



**AGENDA
CITY OF LAUREL
CITY COUNCIL WORKSHOP
TUESDAY, FEBRUARY 03, 2026
6:30 PM
COUNCIL CHAMBERS**

Public Input: *Citizens may address the Council regarding any item of City business that is not on tonight's agenda. The duration for an individual speaking under Public Input is limited to three minutes. While all comments are welcome, the Council will not take action on any item not on the agenda. Because of the Rules that govern public meetings, Council is not permitted to speak in response to any issue raised that is a non-Agenda item. The Mayor may provide factual information in response, with the intention that the matter may be addressed at a later meeting. In addition, City Council may request that a particular non-Agenda item be placed on an upcoming Agenda, for consideration. Citizens should not construe Council's "silence" on an issue as an opinion, one way or the other, regarding that non-Agenda matter. Council simply cannot debate an item that is not on the Agenda, and therefore, they must simply listen to the feedback given during public input. If a citizen would like to speak or comment regarding an item that is on tonight's agenda, we ask that you wait until the agenda item is presented to the Council by the Mayor and the public is asked to comment by the Mayor.*

Be advised, if a discussion item has an upcoming public hearing, we would request members of the public to reserve your comments until the public hearing. At the public hearing, the City Council will establish an official record that will include all of your comments, testimony, and written evidence.

General Items

Executive Review

- 1. Finance:** Resolution - A Resolution Of The City Council Of The City Of Laurel, Montana Amending Resolution No. 25-75 And Affirming Continuation Of Services Under The Managed Service Agreement For Renamed Systems Technology Consultants.
- 2. Finance:** Resolution - A Resolution Of The City Council Approving A Transportation Coordination Plan For The City Of Laurel Transit.

Council Issues

- 3.** Discussion - BNSF Communications Tower
- 4.** Closed Executive Session - Litigation

Other Items

Attendance at Upcoming Council Meeting

Announcements

The City makes reasonable accommodations for any known disability that may interfere with a person's ability to participate in this meeting. Persons needing accommodation must notify the City Clerk's Office to make needed arrangements. To make your request known, please call 406-628-7431, Ext. 5100, or write to City Clerk, PO Box 10, Laurel, MT 59044, or present your request at City Hall, 115 West First Street, Laurel, Montana.

File Attachments for Item:

1. Finance: Resolution - A Resolution Of The City Council Of The City Of Laurel, Montana Amending Resolution No. 25-75 And Affirming Continuation Of Services Under The Managed Service Agreement For Renamed Systems Technology Consultants.

RESOLUTION NO. R26-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAUREL,
MONTANA AMENDING RESOLUTION NO. 25-75 AND AFFIRMING
CONTINUATION OF SERVICES UNDER THE MANAGED SERVICE
AGREEMENT FOR RENAMED SYSTEMS TECHNOLOGY CONSULTANTS.**

WHEREAS, the City Council approved a Managed Service Agreement with Morrison-Maierle Systems Technology Consultant on August 26, 2025;

WHEREAS, Morrison- Maierle Systems Technology Consultants has now changed its name to Systems Technology Consultants; and

WHEREAS, the City wishes to continue to work under the Managed Service Agreement approved by City Council, but under the new approved business name of Systems Technology Consultants.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Laurel, Montana, that the City amends Resolution No. 25-75 to reflect that the continuation of services is approved, and that the new name for the services contract is Systems Technology Consultants.

Introduced at a regular meeting of the City Council on the _____ day of February, 2026, by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel the _____ day of February, 2026.

APPROVED by the Mayor the _____ day of February, 2026.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

File Attachments for Item:

2. Finance: Resolution - A Resolution Of The City Council Approving A Transportation Coordination Plan For The City Of Laurel Transit.

RESOLUTION NO. R26-_____

**A RESOLUTION OF THE CITY COUNCIL APPROVING A TRANSPORTATION
COORDINATION PLAN FOR THE CITY OF LAUREL TRANSIT.**

BE IT RESOLVED by the City Council of the City of Laurel, Montana,

Section 1: Approval. The Transportation Coordination Plan for the City of Laurel Transit (hereinafter “Transportation Coordination Plan”), a copy attached hereto and incorporated herein, is hereby approved.

Section 2: Execution. The Mayor is hereby given authority to execute the Transportation Coordination Plan on behalf of the City.

Introduced at a regular meeting of the City Council on the _____ day of February 2026, by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel the _____ day of February 2025.

APPROVED by the Mayor the _____ day of February 2025.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

TRANSPORTATION COORDINATION PLAN LAUREL TRANSIT

MONTANA DEPARTMENT OF TRANSPORTATION FY-27

Prepared by:

City of Laurel

Kelly Strecker, Clerk/Treasurer

Scheduled for City Council Adoption: February 10, 2026

Montana Coordination Plan Outline

Adoption by Transportation Advisory Committee:

The relevant transportation providers and agencies are described in more detail.

Laurel Transit:

Laurel Transit (also referred to as the transit system) is working to provide a successful on-demand service for public transportation within the City limits of Laurel while offering regular service to Billings. Laurel Transit is looking to contract with as many agencies in the area as possible to provide expanded service. It is currently not feasible for Laurel to have a fixed route system; however, accommodations for such a system are being discussed such as bus benches and signs within the City.

Laurel Transit Schedules:

Laurel Transit operates Monday-Friday 10:00 AM – 4:00 PM. The Billings service route begins at 7:30 and in-town service begins at 10:00 am. Appointments are taken Monday-Friday 8:00 AM-5:00PM. Billings buses run only on Tuesday's.

Laurel Transit Fleet:

Laurel Transit has 3 vehicles in our fleet.

2009 Dodge Sprinter: 10 Passenger Van. Mileage is 98,000 and is ADA compliant.

2023 Transit Van: 13 Passenger Van. This is our newest Van. Mileage in under 6,000 and is ADA compliant.

2024 Endra Van: This is 14 Passenger Van. Mileage is 9,000 and is ADA compliant.

Agencies Involved:

- Allies in Aging (formally ARA of YC)-- has partnered with the City of Laurel to provide the drivers for the buses and the cell phones. Allies in Aging previously operated the senior bus in Laurel, which was absorbed with the formation of Laurel Transit. The City works

very closely with Allies in Aging to ensure the level of service delivered through the senior bus program is continued in Laurel Transit.

- Tender Nest Assisted Living—Contact with Tender Nest Assisted Living continues, and the facility has contracted with the City for vouchers.
- COR – There is a plan to include COR in future TAC meetings.
- Riverstone Health – The transit system is working to contract demand/response service for Riverstone Health patients.
- Laurel Senior Center – The Ford Endura and the Transit buses currently stored in a garage at the Senior Center. The Dodge Springer is currently being stored at the City Shop garage. Frequent trips are taken to the senior center for rider visits.
- Laurel Health and Rehab- Continues to utilize the bus service for transportation purposes for their clients and residents.
- MET- contact with MET in Billings has been made in hopes to grow the Laurel Transit system and gain new ideas.

Public Involvement:

The Transportation Advisory Committee meets quarterly. Meetings notices are published on the City of Laurel website and at City Hall. Meetings are open to the general public. For more participation at TAC meetings, more community outreach will be done to involve public participation.

Private Sector:

The City of Laurel does not have any private transportation system available.

Needs Assessment and Plan to Increase Ridership:

Laurel Transit will be starting focus groups this fiscal year in order to determine the needs of the community and their transit provider. The focus groups will include current riding members, City staff, other transportation providers, healthcare employers, and other members from the community. The groups will focus on the current challenges the transit program faces and get a better idea of how to improve the system.

The Laurel Transit System has stepped up its advertising strategies by designing and distributing flyers with route information and publishing that flyer in the Yellowstone County News on a

regular basis. There have been talks with Allies in Aging regarding placing advertisements on the new transit bus. This type of advertisement may be an option for other local businesses.

Transportation Advisory Committee (TAC) Meetings:

The Laurel TAC meets on a quarterly basis. The TAC is comprised of City staff, community interested members and representatives from Residential Support Services, Allies in Aging, and other interested parties. For more participation at TAC meetings, more community outreach will be done to involve public participation.

DRAFT

File Attachments for Item:

3. Discussion - BNSF Communications Tower



Phase I Background Investigation for the Laurel East Tower

TCNS 305527

Yellowstone County, Montana

January 2026

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Phase I Background Investigation for the Laurel East Tower, Yellowstone County, Montana

Prepared For:

BNSF Railway

Lead Agency:

Federal Communications Commission

Prepared by:

Amy Leuchtmann, Archaeologist

HDR

10450 Holmes Rd., Suite 600

Kansas City, MO 64131

January 2026

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Abstract

Under contract to BNSF Railway (BNSF), HDR conducted a Phase I background investigation for the Laurel East Tower (TCNS 305527), Yellowstone County, Montana (Latitude 45.68211, Longitude -108.7153; UTM Zone 12, 677919.86 E, 5061266.66 N). The proposed tower is a 120-foot-tall lattice tower. The direct Area of Potential Effects (APE) is less than 5000 square feet within an existing railyard. The purpose of the investigation was to identify previously recorded historic properties within the direct and visual APE of the project and recommend follow-up survey if necessary. The investigation was completed to assist BNSF in meeting its regulatory obligations pursuant to the Nationwide Programmatic Agreement for the Review of Effects on Historic Properties for Certain Undertakings Approved by the Federal Communications Commission (NPA; FCC 2004).

In October 2025, HDR staff conducted background research using data provided by the Montana State Historic Preservation Office (SHPO). Research encompassed previous cultural resource surveys, previously identified archaeological sites and aboveground properties (e.g., historical built environment resources), and a review of resources listed in the National Register of Historic Places (NRHP).

This report presents the results of the cultural resources literature search completed for the proposed **Laurel East Tower in Yellowstone County**, Montana. HDR understands that the Federal Communications Commission (FCC) will be the federal agency responsible for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implementation of regulations found at 36 Code of Federal Regulations (CFR) 800. As defined in the 2004 NPA, the project's APE is the footprint of the proposed tower for direct effects and a 0.5-mile radius from the proposed tower location for visual effects.

The Phase I background investigation of the Laurel East Tower project identified no previously recorded subsurface or Pre-Contact archaeological sites within the direct APE nor within a 1-mile radius of the direct APE. Due to the disturbed nature of the project location and the small area of ground disturbance required, there is little to no potential to impact intact archaeological resources. For built environment resources, 2 NRHP-eligible properties (24YL0277 and 24YL2131) and 1 NRHP-listed property, Mossmain Overpass (24YL0698) were identified within the 0.5-mile visual APE. Resources 24YL277 and 24YL2131 are associated with the Northern Pacific Railroad, with the latter located adjacent to the direct APE. The other two resources are located 400 feet northeast of the project location. The proposed tower's presence within an active railroad right-of-way (ROW) would not diminish the setting or limit the ability of these resources to convey their historic, architectural, and engineering significance. Furthermore, due to existing infrastructure, namely utility lines, railroad infrastructure, and an existing lattice communications tower, the historic setting of these resources has already been compromised.

HDR recommends a finding of **No Adverse Effects** for this project and additionally recommends no further cultural resources work for the Laurel East Tower project, as defined in this report.



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Introduction

Under contract to BNSF Railway (BNSF), HDR conducted a Phase I background investigation for the Laurel East Tower (TCNS 305527), Yellowstone County, Montana (Latitude 45.68211, Longitude -108.7153; UTM Zone 12, 677919.86 E, 5061266.66 N). The purpose of the investigation was to identify previously recorded historic properties within the direct and visual area of potential effects (APE) of the project and recommend follow-up survey if necessary. The investigation was completed to assist BNSF in meeting its regulatory obligations pursuant to the Nationwide Programmatic Agreement for the Review of Effects on Historic Properties for Certain Undertakings Approved by the Federal Communications Commission (NPA; FCC 2004).

Area of Potential Effects

The process for determining the direct and visual APE is outlined in the 2004 NPA between the FCC, the Advisory Council on Historic Preservation (ACHP), and the National Conference of State Historic Preservation Officers (NCSHPO) in Section VI: Identification, Evaluation, and Assessment of Effects. The project's direct APE is defined here as the footprint of the proposed tower. The direct APE is less than 5000 square feet within an active railyard. In Section VI.C.3, the APE for visual effects is defined as "the geographic area in which the Undertaking has the potential to introduce visual elements that diminish or alter the setting, including the landscape, where the setting is a character-defining feature of a Historic Property that makes it eligible for listing in the National Register" (FCC 2004). The proposed tower is a 120-foot-tall lattice tower. In accordance with the NPA, a 0.5-mile visual APE was used to assess visual impacts on aboveground historic properties. A 1 mile study area was assessed for previously identified archaeological sites and previously conducted surveys (Appendix A, Figure 1 and Figure 2).

Section VI.D.1 of the NPA states that only the records at the state historic preservation office (SHPO) are to be reviewed, "with respect to these properties, Applicants are not required to undertake a Field Survey or other measures other than reviewing these records in order to identify Historic Properties" (FCC 2004:17). HDR staff conducted the Phase I background investigation by requesting and reviewing data on all archaeological sites within 1 mile of the proposed project from the Montana SHPO in October 2025.

Previous Investigations and Known Archaeological Sites

Eight previous surveys have been conducted within 1 mile of the direct APE (Table 1), none of which intersect the direct APE. No subsurface or Pre-contact archaeological sites have been recorded within the direct APE, nor within 1 mile of the project location.



Table 1. Previous Surveys within 1 Mile of Project.

Survey No.	Project	Author	Year
CB 6 39770	Proposed Elk Basin-Billings Expansion Line Section 22	Wagers, Scott J.	2018
YL 4 10686	Cultural Resource Inventory and Assessment: Laurel East – Mossman	Fredlund, Lynn B.	1985
YL 4 25365	A Class III Cultural Resources Inventory of the Kindsfather Pit Wetlands Project in Yellowstone County Montana	Strait, James D.	2002
YL 4 28154	Laurel Turn Lane: A Cultural Resource Inventory Along East Main Steet from Alder Avenue to Milwaukee Road to Laurel, Montana	Fandrich, Blain	2005
YL 6 39416	WBI Energy Pipeline Replacement/Removal Segment of the Elk Basin-Billings Main Line Between Interstate 90 and Northern Pacific Railroad in Laurel	Lopez, Maxwell	2018
YL 6 39421	Phase I Background Investigation for the Laurel East Tower	Leuchtmann, Amy	2018
YL 6 41604	Cultural Resource Inventory of Non-Jurisdictional Lands on the Cenex Pipeline of Replacement-Laurel to Pryor Creek Road Project in Yellowstone County, Montana	Lee, Jennifer Borresen and Kimberly Troendle	2022
YL 6 41605	Cultural Resource Inventory of USACE Jurisdictional Lands on the Cenex Pipeline of Replacement-Laurel to Pryor Creek Road Project in Yellowstone County, Montana	Lee, Jennifer Borresen and Kimberly Troendle	2001

Known Aboveground Historic Properties Investigations

Three historic built environment resources were identified within the Project's 0.5-mile visual APE during the record search (Table 2). The National Register of Historic Places (NRHP)-eligible Northern Pacific Railroad (24YL277) was identified adjacent to the direct APE. NRHP-eligible resource 24YL2131 (Historic Railroad) and NRHP-listed resource 24YL0698 (Mossmain Overpass) were identified 400 feet to the northeast of the project location. Descriptions of these resources are provided below in the Effects Discussion.

Table 2. NRHP-Listed or -Eligible Historic Built Environment Resources within 0.5 Mile of Project.

Site Number	Resource	Distance and Direction from the Direct APE	NRHP Status
24YL0277	Northern Pacific Railroad	Adjacent to the north	Eligible
24YL2131	Historic Railroad	400 feet northeast	Eligible
24YL0698	Mossmain Overpass	400 feet northeast	Listed

Effects Discussion

Archaeological Resources

No previously identified sub-surface or Pre-Contact archaeological resources are located within the direct APE nor within a 1-mile radius of the direct APE.

The location's soil consists of Vanada silty clay, 0 to 1 percent slopes; a deep, well-drained soil found on fans, lakebed (relict,) and terraces. Culturally sterile parent material (C-horizon) is generally reached within the upper 17 to 62 inches (43.18 – 157.48 centimeters; USDA 2026). The 5000-square-foot direct APE (Appendix B, Figure 3 through Figure 6) is located within existing railroad right-of-way (ROW). This ROW has been the site of construction activities including grading/leveling, compaction, and the replacement of ballast, ties, and rails since the mid-twentieth century. There is little to no potential for tower installation to impact intact subsurface archaeological deposits due to the disturbed nature of the project area.

Related to direct effects, Section VI.D.2(a) of the 2004 NPA states that the Applicant should make a good faith effort to identify sites/properties in the direct APE, which may include field survey, and Section VI.D.2(b) allows for a Secretary of the Interior (SOI) qualified individual to determine that a field survey is not required as long as such evidence is provided to meet criteria in Section VI.D.2(c). These criteria are: 1) the depth of previous disturbance exceeds the proposed construction depth (excluding footings and other anchoring mechanisms) by at least 2 feet as documented in the Applicant's siting analysis; or 2) geomorphological evidence indicates that cultural resource-bearing soils do not occur within the project area, or may occur, but at depths that exceed 2 feet below the proposed construction depth. Information supporting these criteria is presented throughout this report. Should an interested party possess information supporting a high probability of the presence of intact archaeological sites within the APE for direct effects, HDR must be notified of such information pursuant to Section VI.D.2(e) of the 2004 NPA.

Aboveground Resources

According to the 2004 NPA, Stipulation VI.A.3, "the APE for visual effects is the geographic area in which the Undertaking has the potential to introduce visual elements that diminish or alter the setting, including the landscape, *where the setting is a character-defining feature of a Historic Property* (emphasis added) that makes it eligible for listing on the National Register" (FCC 2004:16). Under this guidance, if setting is not a contributing element to the eligibility of a historic property, potential adverse effects resulting from changes within a property's viewshed are limited, as those changes are less likely to impact the property's ability to convey its historic, architectural, and/or engineering significance.

24YL0277 and 24LY2131 (Northern Pacific Railroad)

The Northern Pacific Railroad (NP), a significant historic transportation corridor constructed beginning ca. 1883 through parts of Montana, was the first of the so-called "northern route transcontinental" railroad lines. Its character-defining features include tracks, ties, buildings,



grade, culverts, bridges, road crossings, firebreaks, wooden power poles, mile posts, signage, water stations, tunnels, switching equipment, and right-of-way fences. The railroad was originally constructed as a single-track line on a grade with passing tracks or sidings generally situated at 4- to 5-mile intervals. NP is eligible for listing in the NRHP under Criterion A for its statewide significance in the areas of Commerce and Transportation. The NP is also eligible under Criterion B for its association with railroad financier Jay Cooke.

The Yellowstone County portion of NP extends southwest-northeast from near Laurel to near Custer, on the way passing through Billings, Lockwood, Huntley, Warden, and Pompey's Pillar. NP (24LY277) is now owned and operated by BNSF. A second site number (24LY2131) is associated with the NP west and north of Laurel, including a small spur where the main track splits into a north and easterly direction. The railroad right-of-way in the Yellowstone portion of the NP is characterized in many sections by rail infrastructure components, such as modern metal cabinets with attached monopoles and crossing structures. The 1-90 and transmission line corridors, which generally date to the mid-twentieth century, often run parallel to NP throughout the county. The proposed tower location is approximately 700 feet north of I-90.

The proposed tower location's setting is characterized by residential neighborhoods to the north and the I-90 Expressway Corridor and agricultural fields to the south. The proposed tower would be situated at the northeast end of an existing BNSF railyard. It would be installed approximately 150 feet northeast of an existing lattice tower with further existing BNSF infrastructure components in the near vicinity, including utility lines and signaling equipment (Figure 7). A wood pole transmission line runs southwest-northeast directly south of the tower location.

The project would introduce one modern component into the larger corridor to maintain ongoing rail function. The proposed tower would not diminish integrity of setting, which has already been substantially altered by modern rail and power infrastructure. Furthermore, the proposed tower would not impact any character-defining features, such as rail location or alignment, tracks, ties, buildings, culverts or bridges, or diminish NP's integrity of location, design, materials, workmanship, feeling, or association. Thus, the proposed tower would not result in an adverse effect to a historic property.

24YL0698 (Mossmain Overpass)

The Mossmain Overpass is a three-span continuous span steel girder bridge built in 1936 as part of Old U.S. Highway 10 (Figure 8). The bridge is still in use today as part of the modern State Highway 90 and spans the existing BNSF railroad approximately 400 miles to the northeast. Since its construction nearly a century ago, the general setting of the area has seen extensive change due to the expansion of the town of Laurel, as well as the introduction of Interstate-90. In 2012, the bridge was included in the NRHP due to its significance in transportation (Criterion A) and engineering (Criterion C).

The proposed tower, a required component of the railroad system, would introduce a modern infrastructure element into the setting to maintain ongoing rail function. Views from the NRHP-listed Mossmain Overpass have already been impacted by existing vertical infrastructure,

including tall BNSF signal structures, wood-pole transmission line structures, and modern BNSF components (railroad signaling equipment). Thus, the proposed tower would not result in an adverse effect to a historic property.

Conclusions and Recommendations

Relative to the scale and nature of this proposed monopole's potential for impacts (a 120-foot-tall lattice tower), HDR's cultural resources experts have assessed the location's geomorphology, topographic setting, history, and the potential for direct and visual impacts. Due to the disturbed nature of the project area and the small area of ground disturbance required for the proposed project, there is little to no potential to impact intact archaeological resources. For built environment resources, 2 NRHP-eligible properties (24YL0277 and 24YL2131) and 1 NRHP-listed property, Mossmain Overpass (24YL0698) were identified within the 0.5-mile visual APE. Resources 24YL0277 and 24YL2131 are associated with the Northern Pacific Railroad, with the latter located adjacent to the direct APE. The other two resources are located 400 feet northeast of the project location. The proposed tower's presence within an active railroad right-of-way (ROW) would not diminish the setting or limit the ability of these resources to convey their historic, architectural, and engineering significance. Furthermore, due to existing infrastructure, namely utility lines, railroad infrastructure, and an existing lattice communications tower, the historic setting of these resources has already been compromised.

HDR recommends a finding of **No Adverse Effects** for this project and additionally recommends no further cultural resources work for the Laurel East Tower project as defined in this report.



References Cited

Federal Communications Commission (FCC)

2004 Nationwide Programmatic Agreement for Review of Effects on Historic Properties for Certain Undertakings Approved by the Federal Communications Commission (FCC 04-222). Available online, <http://wireless.fcc.gov/siting/npa/FCC-04-222A3.pdf>, accessed August 2024.

United States Department of Agriculture (USDA)

2025 USDA Web Soil Survey. Electronic document, Available online, <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>



Appendix A: Project Maps



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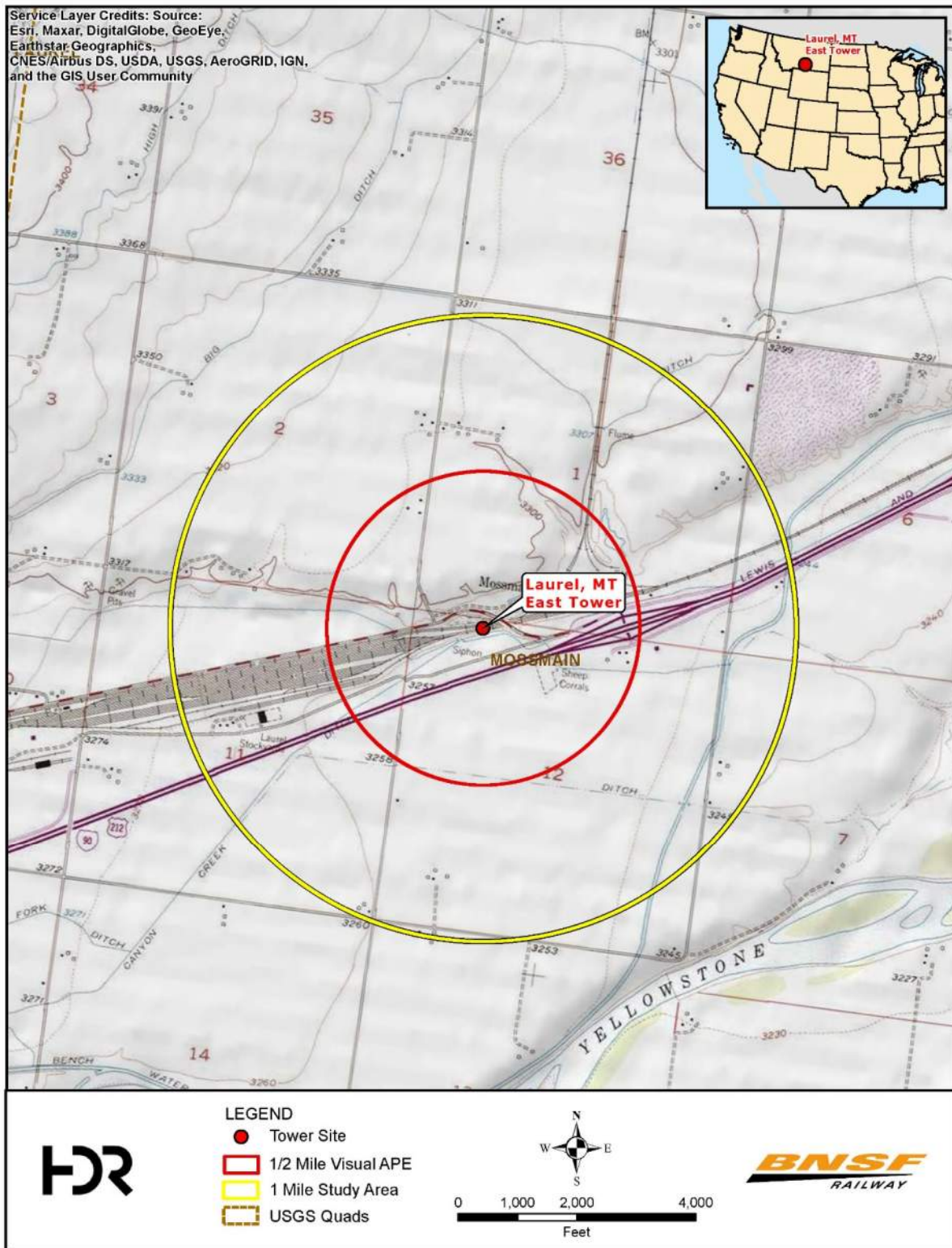


Figure 1. Topographical Map Depicting the Proposed Project Location, Visual APE, and Study Area

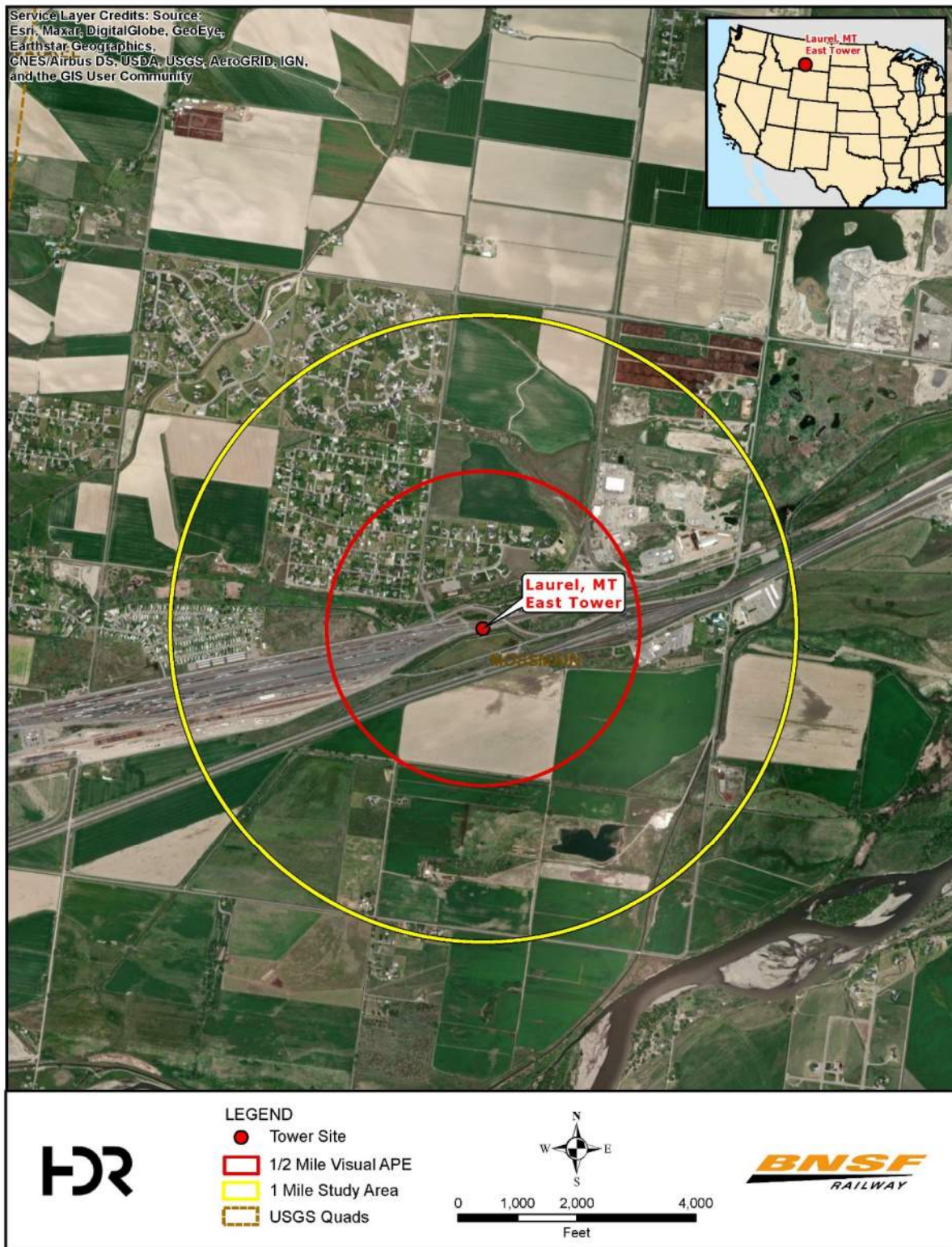


Figure 2. Aerial Map Depicting the Proposed Project Location, Visual APE, and Study Area

Appendix B: Project Location Photographs



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Figure 3. Location of the Proposed Laurel East Tower, View North.



Figure 4. Location of the Proposed Laurel East Tower, View East.



Figure 5. Location of the Proposed Laurel East Tower, View South.



Figure 6. Location of the Proposed Laurel East Tower, View West.



Figure 7. View from Mossmain Overpass towards grouping of BNSF infrastructure components and existing communications tower, view southwest (Google Street View January 2026).



Figure 8. View of Mossmain Overpass (24YL0698) from Shannon Road, south of the Laurel East Tower location (indicated by red arrow) in the foreground, (Google Street View January 2026).



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Appendix C: Key Staff Resumes



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Amy Leuchtmann

Archaeology Project Director

EDUCATION

Ph.D., Environmental Science,
Oregon State University, pending

M.A., Maritime Archaeology, East
Carolina University, 2011

B.A., Liberal Arts/Sciences (Liberal
Arts & Sciences- Concentration:
Biology), Florida Atlantic University,
2004

PROFESSIONAL AFFILIATIONS

Society for Historical Archaeology,
2005-Present

INDUSTRY TENURE

15 years

HDR TENURE

12.5 years

OFFICE LOCATION

Ann Arbor, MI

Ms. Leuchtmann has over fifteen years of experience working on professional archaeological projects, both terrestrial and underwater. She has experience working on cultural resource management projects in the North-Central United States, Central United States, the Midwest, Texas, as well as on the Gulf Coast. As a Maritime Archaeologist with HDR, she is responsible for maritime site assessment and consultation, and contributed subject matter expertise during the BP Deepwater Horizon oil spill cleanup.

Ms. Leuchtmann's experience includes conducting background research, Phase I, and Phase II surveys. She also has maritime archaeology field experience in both salt and freshwater environments. Ms. Leuchtmann has written or contributed to numerous technical reports submitted to local, state, and federal government entities.

RELEVANT EXPERIENCE

BNSF, Positive Train Control Tower Compliance AL, AR, AZ, CA, CO, IA, ID, IL, KS, LA, MN, MO, MS, MT, ND, NE, NM, OK, OR, SD, TX, TN, WA, and WI, 08/2013–Present. Archaeology Project Director. Working with Native American tribes and SHPOs to identify historic properties and areas of Indian heritage that may be affected by tower construction. Workflow involves gathering and processing of background information, GIS data, state archaeological and historic site data, and preparation of cultural resource memos and reports compliant with the FCC's Program Comment to be provided to Indian tribes and other interested parties on short notice. Also responsible for distributing data packages to SHPOs, participating tribes, and local government contacts. Complete and submit FCC 620 forms for towers. Maintain clear records for tower tracking purposes.

CSX Transportation, CSX Positive Train Control Tower Compliance AL, DC, DE, FL, GA, IL, IN, KY, LA, MA, MD, MI, MS, NC, NJ, NY, OH, PA, SC, TN, VA, and WV, 08/2013–Present. Archaeology Project Director. Working with Native American tribes and the various SHPOs to identify historic properties and areas of Indian heritage that may be affected by tower construction. Workflow involves gathering and processing of background information, GIS data, state archaeological and historic site data, and preparation of cultural resource memos and reports provided to Indian tribes and other interested parties on short notice. Complete and submit FCC 620 forms for towers. Also responsible for distributing data packages to SHPOs, participating tribes, and local government contacts. Maintain clear records for tower tracking purposes.

Sterling Highway Phase II, Cooper's Landing Alaska. 09/2022, 08-09/2023. Archaeological Crew Chief. *HDR Inc.*
Supervised excavation of block units to delineate subsurface archaeological resources.



rPlus-WO2 WPPH Pumped Storage, Ely NV, 06/2021. Archaeologist. Ms. Leuchtmann performed a Phase I cultural resource survey including pedestrian survey.

Turkey Peak Phase II, Santos TX. August 2019.
Archaeological Crew Chief. *HDR Inc.*
Supervised excavation of block units to delineate subsurface archaeological resources.

Ocean Wind Offshore Wind Farm Project, NJ. 2019.
Maritime Archaeologist. Ms. Leuchtmann was responsible for hiring and supervising archaeology subcontractors. She acted as the liaison with project managers and the subcontractor to ensure field work (architectural history reconnaissance and terrestrial archaeological field surveys) were being done in a timely manner and meeting the standards provided by BOEM regarding renewable energy programs.

Ash Grove Cement Company, Ash Grove, Chantue, KS, 11/2018-12/2018. Archaeologist Field Director. Ash Grove Cement Company proposed an expansion of their existing limestone mining efforts. Ms. Leuchtmann led the field crew which performed a Phase I cultural resource survey, including pedestrian survey and shovel testing. She was also responsible for authoring the technical report for the client and submission to KS SHPO.

Port of Brownsville, USACE Easement Transfer, Brownsville, TX, 11/15/2018-11/16-2018. Archaeologist. The USACE was scheduled to release easements within the Port of Brownsville to the Port. Ms. Leuchtmann conducted a site visit to summarize the cultural resources within the easement.

GBRA, Carrizo Groundwater Supply Project, TX, 09/2018-10/2018.
Archaeologist. GBRA proposed improvements to within the groundwater supply of Caldwell and Gonzales counties. Ms. Leuchtmann was part of the cultural resource crew that completed a Phase I survey of approximately 1,080 acres which included pedestrian survey and shovel testing.

TXDOT, I-35 Denton, TX, 04/2018-05/2018. Archaeologist. TXDOT proposes to widen and reconstruct Interstate Highway 35 from four to six lanes for a total distance of approximately 15 miles. Ms. Leuchtmann performed a Phase I cultural resource survey including pedestrian survey and shovel testing.

Union Pacific Railroad, Brazos Yard Monitoring, TX. 03/2018.
Archaeologist. UPRR is constructing a new rail yard in Robertson County. Part of the construction includes a large canal, draining into the Brazos River. Ms. Leuchtmann acted as a monitor during the construction of the canal.

NextEra Energy Resources, Crowned Ridge Wind Farm Project, SD. 08/2017-11/2017. Archaeologist. NextEra proposes to construct a 600 MW wind farm in Codington, Deuel, and Grant counties, South Dakota. Ms. Leuchtmann worked with representatives from the Sisseton-Wahpeton-Oyate, Spirit Lake, and Yankton tribes in the field, and helps provide coordination between the tribal representatives, the client, and their



AMY LEUCHTMANN



archaeological contractor in order to facilitate a joint archaeological-TCP field survey for the project.

Phase I Archaeological Survey for the NICTD West Lake Corridor Project, Lake County, Indiana. 04/17-05/17. Crew Chief. Ms. Leuchtmann conducted background research, led the field survey, acted as lead author of the survey report.

Archaeological Survey for the Selfridge Air National Guard (ANG) Station, Harrison Township, Michigan. 2/2017. Ms. Leuchtmann conducted the background investigation. Was part of the field survey team at the ANG installation, which included pedestrian survey and shovel testing.

Archaeological Survey for the Georgia Air National Guard (ANG) Savannah IAP and Glynnco Air National Guard Station, Savannah, Georgia. 12/2016. Ms. Leuchtmann conducted the field survey at the ANG installations, which included pedestrian survey and shovel testing.

Phase II Archaeological Survey at Log Cabin Site, Minnesota Power, Great Northern Transmission Line, Northern Minnesota, 03/2016. Archaeologist. Ms. Leuchtmann performed a Phase II at a newly recorded historical site. The survey included shovel testing, excavation of test units, and survey with a metal detector.

BKI, Highway LA3132 Extension Project, Shreveport, LA, October 2016. Crew Chief. Ms. Leuchtmann performed a cultural resources inventory covering approximately 10 miles of a 150-ft corridor for the proposed construction of an expansion for Highway LA3132 south of Shreveport, LA.

Minnesota Power, Great Northern Transmission Line, Northern Minnesota, 07/2016-09/2016. Archaeologist. Ms. Leuchtmann performed a cultural resources survey for Minnesota Power's proposed construction of a 224-mile 500k high-voltage transmission line originating in Manitoba, Canada. The survey included shovel testing at 15m intervals in areas of high and mid-level probability.

Ameren Transmission Company of Illinois, Spoon River Transmission Line Project, Galesburg to Peoria, IL, 05/2016-11/2016. Archaeologist. Performed a cultural resources inventory of the 45-mile Project ROW, which includes a 150-ft corridor, as well as access roads and staging areas. Shovel testing was done in areas of high probability. The survey recorded 27 new archaeological resources.

CDM Smith, Port Bienville, Port Bienville, LA, April 2016. Archaeologist. Performed a cultural resources inventory for the proposed construction of a main line of track leading into Port Bienville, LA.

Dickinson Bypass, ND, NDDOT, June 2015. Project Director. Conducted a file search at the ND SHPO and a Phase I cultural resources inventory of a 2.74-acre study area as an addendum to a previous inventory of a 4,462-acre study done in 2012.

Canadian Pacific Railway, Brownsville Siding, MN, May 2015. Field Archaeologist. Performed Phase I cultural resources inventory and Phase II archaeological evaluation on Canadian Pacific Railway's proposed new 11,000-foot-long siding infrastructure which runs through southeastern Minnesota along the Mississippi River south of the city of La Crescent, in Houston, Minnesota. Phase I survey identified five archaeological sites and



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one historic property, the RR line itself. Phase II studies were completed for the RR line and for two of the five archaeological sites. One site was determined eligible for the National Register of Historic Places and would be adversely affected by the project.

BNSF, Pleasant Dale to Milford Ravenna Subdivision Capacity Expansion, Pleasant Dale and Milford, NE, April 2015. Archaeologist. Performed a cultural resources inventory of approximately 35 acres for BNSF's proposed construction of a second main line of track between Pleasant Dale and Milford, Nebraska. The survey recorded one archaeological resource and eleven aboveground resources, seven of which were recommended as NRHP eligible as an historic district.

BP Exploration & Production, Inc. and NOAA, Natural Resources Damage Assessment (NRDA) Cultural Resources Assessment, LA, MS, AL, FL, 09/2012–02/2014. Maritime Archaeologist. Conducted archaeological monitoring of biota and submerged oil sampling throughout the area affected by the Deepwater Horizon oil spill. Provided treatment recommendations to SHPO and federal trustee representatives throughout the four states for NHPA Section 106 compliance. \$282,809.

BP Exploration & Production, Inc., MC 252 Response Cultural Resources Assessment Program, LA, MS, AL, FL, 06/2011–06/2014. Maritime Archaeologist for the HDR team that provided cultural resources support for the Deepwater Horizon oil spill cleanup. Responsible for the archaeological monitoring of operations associated with the cleanup process. Conducts site assessments for maritime related sites on land (shipwrecks and isolated finds such as anchors or piers). Prepares reports detailing results of work conducted for the Section 106 process. \$10,000,000.

London State Fish Hatchery, Ohio Department of Natural Resources, Phase I Archaeological Survey for the London State Fish Hatchery Capital Project, Union Township, Madison County, Ohio, Madison County, OH, 12/2014. Crew Chief. Led crew during a Phase I archaeological survey in advance of electric line replacement at London State Fish Hatchery. Conducted pedestrian and subsurface testing while using iPad field recording techniques for data collection.

NPS, Photogrammetry Project on the USS Arizona, Pearl Harbor HI, 11/2014. Maritime Archaeologist. Acted as on-site maritime archaeologist during experimental testing of new photogrammetry software in a challenging underwater environment.

Eastern Gulf Crude Access, Phase I Archaeological Survey for the Patoka to Trunkline Pipeline Project, Marion, Wayne, and Clay Counties, IL, 07/2014. Crew Chief. Led crews for a Phase I Archaeological survey in advance of pipeline in southern Illinois. Conducted pedestrian and subsurface testing while using iPad field recording data collection and maintenance.

BP Exploration & Production, Inc., Cat Island Archaeological Investigation, MS, Feb-May 2012. Assisted in a Phase I survey of Cat Island, Mississippi. Excavated shovel tests along the island's shoreline and delineated both previously and newly recorded sites. Role – Field Archaeologist

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NON-HDR EXPERIENCE

FEMA, DR-1955-UT, St. George, UT, 03/2011-04/2011. Historic Preservation Specialist. Acts as FEMA liaison for local SHPOs and THPOs. Oversee compliance of FEMA funded projects with the NHPA and Section 106. Act as leader for cultural resource survey and testing projects conducted by FEMA. Review reports submitted by hired consultants detailing the results of work conducted for the Section 106 process.

FEMA, DR-1907-ND, Bismarck, ND, 08/2010-12/2010. Historic Preservation Specialist. Acts as FEMA liaison for local SHPOs and THPOs. Oversee compliance of FEMA funded projects with the NHPA and Section 106. Act as leader for cultural resource survey and testing projects conducted by FEMA. Review reports submitted by hired consultants detailing the results of work conducted for the Section 106 process.

Kadmas, Lee & Jackson, Inc., Miscellaneous Projects, Bismarck, ND, 08/2008-08/2010. Crew Chief. Acted as leader for cultural resource survey and testing project field crews for oil and natural gas pipelines, oil well pads, access roads, wind farms, DOT projects, and community improvement projects. Provided recommendations to clients and lead agencies on cultural resource eligibility. Prepared, reviewed, and submitted reports to clients and lead agencies detailing the results of work conducted for the Section 106 process. Created maps for fieldwork and final reports using ArcGIS software.

Vasa Beakhead Recording Project/Archaeological field school run by East Carolina University, 2007. Student Archaeologist. Responsibilities included recording the structural elements of the beakhead are of the Swedish warship Vasa, both manually and digitally. Create a digital model of beakhead using software Rhino.

Ivanhoe Underwater Recording Project/Archaeological field school run by East Carolina University, 2007. Student Archaeologist. Responsibilities included mapping a 160-foot iron-hulled vessel using triangulation method. Created shoreline map using total station equipment.

Washington Park Vessel Underwater Recording Project/Archaeological field school run by East Carolina University, 2006. Student Archaeologist. Responsibilities included mapping a 60-foot wooden schooner using both baseline offset method and Site Recorder software. Created shoreline map using total station equipment.

Roanoke and Perquimans River – Phase I survey/East Carolina University, 2006. Student Archaeologist. Used sonar and magnetometer to survey the Roanoke and Perquimans Rivers. Received training on Hypack and SonarWiz software.

Continental Underwater Recording Project/Archaeological field school run by East Carolina University, 2007. Student Archaeologist. Responsibilities included mapping a 250-foot wooden bulk carrier using baseline offset method. Created shoreline map using total station equipment.

Master's Thesis

2011 *The Central Places of Albemarle Sound: Examining Transitional Maritime Economies through Archaeological Site Distribution*, Unpublished M.A. Thesis. Department of History, East Carolina University, Greenville, NC.



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Professional Reports

- 2010 *Fort Berthold Rural Water - New Town 1 Pipeline: A Class III Cultural Resource Inventory in Mountrail County, North Dakota.* Manuscript on file at the State Historical Society of North Dakota, Bismarck.
- 2010 *Watford City Fiber Optic Cable: A Class III Cultural Resource Inventory, McKenzie County, North Dakota.* Manuscript on file at the State Historical Society of North Dakota, Bismarck.
- 2010 *City of Mandan Cell Tower: A Class III Cultural Resource Inventory, Morton County, North Dakota.* Manuscript on file at the State Historical Society of North Dakota, Bismarck.
- 2009 *Highway 1804 HES-1-804(039)61; PCN 18023: A Class III Cultural Resource Inventory, Burleigh County, North Dakota.* Manuscript on file at the State Historical Society of North Dakota, Bismarck.
- 2009 *Fort Berthold Reservation Waterline: A Class III Cultural Resource Inventory, Dunn County, North Dakota.* Manuscript on file at the State Historical Society of North Dakota, Bismarck.
- 2008 *Two Shield Butte 2-28H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Tall Bear 4-85H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Skunk Creek 14-3-13H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Baker 44-25H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Charging Eagle 2-22H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Charging Eagle 13-22H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Charging Eagle 15-14H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Jay Sandstrom 34-31H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.*

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Manuscript on file at State Historical Society of North Dakota, Bismarck.

- 2008 *Two Shields Butte 14-33H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Two Shields Butte 16-8H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Two Shields Butte 16-12H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.
- 2008 *Walker 11-36H Well Pad and Access Road: A Class III Cultural Resource Inventory, Mountrail County, North Dakota.* Manuscript on file at State Historical Society of North Dakota, Bismarck.

Professional Presentations

- 2009 The Vasa Beakhead Recording Project. Paper presented at the Society for Historical Archaeology Annual Conference, Toronto, ON.
- 2008 Perquimans River Survey. Paper presented at the Perquimans County Restoration Association Annual Meeting, Hertford, NC.
- 2007 Students Teaching Students: East Carolina University's Maritime Studies Association Outreach Program. Paper presented at the California Maritime Education Conference, San Francisco, CA and the Maritime Heritage Conference, San Diego, CA.
- 2007 Perquimans River Survey. Paper presented at the North Carolina Maritime History Conference, Edenton, NC.



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Appendix D: FCC Form 620



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Brittney Harakal

From: Kurt Markegard
Sent: Wednesday, January 28, 2026 4:58 PM
To: Brittney Harakal; Civil Attorney
Cc: City Mayor; Kelly Strecker; Forrest Sanderson
Subject: FW: Section 106 New Filing Submitted- Email ID #11984036

Same notification.

Kurt

From: towernotifyinfo@fcc.gov <towernotifyinfo@fcc.gov>
Sent: Wednesday, January 14, 2026 1:46 PM
To: Laurel City Planner <cityplanner@laurel.mt.gov>
Subject: Section 106 New Filing Submitted- Email ID #11984036

The following new Section 106 filing has been submitted:

File Number: 0011867242
TCNS Number: 305527
Purpose: New Tower Submission Packet

Notification Date: 7AM EST 01/15/2026

Applicant: BNSF
Consultant: HDR
Positive Train Control Filing Subject to Expedited Treatment Under Program Comment: No
Site Name: BNSF Laurel MT
Site Address: BNSF Railroad R/W
Detailed Description of Project:
Site Coordinates: 45-40-55.6 N, 108-22-17.5 W
City: Laurel
County: YELLOWSTONE
State: MT
Lead SHPO/THPO: State Historic Preservation Office (Montana)

Consultant Contact Information:

Name: HDR
Title:
PO Box:
Address: 10450 Holmes Rd
City: Kansas City
State: MO
Zip: 64131
Phone: 816-412-1448
Fax:

Email: jennifer.schwaller@hdrinc.com

NOTICE OF FRAUDULENT USE OF SYSTEM, ABUSE OF PASSWORD AND RELATED MISUSE

Use of the Section 106 system is intended to facilitate consultation under Section 106 of the National Historic Preservation Act and may contain information that is confidential, privileged or otherwise protected from disclosure under applicable laws. Any person having access to Section 106 information shall use it only for its intended purpose. Appropriate action will be taken with respect to any misuse of the system.