

BRIDGER TOWN COUNCIL AGENDA
MEETING TIME IS TUESDAY JULY 7, 2026 AT 7:00 PM,
BRIDGER TOWN HALL, 108 S D STREET

Tuesday July 7, 2026

PLEDGE OF ALLEGIANCE:

CALL TO ORDER:

PUBLIC COMMENT:

COMMITTEE REPORTS:

- Area Parks & Recreation District Report
- Planning Board
- Historic Preservation Commission Board
- Carbon County Conservation District
- Beartooth RC & D

MDT SPEED STUDY COMMENTS:

RESOLUTION #300: Capped Employee Raise

RESOLUTION #301: Set Public Works Director position to 0.75 FTE

BRIDGER HISTORICAL SOCIETY REQUEST PERMISSION TO FIX STONE MONUMENT AND FLAGPOLE:

DISCUSSION / DECISION REGARDING THE OLD TOWN HALL:

- 201 S B St – old town hall/shop

CONSENT AGENDA:

- Approval of Minutes from Previous Meeting
 - June 2, 2026 Work Session
 - June 9, 2026 Regular Meeting
- Approve Claims
- Approve Payroll Summary

TOWN ATTORNEY: Ray Kuntz

TOWN JUDGE: Bert Kraft

LIBRARY DIRECTOR: Krystal Zentner

PUBLIC WORKS DIRECTOR: Randy Novakovich

POLICE REPORT: Jordan Webb

TOWN CLERK: Kirstin Sweet

MAYOR / TOWN COUNCIL:

- This is a time when the Mayor or the Council members can bring a concern before the council that is not otherwise listed on the agenda. No action can be taken at this time. If action is necessary, the item will be put on the next meeting agenda.

ADJOURN:

Conduct at Public Meetings

The public is invited to speak on any item under discussion by the Council, after recognition by the presiding officer.

The speaker should stand, and for the record, give his/her name and address, and, if applicable, the person, firm or organization he/she represents. Comments should be limited to three (3) minutes unless approval by the presiding officer, and citizens requesting to speak shall limit him or herself to matters of fact regarding the issue of concern.

Prepared statements are welcomed and should be given to the Clerk of the Council. Prepared statements that are also read, however, shall be deemed unduly repetitious. All prepared statements shall become part of the hearing record.

While the City Council is in session, those in attendance must preserve order and decorum. A member shall not delay or interrupt the proceedings or the peace of the Council, nor disturb any member while speaking or refuse to obey the orders of the Council or its presiding officer.

Any person making personal, impertinent or slanderous remarks or who shall become boisterous or disruptive during the Council meeting shall be forthwith barred from further presentation to the Council by the presiding officer, unless permission to continue be granted by the presiding officer or a majority vote of the Council.

The Bridger Town Council reserves the right to amend these rules of procedure as deemed necessary.

Kirstin Sweet

From: Kirkemo, Zach <zkirkemo@mt.gov>
Sent: Wednesday, February 4, 2026 8:25 AM
To: mayor@bridger-mt.com; clerk@bridger-mt.com
Subject: MDT speed zone study - US 310 Bridger
Attachments: 2024_C000004_023.0_RPT002.pdf

Flag Status: Flagged

Town of Bridger,

My name is Zach Kirkemo – I am the MDT Billings District Traffic Engineer.

At the request of Carbon County, MDT recently completed a speed zone study to review the speed limit on the section of US 310 including the area north of Bridger through the MT 72 intersection per Montana Code Annotated Section 61-8-309. The draft report is attached for review/comment. MDT's recommended speed limit layout is presented verbally on pages 8-9 of the PDF and graphically on page 10. The recommendation is also included herein for clarity:

- **A 60-mph speed limit beginning approximately 200-feet north of Milepost 24 and continuing north for an approximate distance of 1-mile, approximately 300-feet north of Milepost 25**
- **A 45-mph speed limit beginning approximately 300-feet north of Milepost 25 and continuing north for an approximate distance of 1,600-feet, approximately 250-feet north of Cemetery Road**
- **A 35-mph speed limit beginning approximately 250-feet north of Cemetery Road and continuing north for an approximate distance of 1,600-feet, approximately 100-feet south of East Carbon Avenue**
- **A 25-mph speed limit beginning approximately 100-feet south of East Carbon Avenue and continuing north for an approximate distance of 1,700-feet, approximately 200-feet south of West Yellowstone Avenue**
- **A 35-mph speed limit beginning approximately 200-feet south of West Yellowstone Avenue and continuing north for an approximate distance of 1,600-feet, approximately 600-feet south of Teesdale Lane**
- **A 45-mph speed limit beginning approximately 600-feet south of Teesdale Lane and continuing north for an approximate distance of 1,600-feet, approximately 250-feet north of Milepost 27**
- **A 60-mph speed limit beginning approximately 250-feet north of Milepost 27 and continuing north for an approximate distance of 1-mile, approximately 400-feet south of Milepost 28**

As noted in the report, MDT requests written comment from the Town within 60 days of receipt of this report. Note the Town may disagree with MDT's recommendation. If the Town disagrees with MDT's recommendation, please provide a recommended speed limit layout for further consideration.

Once MDT receives written comments from Carbon County and the Town of Bridger (MDT will request comment from Carbon County separately) we will take our report and community comments to the Montana Transportation Commission (MTC) for consideration. If MDT does not receive written comment within 120 days of receipt, MDT will assume concurrence and take our recommendation to the MTC.

MDT will inform the Town when the MTC will vote on this speed zone. More information regarding the MTC's meeting schedules and agenda can be found at the following website: <https://www.mdt.mt.gov/pubinvolve/trans-comm/>

Feel free to contact me with any questions.

Respectfully,



Zach Kirkemo
District Traffic Engineer
Billings District
424 Morey St
Billings, MT 59104
406-657-0240 | mdt.mt.gov

Billings District

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Montana Department of Transportation

PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Mike Taylor, P.E. – Billings District Administrator

From: Joe Zody, P.E. – Traffic Operations Engineer *JZ*

Date: January 2, 2026

Subject: Speed Limit Recommendation
US 310 / Main Street - Bridger

Please present the following report to the Town of Bridger and Carbon County for review and comment. Inform them that we would prefer to receive all comments in writing within the next 60 days. Comments not received within 120 days will be regarded as concurrence with the findings of this report. Their comments along with the Department's final recommendation will be presented to the Montana Transportation Commission for action.

Introduction

In February of 2024, Carbon County requested a speed study be performed on US 310 from the city limits of Bridger to the intersection with Montana 72. After reviewing the study area, we determined it was appropriate to extend the study from milepost 23 to milepost 28. This extension would encompass the speed limits within Bridger and past the intersection with MT 72, which allows us to modify the transitions around Bridger and collect data past the intersection with MT 72. Carbon County's main concern is the speed limit around the intersection with MT 72 as they have received citizen complaints stating the speed limit of 70-mph is too fast for this intersection and that there is a lot of development between the town limits of Bridger and this intersection. Carbon County did not voice a specific speed limit for this intersection but would like it reduced from the current posted 70-mph.

Site Characteristics

Within this speed study, US 310 is part of the National Highway System (N-4) and classified as a principal arterial. The typical sections for the majority of US 310 are primarily comprised of two 12-foot travel lanes (one in each direction) and an 8-foot shoulder width. Inside of Bridger, it appears at one point to have been a four-lane facility but has been restriped to have offset left turn lanes at each major intersection. On-street parking is also present through the majority of the town section and terminates where the roadway narrows down at the edge of town limits. There are no signalized intersection

for this roadway segment, however, there are overhead flashing yellow beacons with overhead pedestrian crossing signs at the intersection with Broadway Avenue. There are marked crosswalks at the intersections with Park, Broadway, Sunnyside and Carbon. There is a southbound right turn lane located at the intersection with MT 72 with no other dedicated turn lanes at this intersection. There is adequate sight distance both on and along the roadway as the alignment for the most part is flat and tangent with the route not considered geometrically constrained. Sight distance can be obstructed at times inside of Bridger with the prevalence of on-street parking. Centerline and shoulder rumble strips are present for the typical sections outside of Bridger. There are passing zones along this route, but the road and paint are in rough condition and it's hard to determine where the passing zones begin or end. The road north of Bridger is in much better condition and there are no passing restrictions for that section of roadway.

Average annual daily traffic (AADT) volumes in 2024 were about 2,102 vehicles just south of Montana 72 and 4,309 vehicles near Bridger. Peak AADT was observed in 2021 at 2,252 vehicles just south of MT 72 and 4,667 vehicles near Bridger. Traffic volumes have largely remained stagnant near the intersection with MT 72 and have increased near Bridger. For the site near Bridger, traffic volumes have increased year over year by 1.7% over the last ten years.

The roadside environment is a mix of rural and rural town environments. From the start of the study until the intersection with Jim Bridger Road, the roadside environment is rural with open agricultural land being the most predominate roadside development. There are several residential residences and a couple commercial developments along this section with Carbon County Meats and Kapor Lumber Products being notable developments. Additionally, MDT has a maintenance yard located just south of the intersection with MT 72. This section crosses the Clarks Fork of the Yellowstone River near the intersection with Ridgeway Road. The roadside environment inside of Bridger is of a rural town with a small section of a downtown rural town environment. From the intersection with Carbon to the intersection with Park Avenue, the adjacent development is primarily dense commercial. Outside of this section, the roadside is a mix of commercial and residential development until it abruptly becomes rural after the intersections with Jim Bridger and West Yellowstone Avenue. Generally, the towns total development is bisected by US 310 with an equal distribution of development on either side of the roadway. North of Bridger, the environment is mainly open agricultural land again with several residential residences adjacent to the roadway.

Speed Zone History

The speed zone around the area of Bridger and inside of Bridger was last reviewed in 2013. The Transportation Commission approved the following speed zone:

A 45-mph speed limit beginning approximately 100-feet south of Cemetery Road and continuing north approximately 100-feet south of Fairlane Avenue, an approximate distance of 1,350-feet

A 35-mph speed limit beginning approximately 100-feet south of Fairlane Avenue and continuing north approximately 450-feet south of West Carbon Avenue, an approximate distance of 850-feet

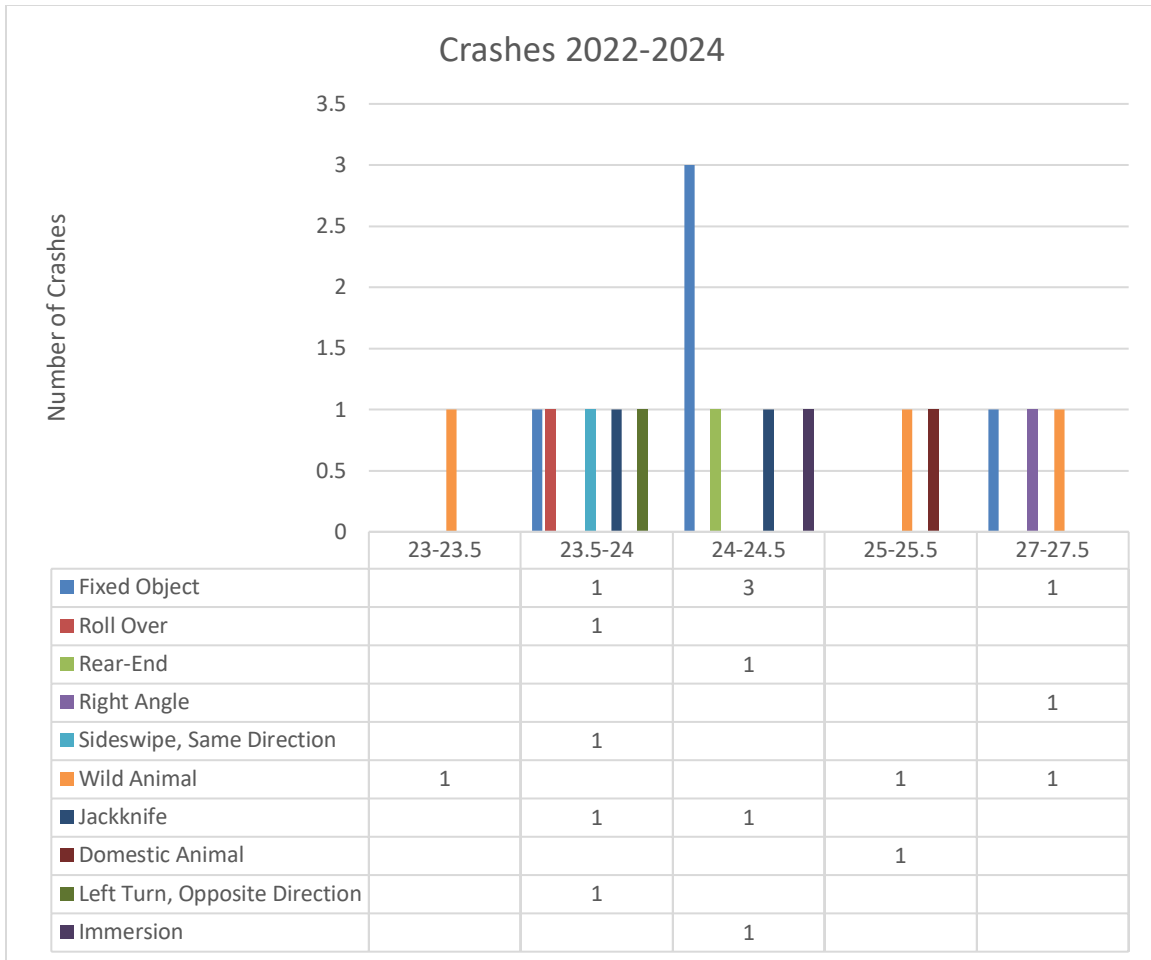
A 25-mph speed limit beginning approximately 450-feet south of West Carbon Avenue and continuing north approximately 200-feet south of West Yellowstone Avenue, an approximate distance of 2,200-feet

A 35-mph speed limit beginning approximately 150-feet south of West Yellowstone Avenue and continuing north approximately 550-feet north of West Yellowstone Avenue, an approximate distance of 800-feet

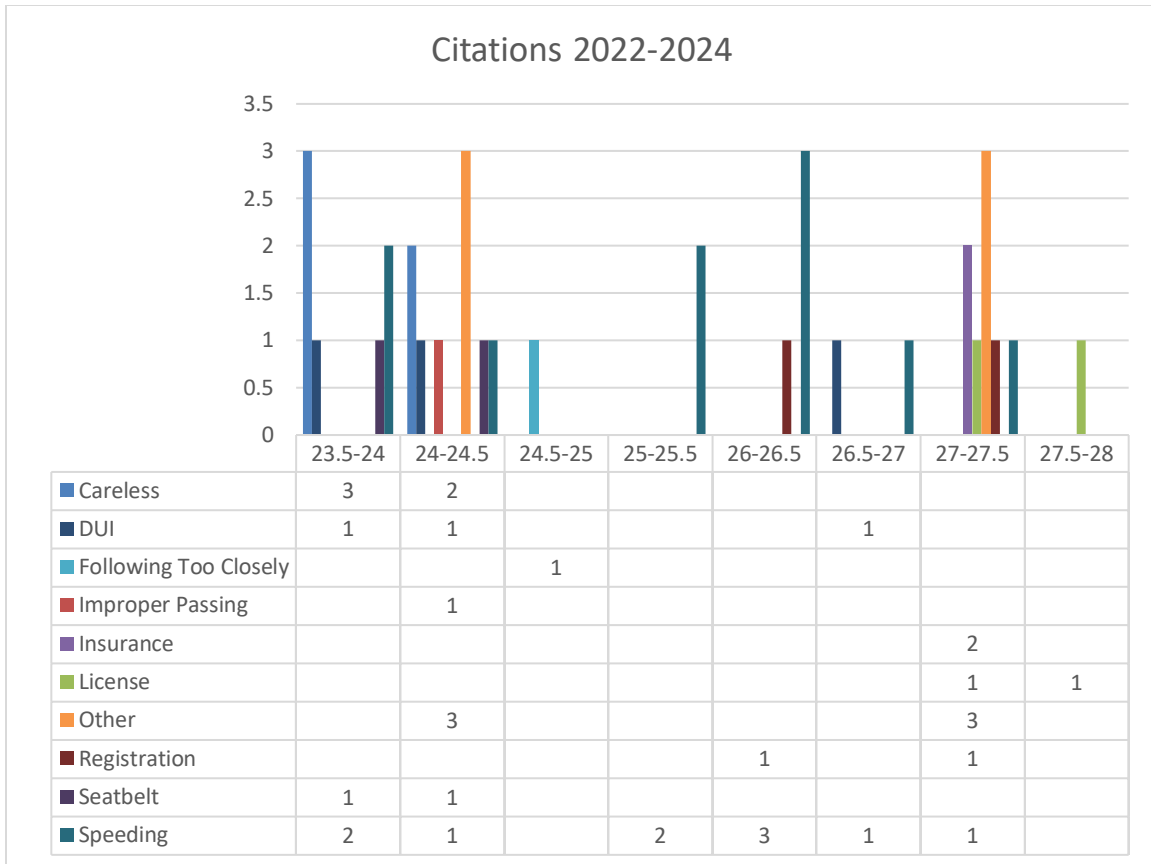
A 45-mph speed limit beginning approximately 550-feet north of West Yellowstone Avenue and continuing north approximately 900-feet south of Teesdale Lane, an approximate distance of 800-feet

Crash and Citation History

Crash history was reviewed for a three-year period from January 1, 2022 to December 31, 2024. A total of 17 crashes were reported along the study segment – 2 suspected serious injury, 1 suspected minor injury, 1 possible injury and 13 no apparent injury. The majority of crashes were located within two different clusters, with one cluster (5 crashes) being near the intersection with Ridgeway Road about half a mile south of the intersection with MT 72. The second cluster (5 crashes) is approximately at the intersection with MT 72. Fixed Object crashes were the most common (5) followed by Wild Animal crashes (3). Speed played a role in at least five of the crashes. Five of the crashes were involved at an intersection. 10 of the 17 crashes involved adverse road conditions (Wet, Snow, Ice).



During the same period, the Montana Highway Patrol issued 34 citations. 29 percent (10 of 34) of the citations involved speeding throughout the study segment. Speeding citations were distributed evenly throughout the study. Approximately 40 percent of the speeding citations were written in the 25-mph speed zone, 60 percent in the 70-mph speed zone. Speeding citations were primarily written for an average 15-mph over the speed limit.



Travel Speed Characteristics

Vehicular travel speeds were sampled directionally at fourteen locations for US 310 to develop a speed profile of the 85th percentile speeds, 50th percentile speeds, and the pace of the traffic stream from which to evaluate the speed limit configuration. Data was collected in late June 2024.

Location	50 th Percentile Speed	85 th Percentile Speed	Pace of Traffic Stream
700-ft North of Milepost 23 RP (0+0.13) – STA 1 70-mph Speed Zone	68-mph SB 68-mph NB	73-mph SB 74-mph NB	(64-mph – 74-mph) 67% (65-mph – 75-mph) 60%
450-ft North of Ridgeway Road RP (0+0.81) – STA 2 70-mph Speed Zone	66-mph SB 64-mph NB	71-mph SB 70-mph NB	(62-mph – 72-mph) 61% (61-mph – 71-mph) 53%
1,000-ft South of MT 72 RP (1+0.23) – STA 3 70-mph Speed Zone	65-mph SB 64-mph NB	71-mph SB 71-mph NB	(62-mph – 72-mph) 59% (61-mph – 71-mph) 48%

150-ft North of Mustang Lane RP (1+0.67) – STA 4 70-mph Speed Zone	59-mph SB 52-mph NB	67-mph SB 62-mph NB	(55-mph – 65-mph) 51% (47-mph – 57-mph) 45%
100-ft South of Cemetery Rd RP (2+0.26) – STA 5 70/45-mph Speed Transition	51-mph SB 47-mph NB	58-mph SB 53-mph NB	(45-mph – 55-mph) 62% (42-mph – 52-mph) 62%
100-ft South of Fairlane Avenue RP (2+0.39) – STA 6 45/35-mph Speed Transition	43-mph SB 40-mph NB	48-mph SB 45-mph NB	(38-mph – 48-mph) 67% (34-mph – 44-mph) 72%
500-ft South of Carbon Avenue RP (2+0.56) – STA 7 35/25-mph Speed Transition	32-mph SB 25-mph NB	36-mph SB 29-mph NB	(26-mph – 36-mph) 77% (19-mph – 29-mph) 86%
200-ft South of Yellowstone RP (2+0.95) – STA 8 25/35-mph Speed Transition	30-mph SB 33-mph NB	35-mph SB 38-mph NB	(25-mph – 35-mph) 67% (28-mph – 38-mph) 66%
200-ft North of Yellowstone RP (3+0.03) – STA 9 35-mph Speed Zone	34-mph SB 38-mph NB	40-mph SB 43-mph NB	(29-mph – 39-mph) 63% (32-mph – 42-mph) 65%
500-ft North of Yellowstone RP (3+0.11) – STA 10 35/45-mph Speed Transition	32-mph SB 39-mph NB	38-mph SB 44-mph NB	(27-mph – 37-mph) 70% (34-mph – 44-mph) 66%
100-ft South of Milepost 27 RP (3+0.48) – STA 12 70-mph Speed Zone	60-mph SB 62-mph NB	67-mph SB 69-mph NB	(55-mph – 65-mph) 53% (56-mph – 66-mph) 52%
2,700-ft South of Milepost 28 RP (4+0.10) – STA 13 70-mph Speed Zone	65-mph SB 68-mph NB	71-mph SB 72-mph NB	(60-mph – 70-mph) 58% (63-mph – 73-mph) 64%
400-ft South of Milepost 28 RP (4+0.55) – STA 14 70-mph Speed Zone	67-mph SB 69-mph NB	72-mph SB 73-mph NB	(62-mph – 72-mph) 68% (64-mph – 74-mph) 68%

Contextual Characteristics

Recently, the National Cooperative Highway Research Program (NCHRP) completed new research for setting appropriate speed limits on rural and urban streets. *NCHRP report 17-76: Development of a Posted Speed Limit Setting Procedure and Tool* considers contextual aspects of the roadway environment and how it influences operating speed and safety (crashes). The procedure of the tool uses fact-based decision rules that consider both driver speed choice and general safety associated with the roadway. This means the roadway classification, speed, AADT, and other contextual aspects are accounted for when determining an appropriate speed limit.

There are two different roadway environment segments for this study. The rural environment outside of Bridger and the rural town environment inside of Bridger.

For the rural town environment, which is approximately between Jim Bridger Road and West Yellowstone Avenue, this section does meet design standards. The access point density for this section is considered high at a rate of 67 access points per mile. There are known pedestrians in this area and school age children are known to utilize the various crosswalks inside of Bridger to get to school as all the schools are located on the west side of Bridger. There is sidewalk for the majority of the route and on-street parking is allowed for the majority of this section. There is not an elevated crash rate for this section. Considering vulnerable road users near the roadway, high access point density and on-street parking, we recommend utilizing the closest 50th percentile for determining an appropriate speed limit.

For the rural environment, which is approximately the entire study area outside of the developed parts of Bridger, the section does meet design standards. Travel lane width and shoulder width both exceed design minimums. There are two distinct sections within the rural environment, one to the south of Bridger and one to the north of Bridger. The section to the south has an elevated all crash rate but not an elevated injury crash rate. The section to the north does not have an elevated crash rate. Considering the MT 72 intersection, associated crash cluster with it, we recommend the use of the rounded down 85th percentile. For the section north of Bridger, we recommend the use of the 85th percentile.

Conclusions and Recommendations

A review of the spot speed samples shows that the prevailing speeds along US 310 for the most part match the set speed limits. The 85th percentile speeds and upper limits of the pace are for the most part within ± 5 -mph of the 70-mph speed zone. Within the 70-mph speed zone about 58% of drivers are all within 10-mph of each other. The lowest percentage within the pace occurs near the intersection with MT 72 as drivers appear to struggle with this transitional area. The percentage of drivers within the pace generally decreases as you progress near the transitional areas and increases inside of Bridger and also at the limits of the study area.

Although prevailing speeds indicated appropriately set speed limits, roadway context indicates these speeds are slightly elevated above what should be considered reasonable and prudent. Considering there are approximately three different roadway environments, each segment will have a corresponding breakdown of the recommendation.

For the first segment, utilizing the rounded down 85th percentile yields two recommendations. South of the intersection with MT 72, this yields a no-change to the existing speed limit of 70-mph. For the segment north of MT 72, this yields a recommendation of 60-mph. This 60-mph speed zone would act more as a transitional speed zone as it aligns with the speed data between Bridger and MT 72 which shows an average 85th percentile of 64.5-mph and average 50th percentile of 56-mph. The speed data shows that drivers are extending the transitional speed zone to the intersection with MT 72. This would agree with public concerns stating similar responses about driver behavior for this stretch of road. Creating a 60-mph speed zone for this section would

effectively bridge the gap between the outskirts of Bridger and the intersection with MT 72. The transitional speed zone scheme would be as follows: 25-35-45-60-70-mph. This leads to a total transitional speed zone length of 1.6-miles, an increase of 1.25-miles, the original transitional area was only 2,000-feet in total length.

For the segment inside of Bridger, speed data was not able to be taken due to the presence of on-street parking. However, speed data along the transition areas was taken. The speed data shows that drivers are currently transitioning inside of the developed parts of Bridger. The current transitional speed zones are far below the minimum speed zone length thresholds and the percentage within the pace drops for these sections as well. This indicates that the current speed zone transitions are not adequate and should be brought to guidance to help drivers transition to an appropriate speed before they reach town limits. We recommend the 25-mph speed zone be maintained at its current location as the changes to the transitional speed zones should help reduce the amount of users transitioning inside of Bridger and extending the 25-mph speed zone is not supported but the data or roadway context.

For the segment north of Bridger, we recommend a simplified transitional scheme that mirrors the southern transitional zone. This will create a mix of 10-mph and 15-mph increments between speed zones. As a result, the transition scheme would be as follows: 25-35-45-60-70-mph. This would be a total increase in the transition area length by 5,600-feet with the original length being only 1,300-feet total and also create a consistent transitional speed zone for the town of Bridger. After the transitional zone we recommend a continuation of the existing 70-mph speed zone. This aligns with the existing speed data which recommends a 70-mph speed zone with either the 85th percentile or rounded down 85th percentile.

Based upon these observations and *NCHRP report 17-76: Development of a Posted Speed Limit Setting Procedure and Tool* MDT recommends modifying the 25-mph speed zone. MDT also recommends adjusting the transitional speed zones to current guidance which includes the creation of several new transitional speed zones. Citation data indicates law enforcement is present and targeting those motorists traveling outside the norm.

We recommend the following speed limits:

A 60-mph speed limit beginning approximately 200-feet north of Milepost 24 (straight-line station 152+00) and continuing north for an approximate distance of 1-mile, approximately 300-feet north of Milepost 25 (straight-line station 207+00)

A 45-mph speed limit beginning approximately 300-feet north of Milepost 25 (straight-line station 207+00) and continuing north for an approximate distance of 1,600-feet, approximately 250-feet north of Cemetery Road (straight-line station 223+00)

A 35-mph speed limit beginning approximately 250-feet north of Cemetery Road (straight-line station 223+00) and continuing north for an approximate distance of 1,600-feet, approximately 100-feet south of East Carbon Avenue (straight-line station 239+00)

A 25-mph speed limit beginning approximately 100-feet south of East Carbon Avenue (straight-line station 239+00) and continuing north for an approximate distance of 1,700-feet, approximately 200-feet south of West Yellowstone Avenue (straight-line station 256+00)

A 35-mph speed limit beginning approximately 200-feet south of West Yellowstone Avenue (straight-line station 256+00) and continuing north for an approximate distance of 1,600-feet, approximately 600-feet south of Teesdale Lane (straight-line station 272+00)

A 45-mph speed limit beginning approximately 600-feet south of Teesdale Lane (straight-line station 272+00) and continuing north for an approximate distance of 1,600-feet, approximately 250-feet north of Milepost 27 (straight-line station 288+00)

A 60-mph speed limit beginning approximately 250-feet north of Milepost 27 (straight-line station 288+00) and continuing north for an approximate distance of 1-mile, approximately 400-feet south of Milepost 28 (straight-line station 340+00)

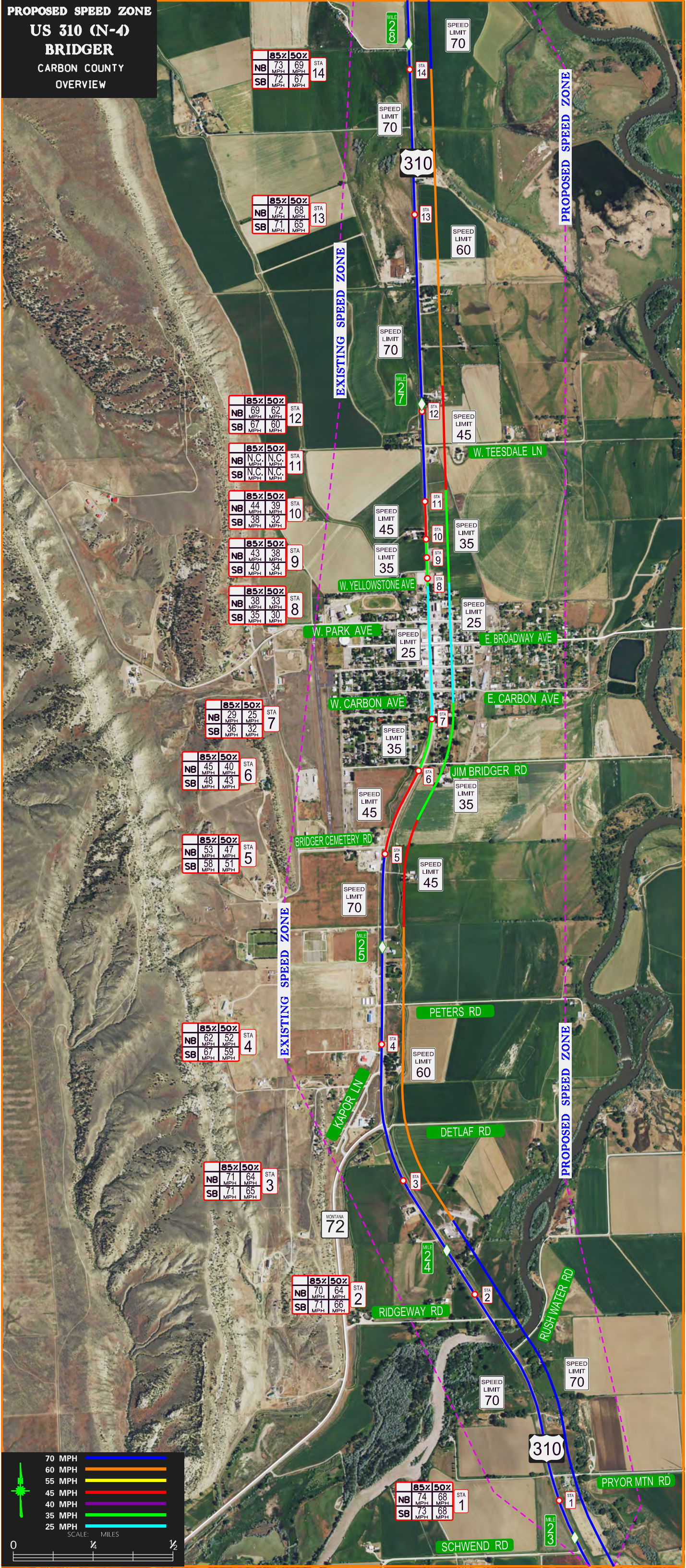
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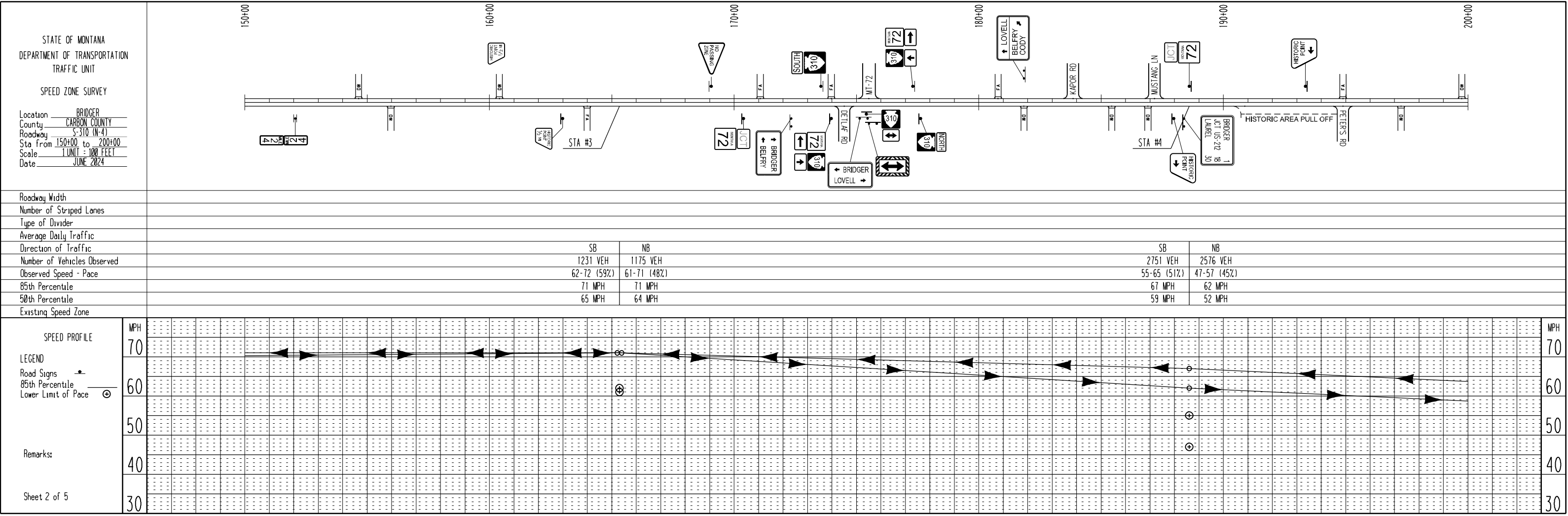
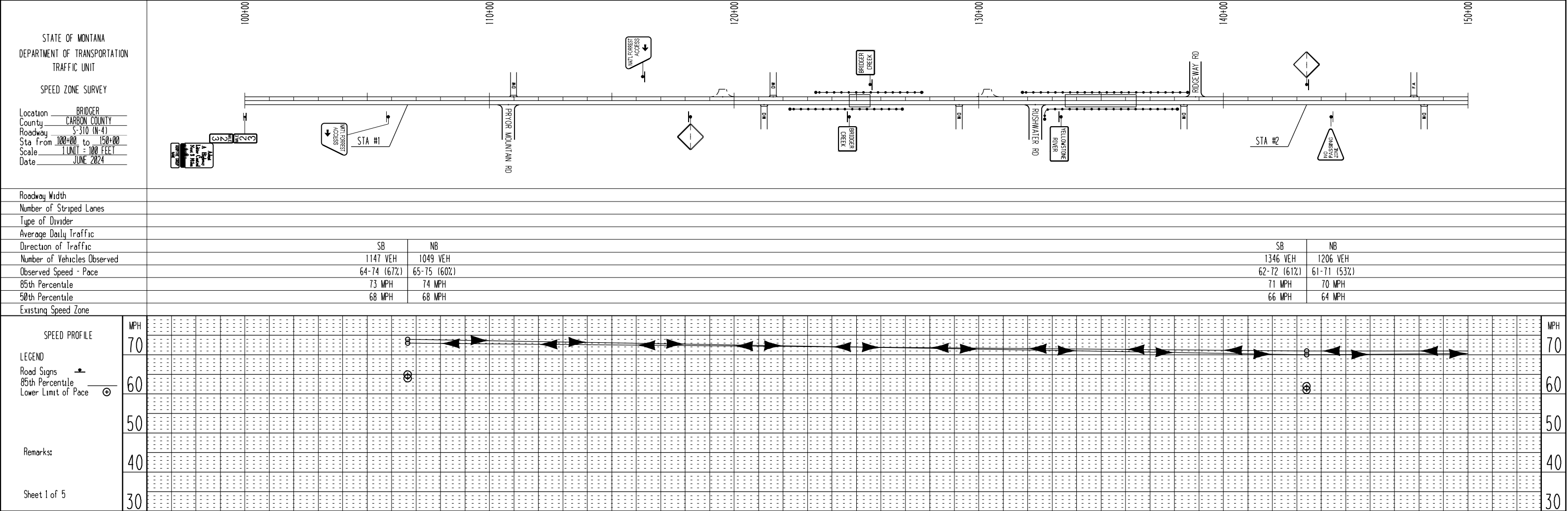
Gabe B. Priebe, P.E. – Traffic & Safety Engineer
Zach Kirkemo, P.E. – Billings District Traffic Engineer
Brenden Borges, P.E. – Investigations Lead Worker

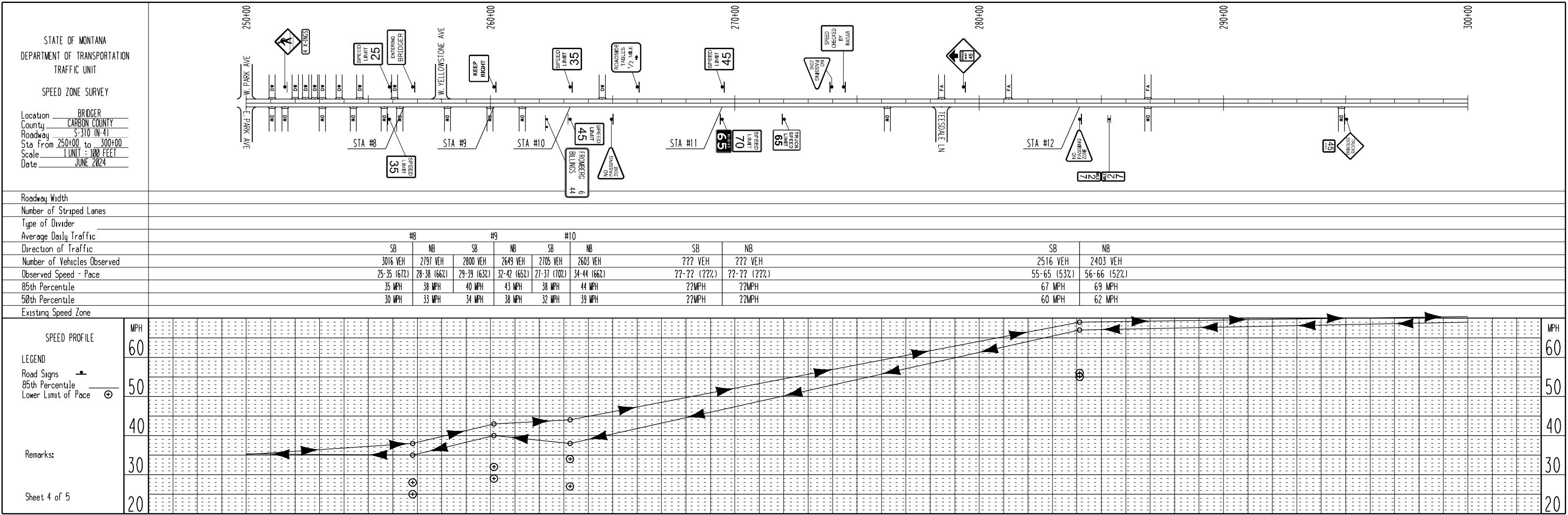
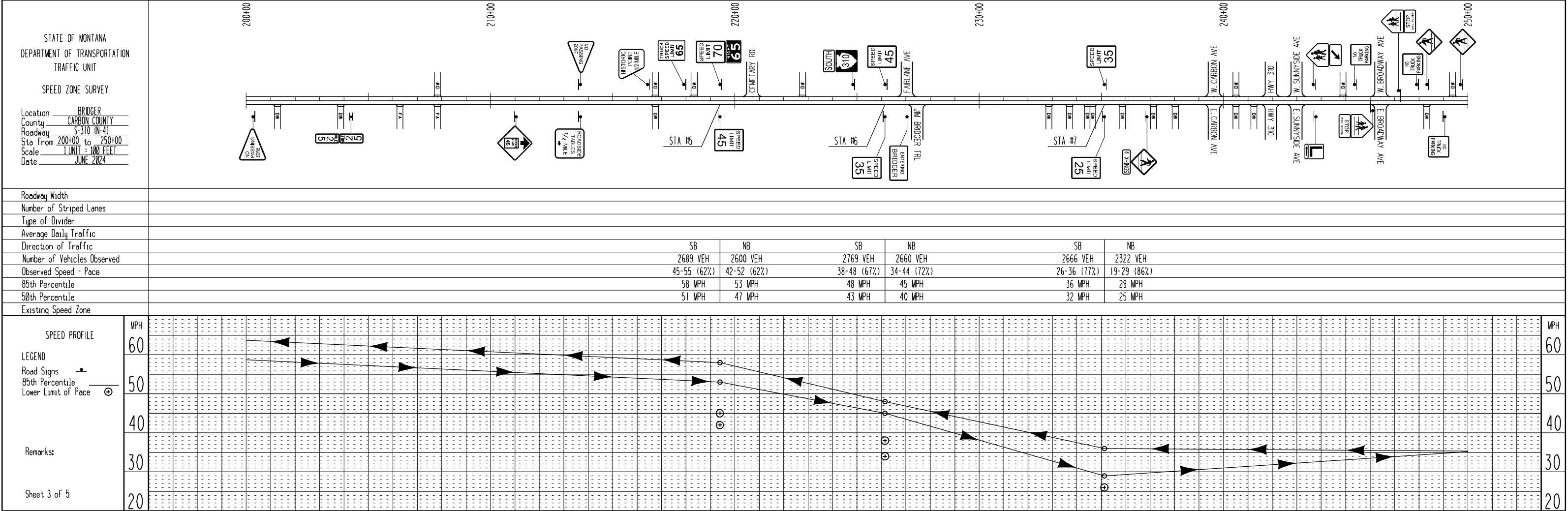
attachments:

[2024_C000004_023.0_SLD001.pdf](#)
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[2024_C000004_023.0_SLD003.pdf](#)
[2024_C000004_023.0_MAPOV1.pdf](#)

PROPOSED SPEED ZONE
US 310 (N-4)
BRIDGER
CARBON COUNTY
OVERVIEW



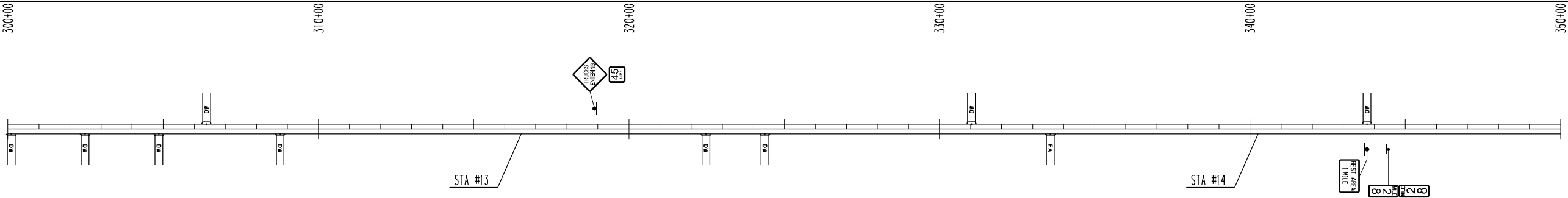




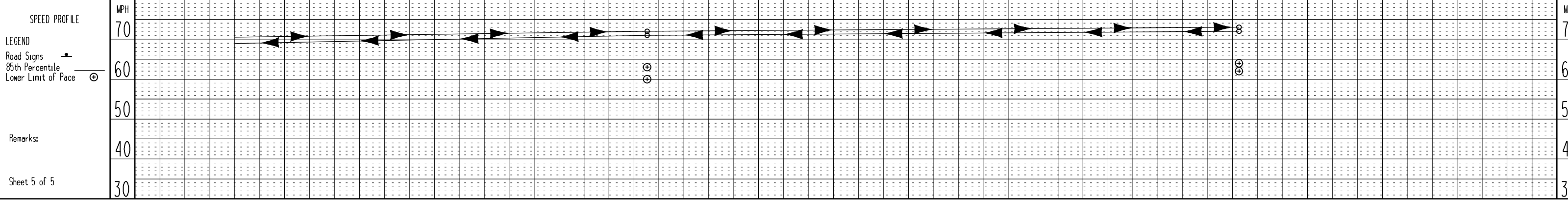
STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION
TRAFFIC UNIT

SPEED ZONE SURVEY

Location BRIDGER
County CARBON COUNTY
Roadway S-310 (N-4)
Sta from 300+00 to 350+00
Scale 1 UNIT = 100 FEET
Date JUNE 2024



Roadway Width				
Number of Striped Lanes				
Type of Divider				
Average Daily Traffic				
Direction of Traffic	SB		NB	
Number of Vehicles Observed	2359 VEH		2334 VEH	
Observed Speed - Pace	60-70 (58%)		63-73 (64%)	
85th Percentile	71 MPH		72 MPH	
50th Percentile	65 MPH		68 MPH	
Existing Speed Zone				



RESOLUTION NO. 300

A RESOLUTION TO INCREASE THE CAPPED EMPLOYEE WAGES FOR FISCAL YEAR 2026-2027

WHEREAS, the Town Council of the Town of Bridger, Montana, has decided that certain employees who, under Resolution #287 and #290 are subject to discretion of the Town Council for any pay increase, should have an increase in pay annually;

WHEREAS, Dale Bemis, Laura Gary, Randy Novakovich, Kirstin Sweet and Krystal Zentner are all considered “capped” under Resolution #287 and #290;

WHEREAS, the Town of Bridger desires to authorize a wage increase of _____% of current pay rate;

WHEREAS, the Town of Bridger desires to make this pay increase effective for the next pay day which occurs on July 16, 2026.

NOW THEREFORE BE IT RESOLVED, by the Town Council of the Town of Bridger, Montana that above listed employees will have the pay increase as listed above added to their current wage starting July 7, 2023.

DULY passed and adopted at the Regular Meeting of the Bridger Town Council this 7th day of July 2026. This Resolution shall become effective immediately upon passage.

Clifford Shultz, Mayor

ATTEST:

Kirstin Sweet, Town Clerk / Treasurer

Western Information Office

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News Release Information

26-887-SAN
Wednesday, June 10, 2026

Contacts

Technical information:

(415) 625-2270
BLInfoSF@bls.gov
www.bls.gov/regions/west

Media contact:

(415) 625-2270

Related Links

[CPI historical databases](#)

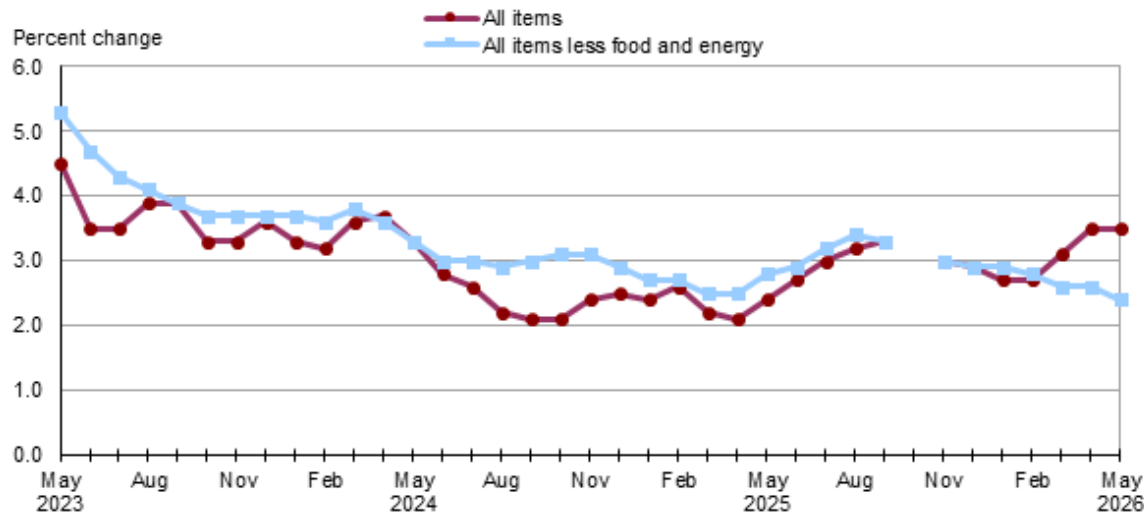
Consumer Price Index, West Region — May 2026

Area prices were up 0.4 percent over the past month, up 3.5 percent from a year ago

The Consumer Price Index for All Urban Consumers (CPI-U) in the West region advanced 0.4 percent in May, the U.S. Bureau of Labor Statistics (BLS) reported today. The all items less food and energy index increased 0.2 percent. The food index rose 0.1 percent, and the energy index increased 3.5 percent. (Data in this report are not seasonally adjusted. Accordingly, month-to-month changes may reflect seasonal influences.)

The West all items CPI-U increased 3.5 percent for the 12 months ending in May. The index for all items less food and energy advanced 2.4 percent over the year. Food prices rose 2.9 percent. Energy prices advanced 19.9 percent.

Chart 1. Over-the-year percent change in CPI-U, West region, May 2023–May 2026



Note: The October 2025 data values are not available due to the 2025 lapse in appropriations.
Source: U.S. Bureau of Labor Statistics.

[View Chart Data](#)

Food

Food prices increased 0.1 percent for the month of May. Prices for food at home (grocery store purchases) increased 0.1 percent, with higher prices in 4 of the 6 major grocery store food groups. Prices for food away from home (restaurant, cafeteria, and vending purchases) rose 0.2 percent for the same period.

Food prices rose 2.9 percent over the year. Prices for food at home advanced 2.5 percent, with higher prices in 4 of the 6 major grocery store food groups. Prices for food away from home rose 3.3 percent.

The energy index advanced 3.5 percent over the month. Gasoline prices increased 4.7 percent. Prices for natural gas service rose 4.2 percent, and prices for electricity rose 1.6 percent for the same period.

Energy prices advanced 19.9 percent over the year. Gasoline prices increased 32.3 percent. Prices for electricity increased 3.6 percent, while prices for natural gas service fell 1.9 percent during the past year.

The index for all items less food and energy rose 0.2 percent in May. Among the index's components, prices were higher for education and communication (+0.7 percent) and shelter (+0.2 percent). In contrast, prices were lower for apparel (-1.2 percent) and household furnishings and operations (-0.7 percent).

The index for all items less food and energy advanced 2.4 percent over the year. Components contributing to the increase included shelter (+2.7 percent) and medical care (+2.5 percent). In contrast, prices were lower for used cars and trucks (-1.7 percent) and education and communication (-0.3 percent).

Month	2022		2023		2024		2025		2026	
	1-month	12-month	1-month	12-month	1-month	12-month	1-month	12-month	1-month	12-month
January	0.9	7.7	0.9	6.3	0.7	3.3	0.6	2.4	0.4	2.7
February	0.8	8.1	0.5	6.0	0.4	3.2	0.6	2.6	0.5	2.7
March	1.3	8.7	0.5	5.1	0.9	3.6	0.5	2.2	0.9	3.1
April	0.7	8.3	0.5	4.9	0.6	3.7	0.5	2.1	0.8	3.5
May	0.8	8.3	0.4	4.5	0.1	3.3	0.3	2.4	0.4	3.5
June	1.2	8.8	0.3	3.5	-0.2	2.8	0.1	2.7		
July	0.1	8.3	0.1	3.5	-0.1	2.6	0.2	3.0		
August	0.0	8.1	0.4	3.9	0.1	2.2	0.3	3.2		
September	0.3	8.3	0.4	3.9	0.2	2.1	0.3	3.3		
October	0.7	8.1	0.1	3.3	0.1	2.1	-	-		
November	-0.4	7.1	-0.4	3.3	-0.1	2.4	-	3.0		
December	-0.4	6.2	-0.1	3.6	0.0	2.5	-0.2	2.9		
Note: The October 2025 data values are not available due to the 2025 lapse in appropriations										

Technical Note

The [Consumer Price Index](#) (CPI) is a measure of the average change in prices over time in a fixed market basket of goods and services. The Consumer Price Index for the West Region is published monthly. The set of components and sub-aggregates published for regional and metropolitan indexes is more limited than at the U.S. city average level; these indexes are byproducts of the national CPI program.

The **West region** covered in this release is comprised of the following thirteen states: Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

Refer to the national [CPI news release technical note](#) or the [Handbook of Methods](#) for more information.

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Expenditure category	Indexes				Percent change from -		
	Historical data	Mar. 2026	Apr. 2026	May 2026	May 2025	Mar. 2026	Apr. 2026
All items		350.226	353.161	354.478	3.5	1.2	0.4
All items (December 1977 = 100)		566.120	570.865	572.994			
Food and beverages		360.776	362.379	362.827	2.9	0.6	0.1
Food		363.811	365.632	365.990	2.9	0.6	0.1
Food at home		335.986	338.236	338.413	2.5	0.7	0.1
Cereals and bakery products		346.823	339.605	347.220	1.5	0.1	2.2
Meats, poultry, fish, and eggs		363.454	370.969	365.085	-0.2	0.4	-1.6
Dairy and related products		277.659	279.075	279.867	-2.7	0.8	0.3
Fruits and vegetables		427.888	443.426	444.297	9.3	3.8	0.2
Nonalcoholic beverages and beverage materials		238.898	240.171	244.188	4.6	2.2	1.7
Footnotes (1) Indexes on a December 1982=100 base. (2) Indexes on a December 1997=100 base. (3) Special index based on a substantially smaller sample. (4) Indexes on a December 1993=100 base. (5) Indexes on a December 2024=100 base.							
- Data not available. Note: Index applies to a month as a whole, not to any specific date.							

Expenditure category	Indexes				Percent change from -		
	Historical data	Mar. 2026	Apr. 2026	May 2026	May 2025	Mar. 2026	Apr. 2026
Other food at home		295.434	292.816	291.593	1.9	-1.3	-0.4
Food away from home		403.461	404.458	405.131	3.3	0.4	0.2
Alcoholic beverages		314.620	313.033	314.796	2.4	0.1	0.6
Housing		391.880	393.876	394.768	2.6	0.7	0.2
Shelter		452.320	454.585	455.541	2.7	0.7	0.2
Rent of primary residence		480.018	481.196	481.944	2.2	0.4	0.2
Owners' equivalent rent of residences ⁽¹⁾		476.319	478.084	478.773	2.6	0.5	0.1
Owners' equivalent rent of primary residence ⁽¹⁾		476.131	477.896	478.582	2.6	0.5	0.1
Fuels and utilities		439.631	445.370	451.696	3.3	2.7	1.4
Household energy		375.961	382.881	390.990	2.6	4.0	2.1
Energy services		378.754	385.727	393.862	2.4	4.0	2.1
Electricity		425.255	435.090	441.907	3.6	3.9	1.6
Utility (piped) gas service		287.242	287.381	299.494	-1.9	4.3	4.2
Household furnishings and operations		163.804	163.588	162.401	1.5	-0.9	-0.7
Apparel		132.611	132.640	131.074	4.1	-1.2	-1.2
Transportation		298.422	307.403	312.304	8.4	4.7	1.6
Private transportation		297.351	305.595	309.211	7.4	4.0	1.2
New and used motor vehicles ⁽²⁾		122.432	122.899	123.395	-0.8	0.8	0.4
New vehicles		176.514	176.633	176.627	0.1	0.1	0.0
New cars ⁽³⁾		176.934	176.760	177.357	1.2	0.2	0.3
Used cars and trucks		170.874	172.716	175.120	-1.7	2.5	1.4
Motor fuel		395.346	435.462	454.436	33.1	14.9	4.4
Gasoline (all types)		391.961	430.020	450.208	32.3	14.9	4.7
Gasoline, unleaded regular ⁽³⁾		387.455	425.594	445.942	32.9	15.1	4.8
Gasoline, unleaded midgrade ⁽³⁾ (4)		374.309	409.869	428.482	31.1	14.5	4.5
Gasoline, unleaded premium ⁽³⁾		385.474	420.914	439.407	30.1	14.0	4.4
Medical care		654.237	652.434	650.257	2.5	-0.6	-0.3
Medical care commodities		474.400	470.054	464.410	-3.5	-2.1	-1.2
Medical care services		709.395	708.356	707.221	3.8	-0.3	-0.2
Professional services		450.247	450.238	449.860	4.5	-0.1	-0.1
Recreation ⁽²⁾		137.371	137.606	137.605	2.6	0.2	0.0
Education and communication ⁽²⁾		143.370	142.950	143.935	-0.3	0.4	0.7
Tuition, other school fees, and child care ⁽⁵⁾		103.806	103.864	103.883	3.2	0.1	0.0
Other goods and services		589.309	602.557	601.143	4.6	2.0	-0.2
Footnotes							
(1) Indexes on a December 1982=100 base.							
(2) Indexes on a December 1997=100 base.							
(3) Special index based on a substantially smaller sample.							
(4) Indexes on a December 1993=100 base.							
(5) Indexes on a December 2024=100 base.							
- Data not available.							
Note: Index applies to a month as a whole, not to any specific date.							

Special aggregate index	Indexes				Percent change from -		
	Historical data	Mar. 2026	Apr. 2026	May 2026	May 2025	Mar. 2026	Apr. 2026
All items less shelter		309.828	313.037	314.501	4.1	1.5	0.5
Commodities		236.604	239.923	241.033	4.5	1.9	0.5
Commodities less food		183.907	187.493	188.769	5.5	2.6	0.7
Commodities less food & beverages		178.953	182.607	183.858	5.6	2.7	0.7
Durables		121.899	122.164	122.234	-0.9	0.3	0.1
Nondurables		304.616	310.386	312.334	6.9	2.5	0.6
Nondurables less food & beverages		248.538	257.942	261.201	12.3	5.1	1.3
Nondurables less food		253.808	262.670	265.868	11.6	4.8	1.2
Services		456.279	458.685	460.169	3.0	0.9	0.3
Services less rent of shelter ⁽¹⁾		474.817	477.475	479.734	3.5	1.0	0.5
Services less medical care services		438.438	441.081	442.743	2.9	1.0	0.4
Footnotes (1) Indexes on a December 1982=100 base.							
- Data not available. NOTE: Index applies to a month as a whole, not to any specific date.							

Last Modified Date: Wednesday, June 10, 2026

U.S. BUREAU OF LABOR STATISTICS Western Information Office Attn: EA & I, 90 Seventh Street Suite 14-100 San Francisco, CA 94103-6715
[Telephone: 415-625-2270](tel:415-625-2270) www.bls.gov/regions/west [Contact Western Region](#)

RESOLUTION NO. 301

A RESOLUTION TO CHANGE THE PUBLIC WORKS DIRECTOR POSITION HELD BY RANDY NOVAKOVICH, TO A 0.75 FULL TIME EQUIVALENCY (FTE)

WHEREAS, the Public Works Director position is currently held by Randy Novakovich;

WHEREAS, the Public Works Director position has historically been a full-time position, 40 hours per week;

WHEREAS, the Town wishes to employ Randy Novakovich in the full-time Public Works Director position in a 0.75 FTE capacity;

WHEREAS, the Town of Bridger desires to make this FTE change effective as of July 1, 2026.

NOW THEREFORE BE IT RESOLVED, by the Town Council of the Town of Bridger, Montana that the Town of Bridger will employ in the full-time Public Works Director position, Randy Novakovich as a 0.75 full time equivalency.

DULY passed and adopted at the Regular Meeting of the Bridger Town Council this 7th day of July 2026. This Resolution shall become effective immediately upon passage.

Clifford Shultz, Mayor

ATTEST:

Kirstin Sweet, Town Clerk / Treasurer

**BRIDGER TOWN COUNCIL MINUTES FOR A WORK SESSION
HELD ON JUNE 2, 2026**

The June 2, 2026 work session of the Bridger Town Council was held at 108 South D Street in Bridger. The Pledge of Allegiance was recited, and the meeting was brought to order by Mayor Cliff Shultz at 7:00 pm. Council members present were Ryan Carson, Angela Kallevig, Mark DeRudder and Tyler Anthony. Others present were Scott Griswold, Mark Huller, John Jordan, Steven and Sarah Fendler, Dillon Thomas, Rusty Gourlay, Attorney Ray Kuntz and Clerk Kirstin Sweet.

Public comment was first on the agenda. No public comment was offered.

Discussion was had regarding the assets of the fire department, use of the current fire hall owned by the Town, drafting of an MOU to outline the timetable and details of the asset transfers and a resolution to officially end Bridger Fire Department.

There being no further business Councilman DeRudder motioned to adjourn. The motion was seconded by Councilwoman Kallevig. The motion carried with the votes as follows: Councilman Carson – aye, Councilwoman Kallevig – aye, Councilman DeRudder and Councilman Anthony – aye. Meeting adjourned at 7:20pm.

Cliff Shultz, Mayor

ATTEST:

Kirstin Sweet, Town Clerk

**BRIDGER TOWN COUNCIL MINUTES FOR A REGULAR MEETING
HELD ON JUNE 9, 2026**

The June 9, 2026, meeting of the Bridger Town Council was held at 108 South D Street in Bridger. The Pledge of Allegiance was recited, and the meeting was called to order at 7:00 pm by Mayor Shultz. Other council members present were Ryan Carson, Angela Kallevig, Mark DeRudder and Tyler Anthony. Others present were Scott Griswold, Greg Srock, Courtney Long, Sgt. Erik Olson, Attorney Ray Kuntz, Chief of Police Jordan Webb, Public Works Director Randy Novakovich and Clerk Kirstin Sweet.

The next item on the agenda was public comment. None was offered.

Correspondence was next on the agenda. There was no correspondence.

Next on the agenda was the committee reports. No committee reports were offered

The appointment of Jordan Webb as Chief of Police was next on the agenda. A motion to approve the hiring of Jordan Webb was made by Councilman Anthony, seconded by Councilwoman Kallevig. The motion carried with the votes as follows: Councilman Carson – aye, Councilwoman Kallevig– aye, Councilman DeRudder – aye and Councilman Anthony – aye.

The Memorandum of understanding (MOU) for annexation of the Town of Bridger into the Clarks Fork Rural Fire District #2. Attorney Kuntz summarized the MOU for the council. Rural Bord president was present and said the board was satisfied with the MOU. A motion to approve the MOU was made by Councilman DeRudder, seconded by Councilman Carson. The motion carried with the votes as follows: Councilman Carson – aye, Councilwoman Kallevig– aye, Councilman DeRudder – aye and Councilman Anthony – aye.

The Growth Policy created by Great West Engineering was next on the agenda. The council packet included the second draft of the policy Courtney Long was present and discussed the policy changes since the first draft. She also discussed with the council the timeline for County Planning Board approval and public hearing. A motion to move ahead with the County planning board public hearing process was made by Councilwoman Kallevig, seconded by Councilman DeRudder. The motion carried with the votes as follows: Councilman Carson – aye, Councilwoman Kallevig– aye, Councilman DeRudder – aye and Councilman Anthony – aye.

The next agenda item was discussion / decision regarding the old town hall. Clerk Sweet and PWD Novakovich reported that the engineer assessment done through Beartooth RC&D was completed but we do not have the report back yet.

The consent agenda was next on the agenda. A motion to approve the consent agenda was made by Councilwoman Kallevig and seconded by Councilman Anthony. The motion carried with the votes as follows: Councilman Carson – aye, Councilwoman Kallevig– aye, Councilman DeRudder – aye and Councilman Anthony – aye. Minutes included were May 5, 2026 regular meeting. Claim checks #35826 to #35866. Electronic checks #-97862 to #-97854 for May. Payroll electronic checks #-84332 to #-84296 for May.

Attorney Kuntz updated the council on items he is working on.

Judge Kraft was not present but left his stats for May.

Library Director Zentner was not present.

Public Works Director Novakovich updated the council regarding projects he is working on.

Chief Webb presented his stats for the month of May and updated the council on how his first month is going.

Clerk Sweet discussed the possibility of electronic devices for the council to use to view the council packet information.

Mayor and Town Council: Nothing

There being no further business Councilwoman Kallevig motioned to adjourn. The motion was seconded by Councilman DeRudder. The motion carried with the votes as follows: Councilman Carson – aye, Councilwoman Cullum – aye, and Councilman Asbury – aye. The meeting was adjourned at 7:47 pm.

Attest:

Cliff Shultz Mayor

Kirstin Sweet, Town Clerk

DRAFT

07/06/26
14:46:51

TOWN OF BRIDGER
Payroll Summary For Payrolls from 06/01/26 to 06/30/26

Page: 1 of 2
Report ID: P130

Total for Payroll Checks

	Employee	Employer	Amount
	-----	-----	-----
COMA HOURS (Comp Time Accumulated)	9.00		
COMP HOURS (Comp Time Used)	99.63		2,859.85
HOL HOURS (Holiday Pay)	53.20		1,175.43
OVER HOURS (Overtime)	2.50		56.25
REG HOURS (Regular Time)	1,720.25		40,131.32
SICK HOURS (Sick Time)	52.87		1,274.22
TRMC HOURS (Termination Comp Pay)	80.00		2,563.20
TRMS HOURS (Termination Sick Pay)	393.88		12,619.92
TRMV HOURS (Termination Vacation Pay)	288.00		9,227.52
VACA HOURS (Vacation Time Used)	117.47		3,284.41
VOLN HOURS (Volunteer Fireman)	32.00		4,800.00
 GROSS PAY	73,192.12	0.00	
NET PAY	53,032.49	0.00	
NET PAY (CHECKS)	1,296.83		
NET PAY (DIRECT DEPOSIT)	51,735.66		
DENTAL	0.00	405.00	
FIT	6,521.95	0.00	
GROUP HEALTH	470.00	11,492.00	
LIFE INSURANCE	0.00	18.90	
MEDICARE	1,061.28	1,061.28	
P.E.R.S.	5,303.34	6,088.75	
SIT	2,265.11	0.00	
SOCIAL SECURITY	4,537.95	4,537.95	
UNEMPL. INSUR.	0.00	322.06	
VISION HEALTH	0.00	92.00	
WORKERS' COMP	0.00	2,248.14	
ALTANA FED CRED	6,543.31	0.00	
BANK OF BRIDGER	14,126.36	0.00	
FIRST INTERSTAT	3,334.92	0.00	
SEGFCU	1,910.76	0.00	
STOCKMAN BANK	2,789.78	0.00	
VALLEY CREDIT	207.79	0.00	
WELLS FARGO BAN	4,903.29	0.00	
WESTERN SECURIT	17,919.45	0.00	
FIT/SIT BASE	67,888.78	0.00	
MEDICARE BASE	73,192.12	0.00	
PERS BASE	67,130.76	0.00	
SOC SEC BASE	73,192.12	0.00	
UN BASE	71,567.12	0.00	
WC BASE	77,973.37	0.00	

Total 26,266.08
Total Payroll Expense (Gross Pay + Employer Contributions): 99,458.20
*** PAYROLL REGISTER + VOLUNTEER PAYROLL REGISTER = PAYROLL SUMMARY ***
Total Discounts: 0.04
Total Payroll Expense (Less Discounts): 99,458.16

Check Summary

07/06/26
14:46:51

TOWN OF BRIDGER
Payroll Summary For Payrolls from 06/01/26 to 06/30/26

Page: 2 of 2
Report ID: P130

Payroll Checks Prev. Out.	\$0.00
Payroll Checks Issued	\$1,296.83
Payroll Checks Redeemed	\$0.00
Payroll Checks Outstanding	\$1,296.83
Electronic Checks	\$101,878.26

Deductions Accrued		Carried Forward From Previous Month	Deduction Checks Issued	Difference	Liab Account

Social Security	9,075.90		9,075.90		212000
Medicare	2,122.56		2,122.56		212001
P.E.R.S.	11,392.09		11,432.09	-40.00	212203
Unempl. Insur.	322.06	358.55	680.57	0.04	212202
Workers' Comp	2,248.14	2,292.22	4,540.32	0.04	212201
FIT	6,521.95		6,521.95		212002
SIT	2,265.11		2,265.11		212200
DENTAL	405.00		439.00	-34.00	212502
LIFE INSURANCE	18.90		18.90		212502
VISION HEALTH	92.00		100.20	-8.20	212502
CE GARNISHMENT	0.00				203100
GROUP HEALTH	11,962.00		12,946.00	-984.00	212502
Total Ded.	46,425.71	2,650.77	50,142.60	-1,066.12	

**** Carried Forward column only correct if report run for current period.

Checks: 35867 to 35872

Electronic Checks: -84295 to -84236

End of Period Disbursement Detail

Bank Account: Bank of Bridger - 110582

From 06/30/2026 to 06/30/2026

Total Only

Check Number: None

Date	Description	Case Number	Payer	Citation No.	Amount
Account 200-177 - Criminal Conviction Surcharge 7467 MCA 3-1-318					
Account 200-177 Total:					\$20.00
Account 200-210 - Fines / Forfeitures - 1000 & 7451 (50/50 Split)					
Account 200-210 Total:					\$2,752.44
Bank Reconciliation Journal Entry: Interest on 5/29/2026					
Account 200-250 - Misdemeanor Surcharge					
Account 200-250 Total:					\$68.75
Account 200-340 - Technology Surcharge - 7458					
Account 200-340 Total:					\$30.00
Check Total:					\$ 2,871.19
Report Total:					\$2,871.19

Bridger City Court

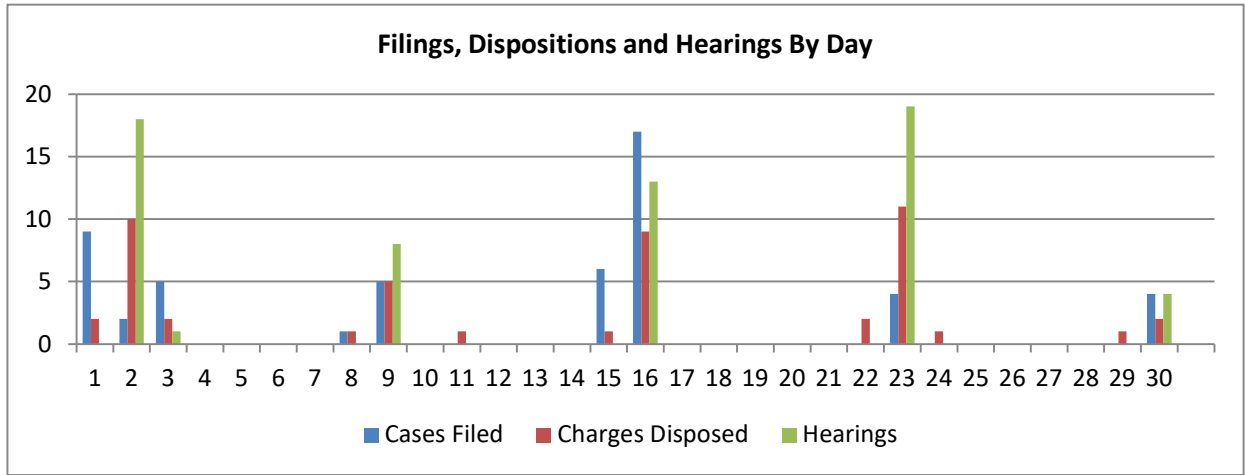
June 2026 Summary Report

July 1, 2026

by Bert Kraft, Bridger City Judge

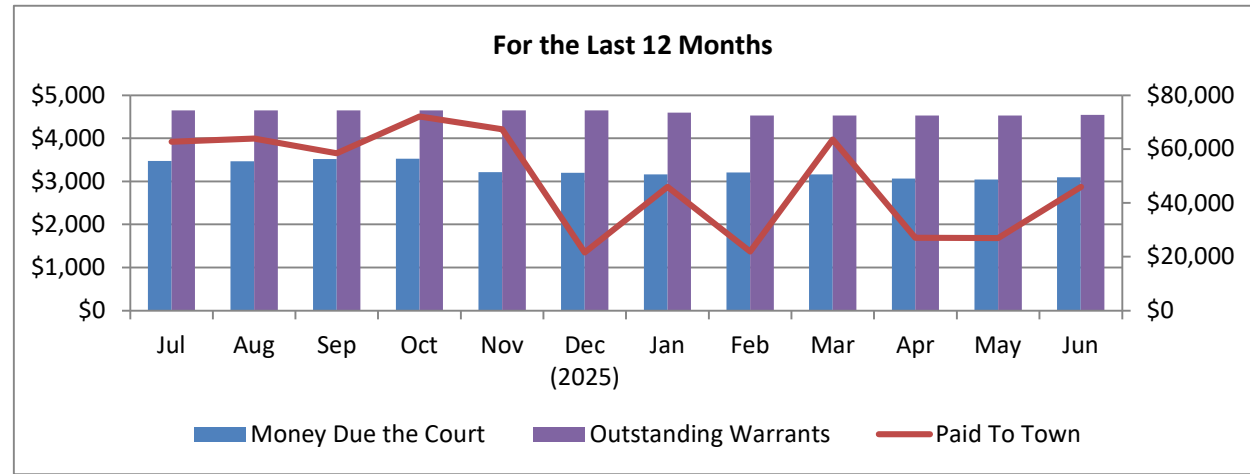
Activity

CW2: 101 H: 63
P: 305 D: 212 W: 36



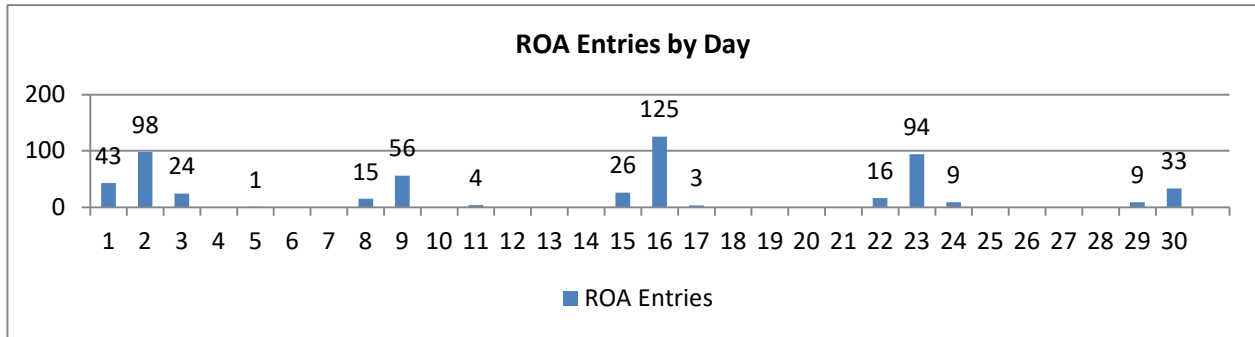
Financials

PAID: \$2,871.19 DUE: \$49,500.89 W: \$72,634.00



Docket

TOT: 556



Journal

Entry	Hours	89
6/1/2026 Office	7	
6/2/2026 Open Court	7	
6/3/2026 Compliance Court	7	
6/8/2026 Office	7	
6/9/2026 Open Court	7	
6/15/2026 Office	7	
6/16/2026 Open Court	7	
6/17/2026 Compliance Court	5	
6/22/2026 Office	7	
6/23/2026 Open Court	7	
6/24/2026 Compliance Court	7	
6/29/2026 Office	7	
6/30/2026 Open Court	7	

Bridger City Court 2026 Summary Report

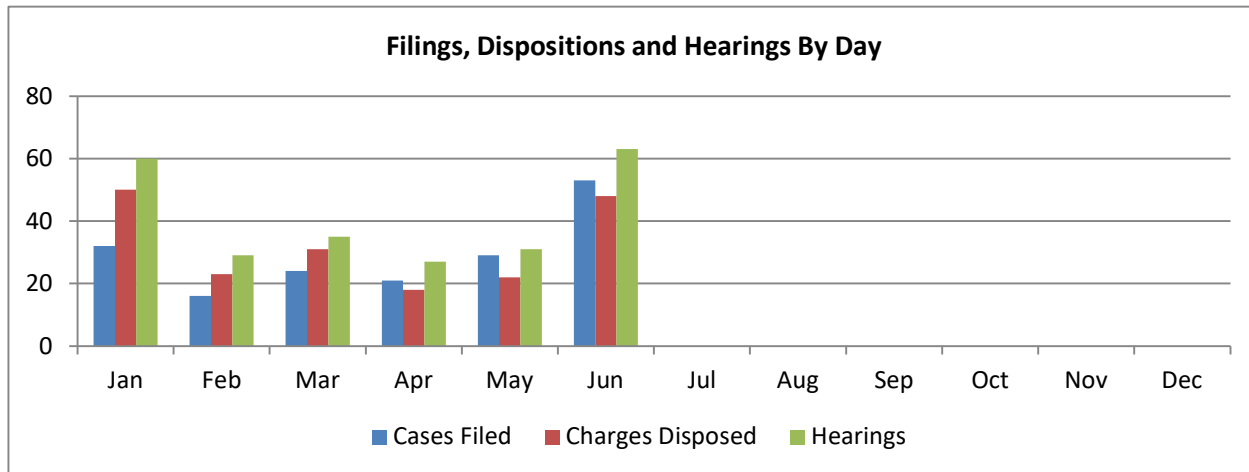
July 1, 2026

by Bert Kraft, Bridger City Judge

CW2: 367

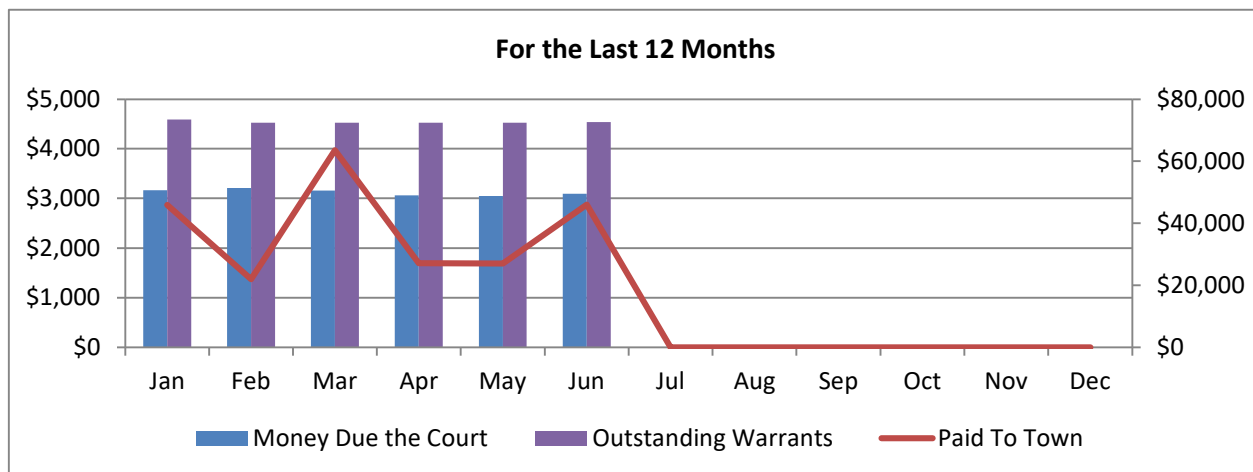
H: 245

Activity



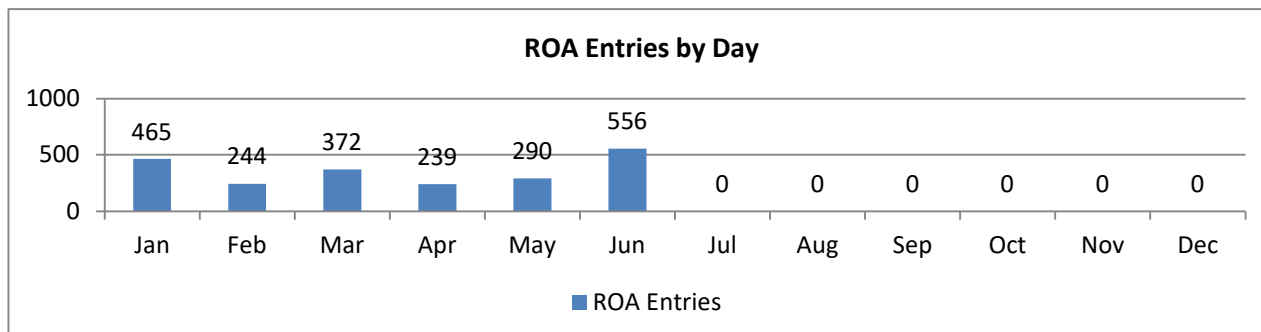
Financials

PAID: \$14,467.39



Docket

TOT: 2166



Bridger Police Department

June 2026 Monthly Activity Report

Reporting Period: June 1–30, 2026

Total Calls for Service Logged: 164

Executive Summary

Officers documented 164 calls for service during May 2026. Traffic enforcement represented the majority of police activity, with 96 traffic stops conducted throughout the month. Other significant categories included welfare checks, traffic hazards, theft, and citizen contacts.

Calls for Service by Category

Incident Type	Count	% of Total
Traffic Stops	96	58.5%
Welfare Check	5	3.1%
Traffic Hazard / Debris	4	2.4%
Citizen Contact	4	2.4%
Animal	4	2.4%
Found Property	4	2.4%
Theft	3	1.8%
Traffic Complaint	3	1.8%
Vin Inspection	3	1.8%
Registration Check	3	1.8%

Notable Incidents

- 1 DUI investigation
- 3 Stolen Property investigation
- 5 Welfare Check

Dispositions

- 44 - Warnings
- 35 - Citations
- 1 - Arrests