:19 PM
231	So many wealthy people are moving here from out of state and taking advantage of their ability to live here at a lower cost. This is having a huge impact on our community. I am a single mom with two kids. Many in my financial position are being negatively impacted by this influx and are increasingly less able to afford housing or the things we need. Taxes and fees need to better reflect the ability of individuals to pay. We need to do a better job of supporting those in the community that need support.	12/6/2025 4:01 PM
232	Too expensive for what you got, cost is the real crisis. People are depressed because they're	12/6/2025 3:02 PM

	poor and under compensated	
233	I think Billings has an incredible opportunity to steer the direction we are growing in. Bozeman and Missoula grew very quickly and they didn't necessarily have an opportunity to control that growth. I feel that Billings does, and we need to make sure to protect our community. Again, Billings is known for being one of the most depressed places in Montana. Videos go viral every year talking about the suicide rates in Billings and affects of drugs/alcohol in our community. We need to create a community that prevents this abuse and promotes positive engagement in the community.	12/6/2025 2:37 PM
234	perception is that police do not enforce traffic violations	12/6/2025 1:56 PM
235	Been here my entire life and the saddest thing has been watching it go down the drain and over run with tattooed losers and dirt bags and some form of addiction outlet on every street corner (vaping, casinos, coffee, soda stations, etc.) They have ruined the city and the future of the next generation.	12/6/2025 1:56 PM
236	This city no longer feels safe.	12/6/2025 11:27 AM
237	The new intersection at Underpass Ave and State Ave is just awful! The turns required of drivers to go west or east on State are ridiculous. Though it is the quickest route to work, I go out of my way to avoid that intersection. Do we really need this many casinos? An actual sit down restaraunt at the mall would be nice. What is going to happen to all of the big, empty spaces left behind from box stores closing? (Costco of King Ave West, for example).	12/6/2025 8:46 AM
238	Public perception is that drivers get away with reckless driving, run red lights, and speeding in residential areas. Even city bus drivers speed in residential areas like North Park. Reporting them to dispatch has not slowed them down on N 22nd. Residents need more transparency on tickets.	12/6/2025 7:41 AM
239	We have spent a great deal of $ on publuc safety without a comparative reduction in crime, especially in youth crime. Also, it is ridiculous that BFD doesn' t provide full EMS including transport and relies on AMR - citizen ripoff!	12/6/2025 12:21 AM
240	Thank you for this survey! I approached your offices a few years ago with concerns and was ignored. Calls were not returned.	12/6/2025 12:18 AM
241	Concerned about safety i.e. emergency service, fire and police	12/5/2025 10:48 PM
242	The west end farmlands should be protected and not made into housing. What are we going to eat? At least make the resulting properties become xeriscaped.	12/5/2025 9:01 PM
243	Too much control of city and county affairsby the chamber of commerce.	12/5/2025 7:58 PM
244	I don’t understand why we keep trying to solve social issues in the most backwards ways. an addict needs housing, opportunities, and hope. not the other way around. i don’t know why we’re so obsessed with punishing people. every stat shows that more policing without any actual social policy (affordable housing, healthcare, childcare, jobs) does nothing. fix the reason why people have to do drugs, before trying to fix ‘the people’	12/5/2025 7:43 PM
245	It isn't desirable but there are worse places to live and work.	12/5/2025 5:07 PM
246	N/A	12/5/2025 3:32 PM
247	Billings is a great city to live in because there are industries supported that create jobs for people. The rims should be promoted more. People just driving through Billings on I90 don’t know how truly beautiful Billings is. Restaurants with patios and city views would be amazing along Skyline trail.	12/5/2025 3:01 PM
248	I feel we need more city inspectors on the job to do quality Control and make sure contractors are following the specs on jobs that are bid. Take a drive down Gleneagles Blvd. and see what a crappy job the contractor did on that street, the base was definitely not compacted properly and will need redone in a few years.	12/5/2025 10:25 AM
249	Unregulated dogs snarling at walkers make walking feel unsafe, so I don't blame other people who choose not to walk because of it.	12/5/2025 10:20 AM
250	We need more high-quality restaurants. Diverse restaurants. There are very few choices. Most are medium to low quality even if they are diverse. The old house closed, Bin 119 closed, wild Ginger closed, enzos and Jake’s are all that’s left and they are same old same old. Billings is	12/5/2025 10:09 AM

	not an attractive city. The zoning and the building has been hodgepodge with no real coordination or design choices. I used to like living in Billings, I’m now very disappointed and considering Moving to another state for no other reason then I’m tired of the noise on Grand, and the lack of cohesive design in the city. It is very unattractive	
251	Billings is great, I wish some attention would be given to Main Street development and some encouragement to stay in the heights vs using it as a pass through to downtown or west end. More attention to park/open spaces is needed. We have several refineries and large out of state corporate business entities that should be more heavily taxed to fund improvements. They are not going to leave if they pay higher taxes, they need our workers and infrastructure so tax them more. It’s not like they are going to build refineries elsewhere or move box stores to towns with smaller populations.	12/5/2025 9:24 AM
252	Public safety is still not a priority in spite of the huge sums of money taxpayers have given the city. Renting and/or purchasing a home is practically out of reach for the people working here. I’ve lived here my whole life and it’s never been worse. Trying to find a way to leave.	12/5/2025 8:54 AM
253	There are essentially four parts of Billings. Very segregated. The city has forgotten about and ignored the Southside for a long time.	12/5/2025 8:43 AM
254	Our city and leaders need to establish what we stand for. We need to maintain Not in Our Town as our motto and leaders who aren’t afraid to say it out loud. We need to help the unhoused no matter what!!!	12/5/2025 3:34 AM
255	It's expensive	12/4/2025 9:33 PM
256	Too many casinos and car washes cropping up	12/4/2025 6:38 PM
257	We need to stop all the carwashes and get a variety of grocery stores Trader Joe’s and whole foods	12/4/2025 6:36 PM
258	Your emergency medical services ordinance was written by an idiot and needs to be improved. Remove control of EMS from the fire department and hire someone who will focus on only that service. You get what you pay for (and you are not paying anything now).	12/4/2025 4:24 PM
259	So far only thing Billings is known for is gambling and alcohol and it’s not family friendly. Billings identity is that of a modern western with crime drugs and alcohol dominating. Billings needs to be more family friendly, accessible by public transit to neighboring towns, but most of all more affordable. When a single mom on a teachers salary with no debt doesn’t qualify for the 1600-2000 average rent the city has problems. I paid 700 for a 2 bed 1 bath house 10 years ago. That same house has gone for 1800 with no upgrades last year for rent.	12/4/2025 12:34 PM
260	Frankly, Billings feels like a town that lacks vision and drive. We seem complacent and satisfied with mediocrity. We have amazing natural resources (the Yellowstone River and the rims) which go underutilized and a amazing downtown infrastructure that has been horribly neglected by city leaders. I am pleasantly surprised that Intermountain Health has invested in this community. I am not sure we are doing our part as a community to make their investment worthwhile. We need to invest in a thriving downtown and expanded outdoor recreation opportunities for hiking, cycling, mountain biking, climbing, and paddling. People fly in to Billings to visit national parks and national forests and we do so very little to entice them to stay here for a day or two during their travels.	12/4/2025 10:53 AM
261	N/a	12/4/2025 8:18 AM
262	Employers need to hire more people, a lot are applying but they are not being hired. Need more resources for domestic violence and for the police to actually arrest the violent people. More indoor activities and places for teenagers and spread out in the city, not just on the west end. More free activities for families. It’s hard in the winter. If there is an opportunity to expand services for mental health, JUST TAKE IT!	12/4/2025 7:41 AM
263	Nothing	12/4/2025 4:45 AM
264	We have a lot of work to do in the heights. Our newest middle school doesnt even have sidewalk leading to it creating a very unsafe route to school for kids walking down Barrett Rd.	12/4/2025 12:39 AM
265	Traffic is a nightmare	12/4/2025 12:34 AM
266	Montana is about celebrating its wide open spaces. We don’t want to be like other states or big cities. We always want that small town feel and a place to breathe.	12/4/2025 12:07 AM

267	As it currently stands I don’t see much benefit to staying here vs going out of state	12/3/2025 10:49 PM
268	We need to support our cultural institutions	12/3/2025 8:59 PM
269	All the apartment buildings going up on the Westend is a bad look.	12/3/2025 8:36 PM
270	It is a great place to live. Residential neighborhoods need to have lower speed limits.	12/3/2025 7:37 PM
271	I think Billings has such a tight knit community, which can only be further tightened through these measures.	12/3/2025 7:00 PM
272	We love living just outside of Billings, to be out of the big city feel... but we also work in Billings daily and are involved in the community so it's deeply important to us.	12/3/2025 6:27 PM
273	I love Billings and want to see it thrive. I think more people need to embrace the fact that we are Billings, not Bozeman or Missoula and that we have a lot to offer.	12/3/2025 5:20 PM
274	The rims are unique to Billings and should remain a beautiful focal point	12/3/2025 4:35 PM
275	seeing local businesses go under and banks move in sucks. could do better with dispersing environmental responsibility information re: recycling, littering, etc	12/3/2025 3:43 PM
276	Get rid of the Galloping Goose Biker gang. Not a good look or feel for Billings.	12/3/2025 3:39 PM
277	I love the revitalization work going on downtown and would love to see it continue...to bring back that community vibe. I also would love to see a way to help the transient population to make more people feel comfortable walking downtown...	12/3/2025 2:30 PM
278	We desperately need more family activities and teen centered activities. Top golf / outdoor mini golf/ go kart racing / ice skating / water slide park / theme park / etc.	12/3/2025 1:22 PM
279	Billings seems to have a hard time with growing pains, Downtown Billings Assoc. needs accountability.	12/3/2025 9:45 AM
280	It’s not as safe and getting too expensive	12/3/2025 4:31 AM
281	The need for higher paying jobs, i.e. $20/hr +	12/2/2025 9:17 PM
282	Public Works investments drive land use more than anything	12/2/2025 8:51 PM
283	Need to fund public services	12/2/2025 7:43 PM
284	We are not Denver so stop trying to turn us into a big city.	12/2/2025 6:51 PM
285	This place is going to get violent if the transplants are made to do the damn speed limit.	12/2/2025 6:38 PM
286	Downtown is so congested, and difficult to find parking that I avoid going there as much as possible.	12/2/2025 6:11 PM
287	Icy roads in Billings are very dangerous and scary to drive on.	12/2/2025 5:55 PM
288	I want to partner with the City or State in providing teen assistance for troubled teens that need mentorship or guidance, as well as helping to establish a facility or crisis center that is the largest in the state. -- Billings crime rate is high, so I believe we need to focus on prevention and resources. -- Also, maintaining our roads is crucial, I feel that is one thing we may lack as a state.	12/2/2025 11:08 AM
289	I feel very strongly that Billings should not go in the direction of a "smart city" that seems to be a trend or overdevelopment including allowing things like data centers nearby. We need to keep the independent character that makes Billings a good place to live for many of us.	12/1/2025 6:48 PM
290	N/A	12/1/2025 4:49 PM
291	Commuting to work can be hazardous from the far West End of town.	12/1/2025 1:19 PM
292	I think the school district should be held accountable for their spending. As well as the police and fire departments. I see too many requests for the tax payers to pay more money for poor management in both schools and public safety.	12/1/2025 12:34 PM
293	Slow down the traffic, please. Enforce speed limits.	12/1/2025 12:32 PM
294	Homelessness needs cleaned up, housing pricing needs to come down	12/1/2025 10:18 AM

295	As someone who grew up here, I wish there was more positive things to do in general.	12/1/2025 12:22 AM
296	If it weren't for my husband's career tied to here, I would have left long ago.	11/30/2025 2:56 PM
297	love infill	11/30/2025 2:55 PM
298	The drug, & human trafficking problem is a real problem.	11/30/2025 2:54 PM
299	How about better left turn signaling on all intersections. Needs attention now.	11/30/2025 9:59 AM
300	Let's not try to make Billings "like" another City. We're not Boise, we're not Fort Collins.	11/29/2025 4:58 PM
301	Needs to be better traffic flow, too many accidents	11/29/2025 1:50 PM
302	Implementation of a strong urban forestry plan	11/29/2025 1:35 PM
303	There needs to be a plan for infrastructure before another housing complex goes in anywhere.	11/29/2025 10:20 AM
304	It’s awesome to raise a family	11/28/2025 6:38 PM
305	Thank you for letting the community be a part of the future of Billings.	11/28/2025 4:21 PM
306	Important, often-used streets, should be smoother, including all the manholes should be up level with the pavement. Then patrolled more for speedsters	11/26/2025 11:49 PM
307	Traffic is increasing and becoming very dangerous	11/26/2025 1:24 PM
308	Traffic is really a large issue for the size of the city as well as property crime and public safety. No good public transportation. Potentially a busing system that would connect hieghts to west end. Like a park and ride.	11/25/2025 1:33 PM
309	Hate and prejudice are rampant in this town. I stood with a homeless gentleman who’d fallen out of his wheelchair on a cold March day while we waited for an ambulance. Literally only one other person stopped. The EMTs were kind and respectful, but where was the concerned citizens.	11/24/2025 8:23 PM
310	#17 not answered above	11/24/2025 2:51 PM
311	It is a great place to live and work. We have excellent options for starting buisnesses.	11/24/2025 10:25 AM
312	Stop putting bike lanes everywhere. You never see anyone using them. When you repaint the crosswalks around schools, do it right before school starts instead of after school gets out in the spring. Admit that the water bills were/are SCREWED up. I was not affected but it doesn't take a genius to see that somebody isn't using 40,000 gallons in a month.	11/22/2025 8:46 PM
313	Ideally I would like to see mixed communities which offer some grocery stores and restaurants in residential neighborhoods. Reduce car use and enhance walkability.	11/21/2025 8:41 PM
314	People are negative and to themselves. If you are poor you are lonely. We do you care about those homeless, we care more about the eye sore of a tiny home village that Salvation Army had the finances to provide than to give people a home. This place seems to be driven by greed and perfectionism rather than looking out of each other and their well being. This is why to me, focusing on building community spaces and making it where no matter the location in the city there are options for people to go, free of charge, like a library, to connect, learn and meet others. People need people and as a city that was ranked as the most depressed city in the US in 2024, we should wake up and do different if we have a chance. What I do love most about growing up here is that the placement of shopping centers was always very well done. Having a Super Walmart, Super Target and grocery stores on the West end, Heights and in between was most wise! The new development seems to not be following that pattern.	11/21/2025 2:27 PM
315	I am afraid to go downtown alone at night.	11/20/2025 9:19 PM
316	We are way too car centric and need more funding for MET Transit and a light rail/train system in the future. Way too many underutilized spaces and we need way more mix use places (no more bars, casinos, coffee shops, and banks, start a program to help people get start a business that’s different and more family friendly like an aracade, hole in the wall restaurant, etc.)	11/20/2025 7:49 PM
317	For young families it is so hard to feel financially stable. I can't afford activities even through parks and rec. We need FREE services. We need access to healthcare. We need	11/20/2025 4:19 PM

	accountability for NWE and polluters. We need intelligent growth that minimizes negative impacts on the poor.	
318	Down down needs an affordable grocery store like the west end does. Employee owned stores like WinCo	11/20/2025 3:46 PM
319	Over regulation like this state government plan brings uncertainty to home owners. This makes living in Billings less desirable and moving to the county even more desirable. I can still benefit from the city amenities if I move to the county but will have more certainty that my neighborhood won't be changed by developers ant will have a lower cost on taxes. BTW the interactive map does not work well on a phone. I could not provide my option on that.	11/20/2025 1:11 PM
320	Businesses here are, if not nepotistic, really really bad about not hiring people unless they have a significant connection to someone already working that location.	11/20/2025 12:42 PM
321	This is the smallest big town ive ever been in. Its severely outdated. There needs to be more for people to do that isn't all outdoor rec.	11/19/2025 10:05 PM
322	Since we are retired, taxes & utilities are a huge expense	11/19/2025 2:03 PM
323	I enjoy safe neighborhoods that encourage community involvement as well as unique, creative businesses that provide local products or services while providing employment opportunities.	11/19/2025 2:02 PM
324	There are so may vacancies in the downtown area due to leadership from the DBA. West end Billings seems to be doing things right as far as residential, food, retail. We need to have this available everywhere in Billings.	11/19/2025 11:23 AM
325	I like that one can, for the most part, get from one side of town to the other in about 20 minutes.	11/18/2025 9:57 PM
326	This is a great community that both benefits from and suffers from being a small town with a large population. We need to maintain our heritage and open spaces but still acknowledge - and meet - the challenges of growth.	11/18/2025 6:34 PM
327	city and state government are inept	11/18/2025 6:19 PM
328	We moved here for work. The best part was how nice the people were. We love the easy access to medical care. The shopping is decent. The crime is worrisome.	11/17/2025 10:06 PM
329	This is a great city that needs to be thought of like that. We are doing great things, with room for improvement and can be uniquely Billings.	11/17/2025 8:45 PM
330	It's a great place to raise a family. I am concerned that downtown seems a little more sketchy in the last couple years.	11/17/2025 3:55 PM
331	Downtown Billings has become too scary. Get the homeless off the streets!	11/17/2025 1:29 PM
332	If a business posts fake job listings they should be penalized. Viciously.	11/17/2025 6:36 AM
333	I wish we had viable public transportation- i.e. bus system. I would take the bus from The Heights to my workplace in the hospital corridor if it were efficient.	11/16/2025 7:36 PM
334	We need to have more public transportation for seniors like me. Expand the service areas even if it's not as frequent as in the downtown area.	11/15/2025 7:03 PM
335	We need a plan for improving downtown that creates fun positive spaces, and encourages business. A plan to help homeless and not demonize and try to push then out	11/15/2025 3:12 PM
336	The bottom feeders have ravaged our neighborhood and farm land	11/15/2025 9:07 AM
337	It sucks here now. I've seen a serious decline and it's depressing. I've lived in a lot of cities and I've never seen a city of this size with so few resources and activities. It's like no one here cares about making a city that's good for everyone. The levies don't pass and everyone suffers, change the way they fund schools and community centers. People just want to build jails and hire cops. Prevention is key. Give people something to do, that is affordable. If you build 1,000 apt units out by grand & 32nd build more schools and restaurants too.	11/14/2025 11:51 PM
338	It would be nice to have an Olympic swimming pool .	11/14/2025 8:44 PM
339	Make Billings a Walkable city!	11/13/2025 5:06 PM
340	Downtown Billings/Billings Proper is in desperate need of investment. The heart of Billings is	11/13/2025 11:13 AM

	being hollowed out while developers invest in the west end, largely because it is cheaper to develop farmland. The city desperately needs to prioritize developing the open lots around downtown and stop allowing the development of high density housing on the west end. The largest commercial spaces are downtown, yet the city and county are allowing housing investment on the west end, hurting both downtown and the west end.	
341	It's great, now put an interstate exit at 56th when the city inevitably reaches that area	11/12/2025 9:44 PM
342	City support for long term supportive housing and crisis intervention for serious mental illness and addiction. This is the top priority because the #1 thing I hear from people thinking about moving here is about transients and crime. These are both directly linked to the lack of a well run continuum of care.	11/12/2025 10:45 AM
343	I generally enjoy living here, and I am particularly impressed with the traffic flow. I think the infrastructure generally does a good job of keeping up with growth, compared to some other cities in MT. But my biggest complaint is how far behind we seem to be with development. Why does downtown & surrounding areas look almost exactly like they did 30 years ago? Billings is the largest city in the state, but we have half the amenities of Bozeman or Missoula. The city really needs to get serious about moving Billings into the 21st century. Give us something to look at other than dilapidated warehouses.	11/11/2025 5:58 PM
344	Even in well designed neighborhoods, there is little opportunity to get to know neighbors without concerted effort. The "bad things" that are proposed seems to be the only way people get to know their neighbors. Social media has taken over the "news" - we don't have good access to local information except thru SM.	11/10/2025 11:53 AM
345	nothing at this time	11/10/2025 8:39 AM
346	I am grateful for the many parks maintained by the City. It's one of the most attractive things about living here, especially Pioneer and Swords.	11/9/2025 10:34 AM
347	Having a desirable and walkable downtown and other smaller neighborhood retail areas for coffee shops, small markets, etc improves the overall feel of a city.	11/9/2025 9:49 AM
348	The city does not support the veteran community with actions. Veterans are only mentioned when they are trying to market a cause or gain additional revenue.	11/8/2025 2:09 PM
349	It used to be wonderful 5 years ago now its not. Too many wrecks -roads are inadequate. High and raising crime rate with NO CONSEQUENCES. Too much asphalt and cement no trees and plants. No REAL GROWTH PLANS- JUST WHATEVER THE OUT OF STATE DEVELOPERS WANT TO DO TO US.. COMPLETELY FILL WHAT IS ALREADY BUILT.	11/8/2025 9:12 AM
350	Build small lot, mixed-use 6 story single stair multifamily units that surround a block with a semi-private courtyard in the middle for either green space or parking	11/7/2025 11:04 AM
351	What causes the most issues in Billings is traffic flow. There are so many people heading to the same areas at the same time of day. Because of our four season weather, as much as I like biking and walking, it doesn't work well outside of summer. I hit the back button and came back to add this note: Your survey list is impossible to use.	11/6/2025 10:59 PM
352	The city is dingy and can't accommodate the growth. We do not need another car wash or national chain coffee shop.	11/6/2025 4:51 PM
353	Its really hard to survive here. I am a HARDWORKING single mom and barely making it, I dont rely on social benefits, i WORK MYSELF TO DEATH to make it. Women in billings are struggling, too many. Too many children going without. Too many people with a brilliant ideas that would nourish our community who don't have the resources or support to see them through.	11/5/2025 4:22 PM
354	The best-kept secret of the South Side is proximity to I-90, downtown, and the airport. I can walk to the summer farmer's market, drive to the Zoo or the Airport, or bike to Dehler Park, all in 10-15 minutes. Forget the Heights and the West end, the South Side is the place to be.	11/4/2025 9:07 PM
355	Nothing much at this time	11/3/2025 12:46 PM
356	Billings has a contrast between working families that are willing to support many community measures that would improve the quality of life for children and families, and an older or single population that is resistant to development or anything that would require a tax increase. I hope the city leans into finding cost effective measures to improve the city for families, which will	11/3/2025 10:29 AM

	ultimately grow the tax base and best position the city for positive growth in the coming decades.	
357	Billings is great for business and family development. I would like to see continued sports opportunities and parks that represent the beauty of our city. A clean and safe downtown is also highly important to the culture of the city too.	11/2/2025 9:10 PM
358	lack of planning, do we need 3 car washes within 3 miles? Do we need a casino on just about every commercial corner? Employee pay doesn't match the cost of living. Taxes are to high for most, schools are failing and becoming social agencies, traffic is a huge problem just hope you don't have to do any business on 24th on the weekend. The mall is a disgrace. Billings is not convenient to most. FedEx and UPS is making a killing in the community due to a lack of shopping for the home and family. I think I'm preaching to the choir.	10/29/2025 7:08 PM
359	I would not include 3, 4 or 5 above in my ranking. An number one should give existing individual single family home owners a higher level of protection than multi-million dollar developers coming into the neighbor hood to change the character or enjoyment of current residents property owners. The city should not be in the busing to have development directed to portray any social or community tradition. Zoning should focus more on direction were to grow and what to grow for the needs of the community. As it is now the allowed zoning areas are too big and over extending city services. Work is the lifeblood of the city tax revenue. Make getting to work easy and quick. Ensure all intersections are fully developed and developers that develop far for the center of the city need to pay to have all the intersections completed from their development to the city core.	10/28/2025 12:02 AM
360	Billings for me feels like a temporary place to live, not somewhere I want to be long-term. That being said, my responses in this survey would improve my short-term enjoyment of Billings!	10/27/2025 2:55 PM
361	Crime needs to be addressed and something should be done to hold slum lords accountable for their property conditions.	10/26/2025 2:48 PM
362	Safety is key, including a better plan for homeless, drugs, alcohol, addiction, improvements in monitoring for potential crime and crime deterrents. Traffic patterns are very poor right now (lights aren't synced, road conditions, winter management). Does the city council care about the community or only themselves and what they want? They don't seem to favor considering public opinion. Are they just "good ole boys"?	10/24/2025 12:31 PM
363	Overall noise levels are too loud--trains, sirens, aircraft--if you live close in. The new steet lamps being installed in some neighborhoods are blindingly bright and destroy the night time. We need more recycling options. Cool it with the ever-present drive to develop everything with high-rises and sprawl. Enough is enough sometimes. Prioritize public safety and public health services.	10/23/2025 6:33 PM
364	We love it here. There has been small business employment and ownership opportunities for our family and many of the people we know. We feel lucky for the housing market wins we've experienced in the past. We are concerned for the future, but know that as long as we can keep the conversation at the forefront, and participate in our community as best as we can as citizens and business owners/employers, change can happen. I feel confident that Billings might be slower to get there, but change does come.	10/23/2025 12:33 PM
365	Most people want to live outside of the city limits they don't want to be close to businesses. Why the city wants to make each neighbor have businesses doesn't make sense. Please are moving farther and farther out to get away from this. Stop moving commercial out farther.	10/23/2025 11:42 AM
366	All the studies in the world don't matter if the city leaders aren't willing to actually do what people want	10/23/2025 10:42 AM
367	How bout trying some traffic enforcement?	10/23/2025 9:58 AM
368	Focus on better development in the Heights.	10/23/2025 12:10 AM
369	I would like to see more shopping and restaurants. The mall could encourage more PADs similar to Shiloh Mall. It looks run down.	10/22/2025 6:38 PM
370	Every stoplight needs turn arrows. You need to reassess speed limits in areas where housing has been built up. More storm drains and more street lights.	10/20/2025 10:09 PM
371	Improved access to the rims on foot and bicycle would really set Billings apart from all cities within 400 miles.	10/20/2025 7:03 PM

372	Really missing an opportunity to develop access along the river (e.g. Amphitheater, breweries) instead of allowing continued industrial development. No diversity in business type (so many financial institutions, car washes, casinos) and lack of unique organizations (so many chains). Needs to be more local business support and/or consideration of moratorium issued on oversaturated business types. Allowing a fully walkable/pedestrian only section of downtown like part of Montana Ave or closing 29th or Broadway from Montana to 3rd could jumpstart business, too. If looking for case studies in how to further develop the riverfront/BIRD, look at how The Banks/OTR was revitalized in Cincinnati, OH 15 years ago. Also, make the trail system fully connected. Development continues on the south and west ends of town and there are no ways to safely recreate to Shiloh, downtown from those areas without driving. Doesn't make much sense to have to drive to a trailhead to be able to safely use it.	10/20/2025 3:42 PM
373	Diversity is not our greatest strength.	10/16/2025 12:21 PM
374	There needs to be collaboration between residents and government depts in a less formal setting.	10/15/2025 11:57 AM
375	Stop trying to be another city and focus on our strengths, Be honest about our weaknesses, Put money towards real potential opportunities, to create a city, that's not only a great place to live in work but a destination	10/14/2025 1:33 PM
376	City services generally deliver good value for my money	10/14/2025 1:13 PM
377	City departments should be more responsive to residents. The water bill debacle is inexcusable.	10/13/2025 9:20 PM
378	More art - sculptures, painted business walls, art wrapped utility boxes, etc All lights projected down and with caps to preserve the night sky for star gazing More consideration for low income needs	10/13/2025 6:28 PM
379	The city its self needs better and more experienced management. Billings is not a cow town it's a medium sized modern city with real world problems, stop thinking small and start learning to run an American metro area. The water system audit was a farce without reconciliation. The burning of drugs at the animal shelter was a disgrace and all involved deserve to be shamed. Public safety requires immediate attention and funding. I care greatly about Billings and my neighbors but I don't think much of city leadership.	10/13/2025 4:24 PM
380	Bike lanes are unsafe. New ones in downtown are safer. Put the bike lanes next to the sidewalk and have parking outside. This would keep bicyclists safe, take up no more room, and allow parking.	10/13/2025 2:01 PM
381	Not safe we have bad rap within the state of Montana. Bad Crime, drug addicts and alcoholic transients living and praying on people on the streets.	10/12/2025 2:08 PM
382	Billings should be the star of the state not trying to catch up to Bozeman or Missoula. We used to be proud to call Billings home. Our downtown is disgusting and no one wants to work there. Homeless situation is out if hand. Clean it up	10/11/2025 4:27 PM
383	Na	10/9/2025 9:08 PM
384	I like all the exhibits at Metra, and the old preserved architecture of the city. The traffic moves smoothly for the most part. I don't like all the mentally ill people downtown, railing at imaginary ghosts. I don't like to have to step over someone passed out on the sidewalk. Generally, the citizens are friendly without being intrusive. The city is mostly clean, and the razing and rebuilding is done more quickly than some other places I've lived.	10/9/2025 5:41 PM
385	great that there are so many long term residents - need to set an example for newcomers	10/8/2025 2:11 PM
386	Jobs are not paying enough. Many people have 2 jobs	10/8/2025 1:35 PM
387	It's a great city that's changing in many ways, it just needs a couple more pushes to be friendly to all types of singles/families and focusing on more healthy living for people and the environment!	10/8/2025 10:22 AM
388	Billings experiences a lot of light and sound pollution. There are so many lights on that have no purpose, not even safety, just bright lights, bright billboards that are blinding. Motorcycles in particular, are very loud, so loud we moved away from our mid town home sandwiched between Lewis and Broadwater because of the incredible noise from motorcyles and other traffic	10/7/2025 5:52 PM

389	I enjoy living here. I wish people remembered that the grass is greener where you water it, and to live in a decent place, you have to contribute to living in a decent place.	10/7/2025 12:20 PM
390	It is imperative to protect the dirt trails and parks that are undeveloped, like Zimmerman Park and the Back Nine. Many people use them and much of it is on private property which can be sold and cut off from public use any time.	10/6/2025 6:00 PM
391	Billings is a great location with great people but poor city government, lack of infrastructure funding, lack of attention to the heights	10/5/2025 8:59 AM
392	Safer biking lanes and ways to get between the west end and downtown. More police presence. Improved safety/enforcement of speeding laws.	10/4/2025 9:27 PM
393	No one in the city admnistration responds to any complaints about laws being broken and their failure to fix or even acknowledge the crimes in this place is beyond disgusting. It feels like they are simply drawing a salary as the left who votes them in will totally ignore the negative changes that are going on and getting worse.	10/3/2025 2:48 PM
394	The city was built on neighborhoods, don't flood the area with apartments and high density housing.	10/3/2025 1:11 PM
395	Small scale commercial development in existing neighborhoods is the number one thing I want to see in Billings. I would love to walk to a coffee shop or small grocery store from my home as would many others. This is how we build community.	10/2/2025 3:36 PM
396	Employment opportunities aren’t diverse enough and we need sidewalks everywhere. It’s impossible to get around without a car.	10/1/2025 6:54 PM
397	we need a sales tax to collect funds from all the visitors we have to help pay for roadways, utilities, emergency.	10/1/2025 12:46 PM
398	I do think more attractive signage for our city and local sites/attractions would be nice. One or more centrally located community recreational facilities would be great. I loved the idea of the one that was attempted to be built previously but it's location was not centrally located at all.	10/1/2025 12:41 PM
399	Billings is a very friendly and welcoming community, but we can't make our community what it is not be incorporating all fringe groups to try to be inclusive	10/1/2025 11:08 AM
400	Communities when businesses can grow, but when businesses seek only to make money and exit a community; they aren’t seeking to be a part of the community.	9/30/2025 6:15 PM
401	Would like walking malls in downtown and more downtown housing. Needs more musical events…outdoor arena	9/29/2025 2:37 PM
402	We need more police officers. Crime is high and there are not enough officers on duty to cover all layers of crime at a given time. For example, I never see police officers doing traffic or speed control. There is a great lack of presence of the police force in Billings. In addition, our population and economy would do would support a new shopping mall with more well-known retailers. I personally prefer the open-air retail malls similar to University Village shopping in Seattle, WA or the outdoor shopping areas in Bozeman. An outdoor concert venue in the summer would be great for tourism.	9/29/2025 2:04 PM
403	nothing	9/29/2025 12:20 PM
404	For the above question, the last three items are already governed by other jurisdictions…..they are not the responsibility of zoning. Zoning is simply to give developers, business owners, and citizens a general and accepted “heads up” of how an area is going to be allowed to be developed. That’s it.	9/29/2025 11:55 AM
405	I love the city of Billings. The traffic flow needs to be considered. A solution with heights water would be nice.	9/29/2025 11:52 AM
406	Having synchronized stop lights during busy hours would be helpful. There has been to much focus and dollars on city bike lanes etc for 1% who use it for 5 months of the year. I’m all for it but the time money and energy isn’t what’s going to move the needle economically. We need to move the several homeless services out of the heart of downtown and closer to state ave and the core of downtown will heal with new growth. There is a lot of great growth happening throughout the bird district and risk being taken but need help from city pushing those needed services out of the commerce areas or they’ll fail in a few years due to theft vandalism and people not feeling safe downtown.	9/28/2025 11:59 PM

407	Nothing	9/28/2025 7:21 PM
408	Our city is one of the most beautiful cities. We have the Rims, the Yellowstone river, foothills and views of the mountains. We need to do a better at drawing people downtown, rebuilding our shopping areas, and bringing people back to Billings.	9/27/2025 10:28 PM
409	Billings needs an indoor community aquatics facility. Billings needs library branches on the West End and in the Heights. Billings needs to attract wider variety of employers.	9/27/2025 6:47 PM
410	Make sure the roads can accommodate the traffic of new developments	9/27/2025 1:43 PM
411	Some of the commercial buildings near residential areas looks trashy and shouldn't be allowed (eg the Den). If it's near where people live it should be required to look nice (I.e. no neon)	9/27/2025 12:26 PM
412	There really isn't much to do in billings other than got the bar or breweries. It would be nice to have attractions/entertainment that doesnt revolve around alcohol.	9/27/2025 11:24 AM
413	Vacant and unused properties need to taxed at higher rates to encourage the owners to invest in the community. Idle property is bad for the community.	9/26/2025 7:23 PM
414	We are 80 years old and have lived here all of our adult lives. Happy with Billings for the most part.	9/26/2025 6:49 PM
415	I understand that change is inevitable but would love it to be more positive.	9/26/2025 6:03 PM
416	plan ahead…..years ahead so property owners (farmers) know what they limits are. If they ask a high outlandish price hoping to attract a buyer who can afford it - who to afford it will build high density housing, too bad. The future zoning can be stated and planned in advance so the owners will ask a reasonable price. Yes, if they ask an exuberant price and their land doesn't sell, the will have to lower the price to fit what will work. That's not a brilliant idea, it's common sense. Price determines things not wealth. I do not believe we owe anyone a higher price than supply and demand allows.Let the owners hold out. Build around them. Protect home owners who have been the life blood of our community.	9/26/2025 4:17 PM
417	I would like for our crime rate not to be in the same league as that of major Cities plagued by crime, violence, and terror in its communities minds. Let’s MAKE BILLINGS GREAT AGAIN!	9/26/2025 1:14 PM
418	We need a more robust downtown	9/26/2025 9:12 AM
419	It used to be that you were safe from violent crime unless you associated with the wrong people. Crime has gotten to the point that you need to be fully aware at all times. It's not just a risk if you associate with the wrong people anymore.	9/25/2025 9:15 PM
420	We seriously need more housing and childcare affordability	9/25/2025 5:27 PM
421	I love this town and I really want it to be a place that my kids return too one day. At end, this is a great community that deserves to have an even greater place to call home.	9/25/2025 5:11 PM
422	Billings needs to be careful about sprawl. Through better limits on building out, you can build up the community downtown and protect us from becoming Denver.	9/25/2025 4:39 PM
423	Our airport is lacking in direct flights and options. Most drive to Bozeman for better prices and options.	9/25/2025 1:46 PM
424	When I was a kid I couldn't wait to leave Billings. I went to college elsewhere and eventually moved back but I found that I couldn't stay. The community can be a tough place to be. I find that change is very slow in Billings. It should be the largest economic hub in the state but it's not. I think it's a cultural problem - a way of thinking. "This is the way we've always done it." I think that sort of thinking needs to change for anything in Billings to be better for the future. I don't foresee Billings truly growing or enduring without real, considerable mindset changes from those in charge.	9/25/2025 11:47 AM
425	A lot of these questions center around development, but this is not the best thing for our community. We need to take care of what we have.	9/25/2025 11:25 AM
426	City/county government should change. We don’t need highly overpaid county commissioners.	9/25/2025 10:16 AM
427	Maintain a clean Montana, larger with great visual access outside of city	9/25/2025 9:17 AM
428	Another big area I think we need to focus on is downtown. We have a beautiful downtown area	9/25/2025 8:41 AM

	that could be a big tourism attraction but is highly neglected. Focus on the nightlife or fun businesses down there and cleaning up. We also need to address the homeless population.	
429	Billings is not a sexy town. It’s not a place that people think “I want to live here!” We have so many gems (restaurants, parks, shops, etc.), but they’re all spread out. There is no cohesive feel to Billings. We’ve lost the character. All that’s seen from the surface are car washes, casinos, box stores, dispensaries, and chain restaurants. If we want to remain attractive to professionals and families, we have to step it up in every way.	9/25/2025 2:12 AM
430	Encourage development downtown and river frontage would go a long way to making Billings more attractive to young people. Also decrease crime by directing more resources to addressing it.	9/24/2025 10:45 PM
431	PROTECT the rims and stop additional development that impacts the iconic view both on and of the rims. Same with the Yellowstone River.	9/24/2025 10:21 PM
432	Billings should have a non-discrimination ordinance. It would make people feel more welcome and safer.	9/24/2025 10:12 PM
433	So many constituents feel the city has never capitalized on the amazing proximity to the river and other natural beauties. Instead, industry dominates these beautiful spaces and detracts from the good things this city might progress to. A forward thinking plan that tries to incorporate the good things about the city is needed.	9/24/2025 10:09 PM
434	The drive through Billings on I-90 gives a very trashy impression to people coming into town, this really could be cleaned up and/or a visible buffer of trees and shrubs, or concrete walls even, to give visitors and passers through a better impression of the city.	9/24/2025 9:54 PM
435	Ma	9/24/2025 9:43 PM
436	I would go downtown SO much more if we didn't have to pay for parking. I think all of the Billings community would use the downtown shops and restaurants more if that were the case, especially with so many West Billings/Shiloh stores opening they will outcompete downtown if we still need to pay for parking.	9/24/2025 9:40 PM
437	I believe Billings has a lot of potential and would like to see more development focus on community and places that bring people together.	9/24/2025 8:11 PM
438	the schools suck. you have all this growth with new families and children but aged overcrowded buildings. should be charging developers for this with no allowance to pass along costs. you aren't going to get support for taxing existing homeowners	9/24/2025 7:23 PM
439	Until crime is dealt with the city will never change for the better	9/24/2025 6:25 PM
440	I moved away from Billings six months ago because I saw Billings making ZERO progress towards making itself into a better, more livable community and in fact, not only did things seem to be getting worse, there is a substantial core of Billings residents that seemingly want to live in a violent, desolate, uneducated disaster zone and celebrates the violence, pain, and dystopia as "freedom" or "the American Way." I see no likelihood of a better future until the rage and cynicism go away and I think that begins with addressing how people drive. On most days, my only interaction with other people in Billings was on the road and because no laws affect them and there is apparently no shame in aggression and rudeness, my daily encounters were typically highly negative and aggravating and often were frightening or disturbing.	9/24/2025 5:22 PM
441	Bismarck has amazing river access, do we utilize the river like we could? We could have nice stores, restaurants and walking pats by the river.	9/24/2025 4:16 PM
442	Stop with the roundabouts! Plan for future traffic better! You knew Costco was building, city planners should have been on top of what that would mean for traffic	9/24/2025 2:11 PM
443	I don't know	9/24/2025 2:10 PM
444	Make county commissioners more accountable	9/24/2025 11:07 AM
445	I admire these efforts.	9/24/2025 9:42 AM
446	Unsure at this time	9/24/2025 4:13 AM
447	Driving in residential areas on the west end can be hard and more areas should not allow	9/24/2025 1:55 AM

	parking. Public parking lots would probably be helpful.	
448	Protect rights to public lands	9/23/2025 11:58 PM
449	The city takes excellent care of infrastructure, like roads and water and sewage.	9/23/2025 11:33 PM
450	The Metra is still hard to use and a sub-par facility for size of market. Billings needs a larger stadium for events.	9/23/2025 10:27 PM
451	I hate all the crammed in housing/neighborhoods that are being built up all over. It looks horrible like we are turning into California city’s. It’s very sad.	9/23/2025 10:14 PM
452	There is too much crime that we do not know about. I would like to increase the safety of our city and surrounding communities	9/23/2025 9:36 PM
453	Traffic is a major problem. I feel like the city has allowed the development of many large neighborhoods on the west end with no changes to infrastructure. Some parts of town don’t have turn lanes or sidewalks. The traffic flow is very poor. There also needs to be a discussion about a road to access the rims further out on the west end. Zimmerman is being used at a higher rate than it was ever designed for.	9/23/2025 9:16 PM
454	The regard for traffic laws and speed limits does not exist in Billings. People just do as they want. Dogs not on leash that make it almost impossible to walk anywhere with out being attacked or having to carry a tick, spray or gun. Dog owners who do not pick their dog's poop.	9/23/2025 8:49 PM
455	The plowing is insane for being a city that gets this much snow. It is bad enough to convince someone to move away	9/23/2025 8:42 PM
456	While I have always loved Billings, it does not feel safe anymore, and it certainly is becoming unaffordable.	9/23/2025 6:27 PM
457	We are no longer a small town. Start planning infrastructure a little better. Don't build schools with no turn lanes. Don't build single lane roundabouts. You don't seem to have any idea the traffic. There has to be ways to help reduce traffic or provide better roads to help with traffic.	9/23/2025 6:19 PM
458	I like living in Billings but wish we thought a bit more outside the box and considered everyone not but business owners. We need to do better at providing services for everyone. There needs to be a concerted effort to address homeless issues and that starts with affordable housing. If we are going to be concerned about public safety we need to start enforcing low level laws such as traffic violations.	9/23/2025 6:14 PM
459	It is not clear what the standard is in Billings for who it is as a city outside of being a regional hub or a place where people just come and work or go to college. What is the distinction?	9/23/2025 4:52 PM
460	Billings has become a very busy city in the last ten years or so. It’s not often that you can go to a grocery store or major box store and it not be busy. Traffic is also notably heavier than it used to be. While the city and state have made improvements in and around Billings to address traffic congestion, this will continue to be an issue as Billings and the surrounding areas see population growth and expansion. Billings doesn’t offer a lot of safe activities for teenagers and young people to do outside of school activities.	9/23/2025 4:49 PM
461	Crime trends seem to receive little notice from lawmakers and city planners. Politicians make great use of the media to get vote support, but city planners, lawmakers, and others responsible for making decisions don't use the media to educate or inform the public enough to balance out the baloney. If we knew more about what was really going on, we could make better choices at the polls and hold our leaders more accountable. Fostering closer-knit neighborhoods, better schools, and respectful relationships supports a more civilized society. It doesn't come from the top down, it comes from the bottom up. We should build avenues to demand better.	9/23/2025 4:49 PM
462	I would like all public spaces that have grass/lawns to be converted to native plants and other flowers to save on water and upkeep and use every square inch for the protection of birds and insects.	9/23/2025 4:32 PM
463	question 17 answers are vague and could be interpreted to mean anything	9/23/2025 1:50 PM
464	I think Billings needs to invest in its image, create a city where business and people want to be, and invest in assistance for behavioral health of its residents.	9/23/2025 12:05 AM
465	Need more funding for policing. BPD does a great job with the resources they have but they	9/22/2025 11:47 PM

	need more resources.	
466	We love living in Billings, friendly, great restaurants, activities and churches. It's sad with the job market that our three kids had to take positions in other cities because none were available in their chosen fields. We are very concerned about the condition of Dayliss Stadium, the lack of road expansion, and the very high electricity and water costs.	9/22/2025 5:59 PM
467	Broadly, I think we're doing pretty well as a city; I'd just like to see us embrace change that would allow us to be the true metropolis that I think we deserve to be.	9/22/2025 3:25 PM
468	not sure	9/22/2025 1:15 PM
469	It's nearly impossible to live and work here without a car.	9/22/2025 12:49 PM
470	Great city that gets a bad rap sometimes	9/22/2025 11:50 AM
471	No one i speak to likes living here, they stay because of friends, family, because its their home. But the city has been abusing it for years. None of the young generation wants to stay here anymore. Invest in your citizens. In the art of community. Before Billings is another dead town of dead people on a map of millions.	9/21/2025 10:28 PM
472	No identity No vibe the Chamber of Commerce is a mess as well as BSED	9/21/2025 3:25 PM
473	Create citizen advisory committees for city council.	9/21/2025 12:25 PM
474	It is very challenging to travel or commute in Billings without a car. I would like to see public transit and infrastructure that enable people to get around efficiently. I also am afraid that new developments are contributing to this problem, as well as the economic stratification of our city. We need new housing that working families can afford.	9/21/2025 12:20 AM
475	I would like to see more community events. In a perfect world, I'd like to see a large scale concert venue built. I would love the music scene to be expanded and think it would help the economy and tourism.	9/20/2025 9:44 PM
476	Thank you for conducting this survey! I am encouraged by the questions you have chosen.	9/20/2025 8:09 PM
477	I'd love to see creative housing and retail happen in the BIRD district between downtown and Metra	9/20/2025 7:02 PM
478	It's frustrating to see vacant buildings when new ones are being built.	9/20/2025 1:28 PM
479	It's beautiful town but recently it has become very unsafe for my children and the price of living is becoming untenable	9/20/2025 1:17 PM
480	I wish I had a more clear picture of who is making the reckless decisions to allow all of these people to move in from out of state and build environmentally catastrophic single use mansions on beautiful farmland.	9/20/2025 12:43 PM
481	I do not like this rapid growth!	9/20/2025 11:51 AM
482	Billings' strength is its authenticity. It's a gritty, working-class city with character, that is literally surrounded by outdoor rec and spaces. People here value freedom, community, and a down-to-earth lifestyle. And those traits should be blended to support walkability, biking, and creative gathering spaces so that residents and visitors can connect more easily (a community plaza central to downtown). We don't need to become a polished or exclusive College city like Bozeman or Fort Collins we should lean into what makes Billings unique while making it more welcoming and accessible for everyone	9/20/2025 11:39 AM
483	We need more law enforcement so they can be proactive rather than reactive. Stop cutting police and fire budgets. Stop lumping their funding in the general fund so people will vote for more mills without the money being repurposed once in the general fund.	9/20/2025 11:37 AM
484	We need to start protecting our water and land resources. In every larger state, water becomes a important commodity in growth and development. Not just river water, but under ground water sources as well. We also need to consider our agriculture needs. Many farms and ranches are dissolving because there are no family members or employees willing to continue the work. Our schools and colleges need to create job skills education for those fields including budgeting as well and crop and herd development. Also we should consider the costs for feed, seed and equipment and take a more active role in influencing and electing our officials in	9/20/2025 9:40 AM

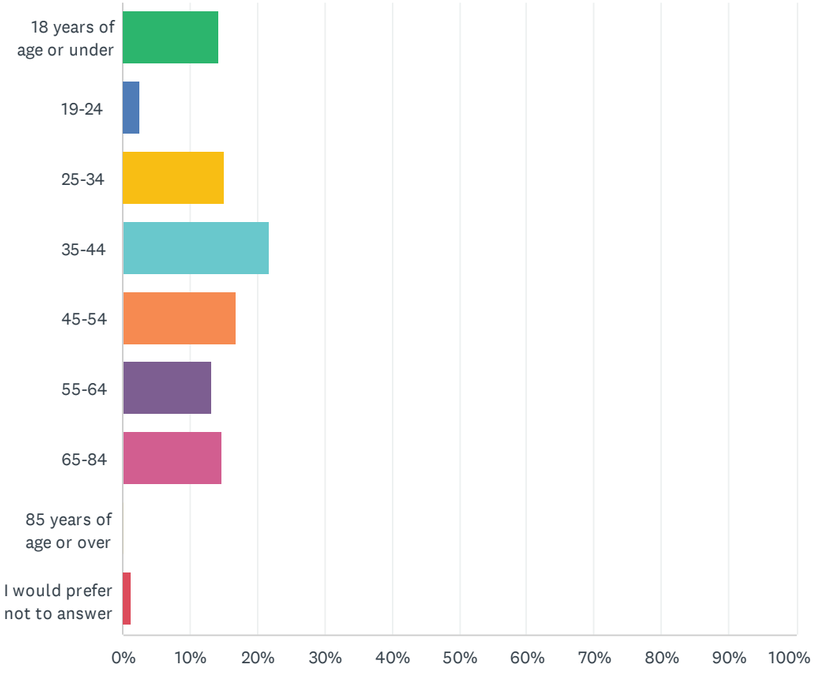
	legislative decisions, to encourage those careers. something must be done about property taxes soon.	
485	Everyone I know talks about the traffic, noise, crime and low availability of affordable housing for singles or couples.	9/19/2025 11:22 PM
486	We need more grocery shopping options specifically in the heights. Also there should be limits on property taxes based on home purchase price and the owners status as a veteran, disabled, senior/fixed income etcetera.	9/19/2025 6:00 PM
487	Billings is a victim of its own (unfounded) reputation. I really like living here.	9/19/2025 4:35 PM
488	What an absolute cesspool the local government has become, especially on the development side with the close relationships that staff maintains with Sanbell.	9/19/2025 3:58 PM
489	Traffic isn't bad at all, especially compared to where I lived before- Birmingham, Alabama	9/19/2025 2:33 PM
490	Police and other law enforcement need to increase. The out of control and lack of knowledge drivers has really gotten out of hand. We need to have people respect the most basic of laws to influence judgement on the more violent offenses.	9/19/2025 12:23 PM
491	Support the arts, public spaces, trails, safety and opportunity.	9/19/2025 11:22 AM
492	The parks, historic signage, and explanations along the paved pathways and city parks are really fabulous. Keep that coming. Whoever is doing the iron work is creating a fabulous mood for visitors I have brought to see our city. Preserve the old buildings. Get some better bands for Alive After Five and make it more appealing for local businesses to stay open for it to engage shoppers as well as concert-goers, re-work ArtWalk so it is not all hidden inside businesses--make it a festive and visible atmosphere.	9/19/2025 12:19 AM
493	I love being in Billings and being from here, though the crime has significantly increased, showing a need for more law enforcement patrols.	9/18/2025 9:04 PM
494	Safety and a beautiful place to live.	9/18/2025 5:39 PM
495	Listen to the people in the community. Be open to change. Help the people	9/18/2025 5:16 PM
496	Billings is a great place. Largest city in Montana, sure - but still a small hometown.	9/18/2025 4:03 PM
497	Income is not enough to cover the cost of living. There are not a lot of options for employers that pay a livable wage.	9/18/2025 2:57 PM
498	Urban sprawl is not the answer. It's trendy to purchase on the West End with big houses and yards and turn all the wild space into grass and cookie-cutter complexes. Now it seems like the Downtown is being abandoned to crime and homeless people who don't want to contribute to the economy or community. The focus should not be on the West End, but rather the downtown area because the hospital complex can bring good things for Billings so long as we create a habitable and safe infrastructure for it.	9/18/2025 12:58 PM
499	Billings is a shithole. We wouldn't live here if it wasn't for our jobs and the desire to not have a vehicle based commute. We prioritize riding bikes and public transportation.	9/18/2025 12:49 PM
500	I know you do amazing work, it's hard, and thank you for all you do! Not an easy task	9/18/2025 12:32 PM
501	If Billings is to grow, public safety should be the number one priority. The number of police officers in the city needs to increase. No one wants to move to a city where it is unsafe to live. The City council and the people who work for the City have never planned for growth. Billings has consistently been behind the curve and has always been playing catch up. This includes the infrastructure of the City, roads, housing, utilities, etc.	9/18/2025 12:09 PM
502	Huge opportunity if the city government can do something	9/18/2025 11:57 AM
503	parking is somewhat chaotic anywhere in town, but especially downtown	9/18/2025 11:50 AM
504	Get tough on crime, put conservative values into effect and our city will grow and prosper. Continuing along our liberal path will lead to further decay..	9/18/2025 11:23 AM
505	Bicycle paths through congested, heavily commercial areas are dangerous, make traveling, working, and shopping in those areas less desirable. Designated trails away from those areas and in residential areas are superior.	9/18/2025 11:05 AM

506	Invest in your citizens by not looking at what is shiny - and stick with decisions and maintenance of what is decided.	9/18/2025 8:25 AM
507	Mandatory background checks for rental units in order to prevent gang/drug flop houses in residential areas throughout Billings.	9/17/2025 10:45 PM
508	Fix the spending problem with our city government.	9/17/2025 9:37 PM
509	I grew up in Billings and appalled and saddened by how much people manage to get away with breaking the law and how much it is allowed. Safety should be a top priority.	9/17/2025 7:19 PM
510	I think our historic places should be protected not torn down for stupid things. I think new houses should be build outside of the center of business unless you want small places above existing or future shops. Also land should be saved for parks and wild spaces as much as possible.	9/17/2025 6:12 PM
511	lack of leadership actually helping those that can't just drive everywhere and don't support those who have to bike/bus.	9/17/2025 5:52 PM
512	Air quality needs to be improved (refineries spewing pollution should clean up their discharge), Heights Water District disbanded/eliminated, and park lands/open spaces should be protected.	9/17/2025 5:48 PM
513	Consistency would be beneficial. For example the bike lanes downtown are a different format than the rest of the bike lanes in town. The bike lanes downtown should use the same format as the rest of town.	9/17/2025 5:46 PM
514	Billings is boring. Look at missoula, so much to do.	9/17/2025 5:45 PM
515	More community support for diversity would be beneficial.	9/17/2025 5:44 PM
516	I have lived here for 49 years, most of it in the heights area. I love it up there but there just isn't much for shopping now. We used to have a Gibson's, a Kmart, etc. But I still refuse to live in the westend. it has grown so much and it's a cluster in the round abouts at shiloh crossing. I rarely will ever go out in that mess.	9/17/2025 5:42 PM
517	The traffic bottlenecks and there is a direct correlation between how walkable an area is and how much of a nightmare parking is. Besides that it is a great town to raise a young family.	9/17/2025 5:38 PM
518	Encouraging population growth and tourism is irresponsible until we ensure that our police and jail are functioning properly. The current situation is dangerous and it costs millions of unnecessary dollars to function the way we currently are.	9/17/2025 5:35 PM
519	It would be nice to have more snow removal during the winter months.	9/17/2025 5:27 PM
520	I think Billings is a unique place to live and work. It has a good balance of calm, adventure, and diverse experiences. It is a bit rugged, but also full of all types of people. I think it has a lot of potential to grow and develop in a progressive way that will still hold true to its culture overall. It needs some true investment from people who are passionate about finding ways to both preserve and create housing, culture, community, and business.	9/17/2025 5:23 PM
521	There needs to be a more efficient way to get from the westend to downtown. It is only going to get worse as the westend grows and no new roads or wider roads are being built.	9/17/2025 5:21 PM
522	Billings is a great place to live, and we need to keep that in mind when inevitable growth happens. I love the views and the clean air	9/17/2025 5:20 PM
523	Investing and improving in our green spaces and urban forest will benefit the city as a whole. I have lived in Billings my entire life - outside my time in college. I returned here due to my spouse obtaining a job here so we could be back in MT closer to home and family. Long term, I don't believe Billings will be the place we will remain. We have been pulling funding away from parks and the county recently cut funding to the arts. Things that make Billings worth living in and visiting are being devalued.	9/17/2025 5:17 PM
524	The city administrators make too much money for too little work. There is no reason the city admin needs to make four times what a regular city employee makes AND get a car allowance. The city should be cleaner than it is. The public transportation needs major improvements.	9/17/2025 5:16 PM
525	Traffic flow would be nice to address since our city is getting larger and all we have is smaller roads. I am not sure how to solve this problem. People are not going to commute to work, but	9/17/2025 5:16 PM

	that would be nice. Public transit is always not preferred because of the dirty unhoused people on it, drug use, and safety.	
526	In my opinion, a move away from western urban sprawl towards revitalization of downtown will create a city that is more attractive, efficient, and sustainable.	9/17/2025 5:15 PM
527	Billings needs to attract more good paying jobs.	9/17/2025 5:14 PM
528	Downtown is getting unsafe and has driven out businesses. Transients and crime make downtown unappealing	9/17/2025 5:14 PM
529	It used to be a really nice place to grow up. I can't say that anymore and the biggest reason for that is absolute, uncontrolled, wild-west style "anything goes" growth that seems to be encouraged. We have flat out too many people pouring in here and it hasn't done anything good.	9/17/2025 5:13 PM
530	The transient/homeless population downtown is disappointing. It negatively impacts small business, makes people feel unsafe, and tarnishes the appearance and reputation of our city.	9/17/2025 5:08 PM
531	Overall I like Billings, but mainly because my family lives here. The exponential growth can be good for our community but we have to have the infrastructure to support the growth. Our police are so stretched thin, we need to increase the police presence and pay and support those who protect us so they feel they are appreciated and continue to serve. If crime keeps increasing, the growth our town wishes to continue to experience will not happen. Skyway Drive is great - I live in the heights - but the road rage and speeding is out of hand.	9/17/2025 9:28 AM
532	The city administration uses our tax money on projects thst don't make sense to solve our larger community issues.	9/16/2025 8:57 PM
533	More economic development in Billings Heights	9/16/2025 8:02 PM
534	Please consider the information in the Trail oriented design document here: www.indympo.org/whats-completed/regional-plans/trail-oriented-development	9/10/2025 7:03 AM
535	We need to make downtown a place of cultural vibrancy with many people and small businesses thriving there.	9/7/2025 6:22 PM
536	We lack a sense of place, pride and community.	9/4/2025 5:28 PM

Q19 What is your age?

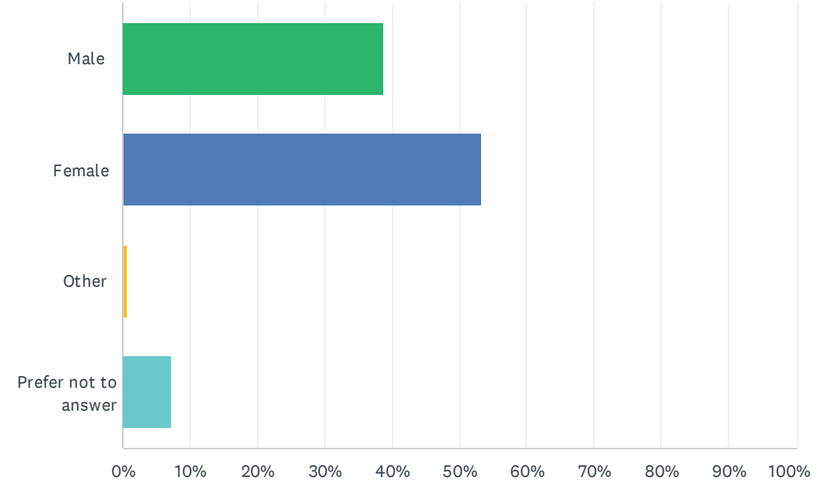
Answered: 1,051 Skipped: 118



ANSWER CHOICES	RESPONSES	
18 years of age or under	14.27%	150
19-24	2.57%	27
25-34	15.03%	158
35-44	21.69%	228
45-54	16.84%	177
55-64	13.32%	140
65-84	14.75%	155
85 years of age or over	0.29%	3
I would prefer not to answer	1.24%	13
TOTAL		1,051

Q20 What is your gender (how you identify)?

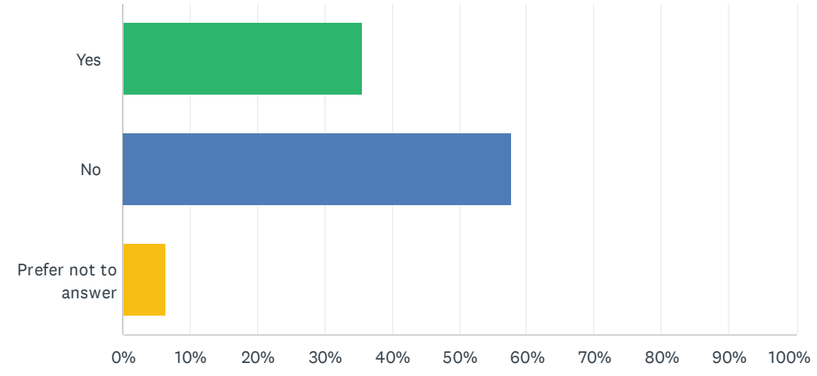
Answered: 1,047 Skipped: 122



ANSWER CHOICES	RESPONSES	
Male	38.87%	407
Female	53.30%	558
Other	0.67%	7
Prefer not to answer	7.16%	75
TOTAL		1,047

Q21 Are there children (ages 0-17) in your household?

Answered: 1,050 Skipped: 119



This page intentionally left blank.