



**YELLOWSTONE COUNTY BOARD OF PLANNING**  
CITY OF BILLINGS AND  
YELLOWSTONE COUNTY, MONTANA



**AGENDA**  
VIRTUAL VIDEO CONFERENCE FORMAT  
**Wednesday, May 27, 2020**  
MEETING TIME: 6:00 p.m.

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.
2. **APPROVAL OF AGENDA\*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
3. **MOTION. MEETING MINUTES:** May 12, 2020
4. **PUBLIC COMMENT PERIOD – 4a) Comments on items not on agenda and requests to add items to future agendas**  
**4b) Comments on items on the non-public hearing agenda items**  
Due to the COVID-19 health concerns, the format of the Planning Board meeting will be held in a virtual videoconferencing environment. The Miller Building and the Planning & Community Services Department will be closed during the meeting. Public comment will be taken only during the Public Comment periods as indicated on the agenda, and during the Public Hearing under the Regular agenda. Comments may be sent to Planning via email before 3:00 PM on Tuesday, May 27<sup>th</sup>. E-mails received before 3:00 P.M. will be read into the record, emails received between 3:00 PM and 5:00 PM, may be read during the meeting. The Public may view the meeting via the Billings Planning & Community Services Facebook page:  
<https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260/?ref=bookmarks>  
The Public may call in during specific Public Comment periods at **406-247-8607**. All callers will be in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be restricted to 3 minutes of testimony as is customary.
5. **DISCLOSURE OF CONFLICT OF INTEREST:**
6. **DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available at the Sign-In and Agenda station.
7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).
  - a. **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** The Public may call in during specific Public Comment periods at **406-247-8607**. All callers will be in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be restricted to 3 minutes of testimony as is customary. The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: Address the Planning Board directly. You must state your name and address before commenting. This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). Please see the attached guidelines for the criterion. Thank you for participating!
8. **NEW BUSINESS:** (Agenda items new to this meeting).
  - a. **Presentation. Public Hearing. Board Discussion. FY 2020-2024 Transportation Improvement Plan, (TIP), Scott Walker, Transportation Coordinator, presenting.**
  - b. **Public Hearing. Motion/Recommendation to BOCC. Homestead Subdivision. A County major subdivision. Levi Brittain, Developer. Kolten Knaterud, IMEG, agent. Dave Green, Planner II, presenting.**

9. **OTHER BUSINESS:**

- a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.

10. **ADJOURNMENT**

**FUTURE AGENDA ITEMS FOR TUESDAY, JUNE 9, 2020**

- a. **Public Hearing. Motion/Recommendation to PCC. FY 2020-2024 Transportation Improvement Plan, (TIP), Scott Walker, Transportation Coordinator, presenting.**
- b. **Plat Review. Board Discussion. Yellowstone Trail Subdivision. 18-lot County major subdivision generally located .75 miles west of Pryor Creek Road. Ron Williams, owner/applicant. Engineering West/Performance Engineering, agent. Dave Green, Planner II, presenting.**

### Public Hearing Participation Guidelines

The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: **Address the Planning Board directly. You must state your name and address before commenting.** This is an opportunity to explain how you will be affected by the decision and why that is an important consequence.

1. Be informed of the process and the requirements of the Board. If you are commenting about a subdivision, please limit your comments to the review criteria.  
**By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). These criteria include:**
  - Effect on agriculture and agricultural water user facilities
  - Effect on local services
  - Effect on the natural environment
  - Effect on wildlife and wildlife habitat
  - Effect on public health and safety
2. Provide specific information about why you are concerned about the pending application, how the decision will impact the review criteria listed above, and provide suggestions on how to minimize or eliminate the impact.
3. Respect the right of others to participate. Wait until the previous speaker has completed their comments before making your own comments. Do not talk over the person commenting or with other people in attendance.
4. The public hearing is not an opportunity to question or accuse the applicant or their agent. If you have questions of the Board, the applicant or the agent, ask the question directly to the Board during the public hearing portion of the meeting. The Board will respond or request the applicant or agent to respond after the public comment portion of the hearing is closed.
5. After the public comment portion of the hearing is closed, no further comments are allowed unless you are addressed directly by a Board member.
6. You should expect the Board to make a balanced recommendation in accordance with its statutory responsibilities. The Board's ability to make reasonable and thoughtful recommendations is dependent on a fair consideration of everyone's interests.

*Thank you for participating.*

**Planning Board Meeting Virtual Video Conference**

**Meeting Date:** 05/27/2020

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**Information**

**Subject**

**MOTION. MEETING MINUTES:** May 12, 2020

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**Attachments**

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# CITY/COUNTY PLANNING BOARD

*“Serving Billings, Broadview and Yellowstone County”*

**Board Attendance Roster:** Please note: “E” stands for excused absence, “A” stands for un-excused absence, “1” stands for present. **BYLAWS, YELLOWSTONE COUNTY BOARD OF PLANNING, (Amended. May 25, 2004)**  
**Section 4. Absences and Removal A.** Each member shall inform the Planning Director at least one day before the meeting of his/her inability to attend a Board or Committee meeting. Such an absence shall be considered an excused absence. If any Board member accrues three (3) or more consecutive unexcused absences from regular meetings, notice of which has been given at his/her usual place of work or residence, or by announcement at a meeting attended by him/her, the President may call such absences to the attention of the Board which may then recommend to the appointing authority that such member be asked to resign and that another person be appointed to serve out the unexpired term. Schedule: (\*\* denotes a Wednesday meeting)

1	Position	01/14/2020	01/28/2020	02/11/2020	02/25/2020	03/10/2020	03/24/2020	04/14/2020	04/28/2020	05/12/2020	** 05/27/2020	06/09/2020	06/23/2020	07/14/2020	07/28/2020	08/11/2020	08/25/2020	09/09/2020	09/22/2020	**10/14/2020	10/27/2020	11/10/2020	11/24/2020	12/08/2020
Dave Goodridge	Mayor/Billings Ward I	1	1	E	1	-	-	-	-	1														
Heidi Jensen-Christison	Mayor/Billings Ward II	-	-	-	1	-	-	-	-	1														
Eric Wallace	Mayor/Billings Ward III	1	1	1	1	-	-	-	-	E														
Darell Tunnickliff	Mayor/Billings Ward IV	1	1	1	E	-	-	-	-	1														
Jon Thompson	Mayor/Billings Ward V	1	E	1	1	-	-	-	-	1														
Troy Boucher	YC District 1	1	E	1	1	-	-	-	-	1														
Dennis Cook	YC District 2	1	1	1	1	-	-	-	-	1														
Vacant	YC District 3	-	-	-	-	-	-	-	-	-														
Vacant	YC District 4	-	-	-	-	-	-	-	-	-														
Woody Woods	YC District 5	1	1	1	1	-	-	-	-	1														
Vacant	YC District 6	-	-	-	-	-	-	-	-	-														
Jarett Hillius	YC District 7	1	1	1	1	-	-	-	-	1														
Vacant	Y County Cons. District	-	-	-	-	-	-	-	-	-														
Scott Reiter	Ex-Officio SD2		1	E	1	-	-	-	-	1														

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## CITY/COUNTY PLANNING BOARD

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**May 12, 2020**

### **Virtual Video Conference Format**

*To be approved by a motion on May 27, 2020*

**PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** Due to the COVID-19 health concerns, the format of the Yellowstone County Board of Planning meeting will be held in a virtual videoconferencing environment. The normal hearing room on the 1st Floor at 2825 3rd Ave North (Miller Building) will be closed during the meeting and no one will be attending this hearing in person. Public comment will be taken only during the Public Comment periods as indicated on the agenda, and during the Public Hearings under the Regular agenda. Comments may be sent to Board via email before 1:00 PM on Tuesday, May 12, 2020. All emails received prior to this time will be read into the record for the public

The Public may call in during specific Public Comment periods at (406) 237-6196. All callers will be in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be restricted to 3 minutes of testimony as is customary. Live coverage can be viewed: <https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260/?ref=bookmarks>

### **Call the Meeting to Order**

President Woods called the meeting to order at 6:00 p.m. on Tuesday, May 12, 2020.

### **Introduction of Planning Board Members and Planning Department Staff**

President Woods called for introductions of the members of the Planning Board and staff.

**Attending Planning staff members:** Wyeth Friday, Director, Planning & Community Services; Monica Plecker, Planning Division Manager; Dave Green, Planner II; Scott Walker, Transportation Coordinator; Tammy Deines, Planning Clerk

**Participants:** Darin Swenson, Yellowstone County Public Works; Kolten Knatterud, IMEG; Levi Brittan, Developer

**Disclosure of Outside (Ex Parte) Communication or Conflicts of Interest– Board Members and Planning Staff.** There were no declarations of ex parte communications or conflicts of interest.

**Approval of the February 25, 2020 Agenda** A motion was made by Board member Tunnicliff and seconded by Board member Cook to approve the May 12, 2020 meeting agenda as submitted. The motion carried with a unanimous voice vote.

### **Approval of Minutes: February 25, 2020**

President Woods pointed out the Conflict of Interest agenda item on Page 2 is missing.

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## Motion

Board member Cook made a motion and Board member Tunncliff seconded the motion to approve the February 25, 2020 meeting minutes as corrected. The motion carried with a unanimous voice vote.

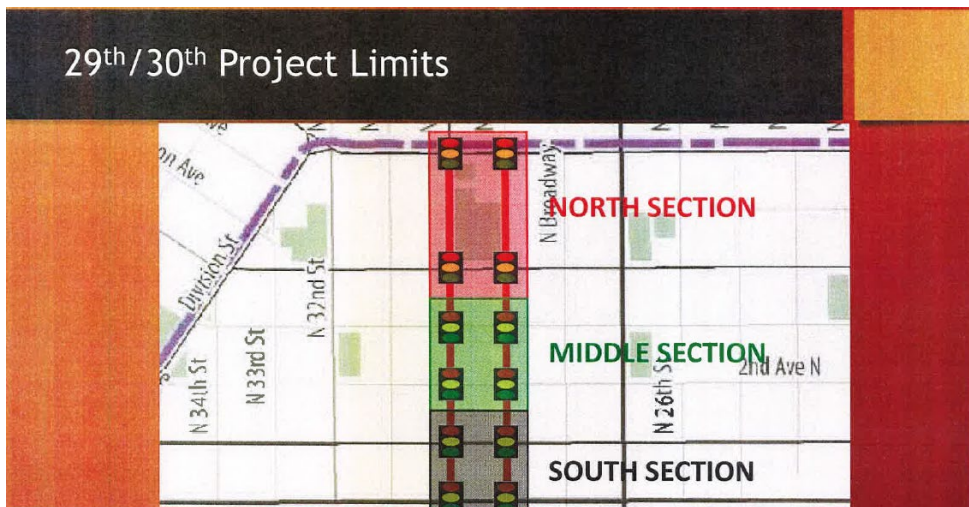
**Public Comment:** President Woods asked if there was anyone wishing to speak during the public comment portion of the meeting. He stated any member of the public might be heard on any subject that is not on the agenda; the Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting agenda for discussion. There were no public comments. President Woods announced the public all in phone number: 406-237-6196

Administrative Assistant Robbin Bartley reported no calls with requests for public comment.

## 7. OLD BUSINESS

**(7-a1). Public Hearing. Motion/Recommendation to PCC. The Billings Metropolitan Planning Organization, (MPO), amendment of the 2019 Billings Urban Long Range Transportation Plan, (LRTP). Scott Walker, Transportation Coordinator, presenting.**

Scott Walker stated that the Transportation Plan is not often amended. The project that triggers this amendment will encompass changing the streets from one-way to two-way from 6<sup>th</sup> Avenue North to Montana Ave. He noted the state routes in the area that will have intersection work. The Transportation Advisory Committee, City Council, and the Board of County Commissioners heard this agenda item. All of the bodies have moved for recommendations of approval. Staff is asking that Planning Board discuss and forward a recommendation during this meeting. Scott Walker explained the City would move forward with a funding package when the amendment to the Transportation Plan is approved.



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### **PROBLEM/ISSUE STATEMENT**

In order to extend the life of the Downtown Urban Renewal District (URD) to maximize the benefits to the City and the community, staff working with the Downtown Billings Partnership identified the conversion of North 29th and North 30th Street from one-way to two way between Montana Avenue and 6th Avenue North. This project was identified in the Downtown Area Traffic and Circulation Study completed in 2019.

Since the Montana Department of Transportation also identifies North 29th Street and North 30th Street as Urban Routes, action by the Montana Transportation Commission is required to approve City construction on these roadways. To complete this approval at the State level, the Billings Metropolitan Planning Organization must amend its Billings Long Range Transportation Plan (LRTP) to ensure these roadway projects are properly identified in the Plan. The MPO is working with Kittelson & Associates to complete the amendment to the plan. Kittelson is completing this edit for no charge to the community. The schedule for review and adoption of the plan amendment includes review by the Technical Advisory Committee, Yellowstone County Planning Board, Board of County Commissioners, City Council and final action by the Policy Coordinating Committee at its meeting scheduled for Tuesday, May 19. The amended LRTP will then be sent to the Montanan Department of Transportation and our State Federal Highway for review and concurrence. From that review, it will be presented to the Transportation Committee on June 25, 2020.

### **FINANCIAL IMPACT**

Approval of the LRTP amendment will be a first step in the local approval process that will lead to review and action by the Transportation Commission in June. Approval by the Planning Board will allow the City to bond for approximately \$1.9 million in TIFD dollars to complete the one-way to two-way conversion. The conversion is tentatively scheduled for later this summer.

### **RECOMMENDATION**

Staff recommends that the Yellowstone County Board of Planning approve the amendment to the LRTP and forward a recommendation of approval to the Policy Coordinating Committee.

### **Discussion**

President Woods called for questions and discussion from the members of the Board. Board member Cook asked about the start date for this project. Scott Walker said the project design phase is scheduled for this summer and construction is projected to start during the spring of 2021. Dave Goodridge asked why staff is asking the Board to hear this item and make a recommendation in one meeting instead of hearing the item and moving on the following meeting per the bylaws. Scott Walker explained he felt the need to act this evening due to timeframe limitations for the amendment's approval. Board member Goodridge asked if the Downtown TIFD has the funding to do this project. Scott Walker said the Downtown Billings Association brought this request forward as the Downtown TIFD is sun setting this year. This project was identified by the Downtown Traffic Study and should be able to move forward as the parameters and project's cost is fitting. He said this project will help the City with further considerations for changing other Downtown streets. It may be funded through the district as a standalone project but also may allow for more upgrades downtown. Director Wyeth Friday said the amendment is request to include the project in the Transportation Plan to receive funding and work on these roadways. President Woods clarified and

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stated this amendment is to add the project to the Transportation Plan and not for funding. Scott Walker concurred, and said this amendment will move the paperwork needed to forward to MDT.

### **Public Hearing:**

At 6:08 p.m., President Woods opened the public hearing, announced the public phone number: (406)-237-6196, and asked if there is anyone wishing to speak in favor or against The Billings Metropolitan Planning Organization, (MPO), amendment of the 2019 Billings Urban Long Range Transportation Plan, (LRTP). Administrative Assistant Robbin Bartley announced she received no calls from the public.

President Woods closed the public hearing and called for a motion.

### **Motion**

**Board member Tunncliff made a motion and it was seconded by Board member Cook that the Planning Board recommend approval of The Billings Metropolitan Planning Organization, (MPO), amendment of the 2019 Billings Urban Long Range Transportation Plan, (LRTP), to PCC for the amendment of the 2018 Transportation Plan that would include the conversion of 29th and 30th streets in downtown Billings from one way to two way traffic from 6th Avenue North to Montana Avenue.**

**Discussion:** There was no discussion on the motion.

**The motion carried with a unanimous voice vote.**

## **8. NEW BUSINESS**

**8a. Plat Review. Discussion. Homestead Acres Subdivision, a 16-lot County major subdivision. Levi and Barbara Britton, applicants. Kolten Knatterud, IMEG, agent. Dave Green, Planner II, presenting.**

### **INTRODUCTION**

March 2, 2020, the Planning Division received an application for major plat approval for the proposed Homestead Subdivision. The property is generally approximately 1,500 feet south of the intersection of South 80<sup>th</sup> Street West and King Avenue West. This subdivision would create 16 lots from a 71.75-acre parcel of land. The applicant is proposing to develop a residential subdivision; the land is outside of zoning. The land is currently farmland.

The applicant requested a 30-day delay due to a need for the city to arrange to develop a way to have public meetings electronically to meet requirements of separation because of the COVID 19 virus.

### **RECOMMENDATION**

Staff recommends that the Yellowstone County Planning Board recommend to the Board of County Commissioners to conditionally approve the preliminary plat of Homestead Subdivision, grant the variance request and adopt the Findings of Fact as presented in the staff report.

**VARIANCES REQUESTED**



A variance is being requested for this subdivision. The applicant has requested a variance from Yellowstone County Subdivision Regulations Section 4.6.B.1 Relation to Undeveloped Areas. When a proposed subdivision adjoins undeveloped land, streets within the proposed subdivision shall be arranged to allow access to the adjoining undeveloped land.

Staff is recommending denial of the variance requests. The variance application provided by the agent suggest the alternative is that there are many frontages

on the 133 acre parcel that they are able to have more than one way in and out should they develop. They also suggest that the same is true for the 20-acre parcel. While this is true at this time there is no way of knowing how the properties to the south may develop or if they will develop as two large developments or if they will be broken into smaller pieces and sold to multiple developers. The subdivision regulations require connections to undeveloped land to ensure neighborhood connections and not the creation of residential islands. The regulation is looking to the future of possibilities not the immediate condition.

Comments from Yellowstone County Public Works and Yellowstone County Legal departments:

County Public Works: Although we agree, the ditch does run somewhat east and west, it runs a fair bit north and south. We are unable to determine exactly what the hardship is that they are requesting relief from. The ditch appears to be on the other property and they are not being asked to cross-said ditch. It appears that the proposed connection to the south could be situated in an area that the ditch would not be an issue; therefore, we feel that we cannot support this variance.

County Legal: After reviewing the proposed subdivision, we do not think a variance is justified. The ditch only runs parallel to the property line for a short distance. There seems to be ample space to provide an access to a large amount of the adjoining undeveloped land along the southern border without having to deal with the ditch. Further explanation and analysis can be found in Attachment A, *Staff Analysis and Recommendation*.

**PROPOSED CONDITIONS OF APPROVAL**

Pursuant to Section 76-3-608(4), MCA, the following conditions are recommended to reasonably minimize potential adverse impacts identified within the Findings of Fact.

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1. To ensure public health and safety, prior to final plat approval, the applicant will receive DEQ approval for the proposed storm water management and for the proposed water and septic systems for each lot.
2. To protect public health and safety, and provide a safe irrigation water delivery system, prior to final plat approval, the applicant will add language in the SIA under the heading VIII Irrigation defining how the irrigation water will be made available to each lot east of the High Ditch.
3. To protect public health and safety and provide for future Dry hydrant maintenance, prior to final plat approval, the applicant will expand the existing RSID for the dry hydrant system in Shop World subdivision for the 14 lots on the east side of High Ditch. They will also expand the Tanglewood RSID for their fire suppression system for the two new lots with frontage of South 84<sup>th</sup> Street West.
4. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS for locating and providing the correct amount of space for safely delivering the mail to the residents.
5. To minimize effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be completed by the County Weed Department.
6. Minor changes may be made in the SIA and final documents, as requested by the Planning and/or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
7. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, including laws regarding moving houses onto or off the property, and the laws and Administrative Rules of the State of Montana.

### **PROCEDURAL HISTORY**

- Planning Board public hearing Wednesday May 27, 2020
- Preliminary plat to Yellowstone County Board of County Commissioners June 16, 2020
- 60 working-day preliminary plat review period ends June 26, 2020

### **Discussion**

President Woods called for questions and discussion from the members of the Board. Board member Tunncliff asked if the lots might be subdivided in the future. Dave Green replied that he has not seen the Home Owners Agreements to know but this may be a possibility due to the large size of the lots. He pointed out the easement documents for the private roads would need to specify the ability for the lots to be subdivided and add additional burden to the roads. In response to question by Board member Tunncliff, Dave Green stated sidewalks would not be required for this subdivision. The roads will be built to standards for roadways outside of the County Zoning District. Board member Tunncliff commented on the need to expand the County Zoning district as there are seemingly a proliferation of subdivisions continuing to be developed in the County that are noncompliant with County zoning. President Woods noted the residential use adjacent to a subdivision with “man caves”. He asked about use of the ditch water rights and the need for an irrigation district for maintenance. Dave Green said the SIA outlines how water shares from the High Ditch Company will be used to share water to the lots east of the ditch. Flood irrigation will be

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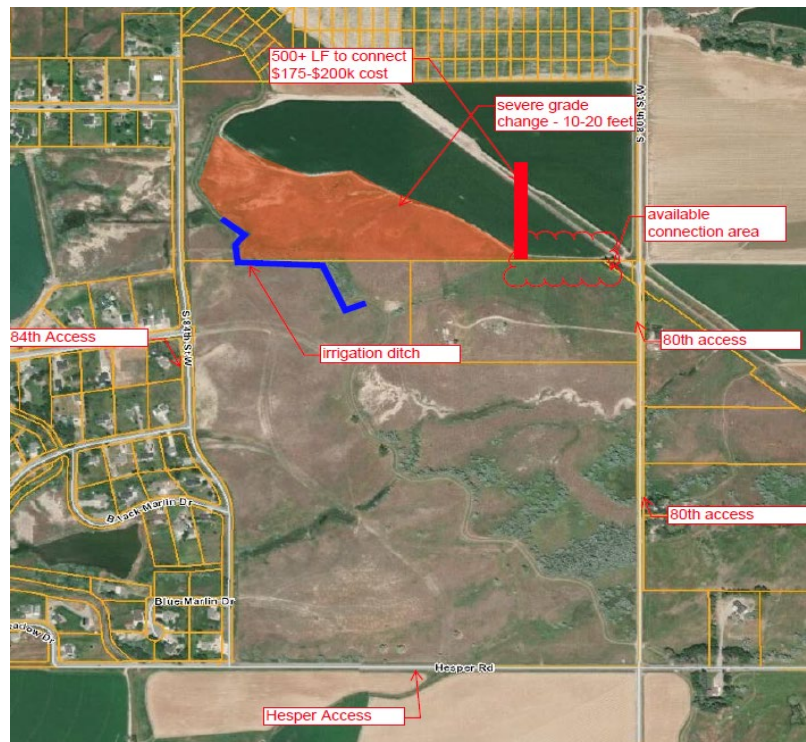
not be allowed but the property owners could use it for spray irrigation. President Woods noted the denotation of an easement for 14-lots in the SIA. Dave Green said the Homeowners' Association would be responsible for maintaining the piping. Board member Hillius asked if the Homeowners' Association covers the costs for storm water maintenance. Dave Green stated capturing the storm water will be part of the DEQ approval of the septic and cistern systems; and the storm water must be maintained onsite. Board member Thompson pointed out the comments in the SIA regarding detention facilities and said he did find not any indications on the proposed plat. Dave Green said this is part of the DEQ approval required to take place prior to final plat approval.

President Woods called for presentation by the applicant.

### **Kolten Knatterud, IMEG, (No address given)**

Mr. Knatterud is the consultant for this project. He introduced the applicant, Levi Brittain. The HOA documents have been submitted and language exists to prevent further subdivision of the lots. There are water shares from the High Ditch and they will provide further details in the SIA. There is an easement from the ditch to the proposed Wisner Avenue and piping will lie in the utility easement. They have submitted to DEQ for review and they have approval pending preliminary plat approval of the proposed subdivision. There will be two detention facilities. He pointed out proposed locations for detention facilities, one located along 80<sup>th</sup> Street and another along Firetank Avenue.

Mr. Knatterud shared slides related to the variance proposal and said he wished to clarify the access to the south. He said his understanding of Appendix A of the staff report is that the 130-acre parcel to the south is not as much of a concern due the frontage along 84<sup>th</sup> Street West and along Hesper Road and the larger concern is the adjacent 20-acre parcel. He pointed out the location of the irrigation ditch. He respectfully argued the topography creates a hardship as the western portion has a 10-12 foot grade change that increases moving further east. He stated due to the topography, the only area to construct an access is the area shown in the graphic. He continued and reviewed the five criterion for approval of a variance.



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Mr. Knatterud presented layout options for the 20-acre parcel and stated they believe one of these options will allow development of the 20-acre parcel. He provided layouts to address public health and safety requirements and different levels of density. Subdivision regulations allow use of a 1,000-foot dead-end road with a Fire Department's approval for a cul-de-sac or hammerhead.



Mr. Knatterud pointed out the depicted road extension on the first slide is 500 feet and the cost of the connection would range from \$175,000 to \$200, 00. He said he does not feel the developer of the twenty acres would decide that the \$200,000 investment is the best use of funds when other layouts are possible. The twenty acres can be developed without the access to the north.

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### **Levi Britton, Applicant/Developer (No Address Given)**

Mr. Britton stated there is a triage of railroad property with an easement that makes development difficult for potential developers. He said it is difficult to sell property with an easement running through it. He asked if he could meet with Planning Staff prior to the next Planning Board meeting.

### **Discussion**

President Woods asked if the topography slopes to the southwest. Mr. Knatterud explained the land slopes to the northeast and is has a higher elevation to the southwest. The irrigation will be gravity fed. Levi Britton said a Homestead Acres Water Users Group would be formed to address the piping and use of irrigation on each lot. Documents with clear information will be provided to purchasers at the time of closing. President Woods asked if pump sizes would be limited. Levi Britton said there would be a limit of a 2" riser, which defines the pump size, and there is plenty of water.

Board member Hillius asked regarding the septic system design. Mr. Knatterud said DEQ standards require digging an 8-ft test pit within all drain field locations. Ground water monitoring is required if water is found. He said the locations cited for drain fields will not have issues and they followed all of the DEQ requirements. Board member Hillius voiced concern with shallow ground water in this area and potential impacts on the septic systems.

Board member Goodridge asked if there are requirements to have the lot sizes at 4.5 acres and the request to mitigate development costs. Kolten Knatterud said the developer's reasoning for larger tracts is due to the market demand for this parcel size. He voiced concern with granting a 60-ft easement affecting salability due to future property owners knowing a road will go through the parcel. Levi Britton spoke to costs for the road access and his costs will be the same with or without the easement. Planner Dave Green said it is unknown how the 133 acres will be developed and the area could be very dense. He stated they need to provide a connection to the undeveloped land to meet the subdivision requirement. Kolten Knatterud said the larger parcel has more topographical barriers than the east half of the 20-acre piece. Director Friday commented the County interpretation is for a built road. Kolten Knatterud replied this is not what he understood during the pre-application meeting. Darin Swenson, Yellowstone County Public Works, spoke to the need for a connection to the south or a right-of-way to the south. He said in the past County policy stated if a connection is needed, the road is constructed by whomever is currently developing. President Woods recommended the applicant meet with Planning Staff and County Public Works. In response to question by Board member Goodridge, Dave Green stated the County Subdivision regulations require a connection to the raw land. Board member Thompson asked if there is a stipulation on the parcel size for the connection requirement. Dave Green said the subdivision regulations do not specify minimum parcel sizes for connection requirements. Clarification was given on the County regulations for sidewalk requirements.

\*\*A public hearing for Homestead Acres Subdivision will be held during the May 27, 2020 Planning Board meeting.

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**(7b-5) Motion/Recommendation. BUILD grant Letter of Support. Scott Walker, Transportation Coordinator, presenting.**

Scott Walker said Active Transportation Planner Elyse Monat is collecting letters of support addressed to the Director of Transportation. The letters of recommendation from the governing bodies will be included in the BUILD grant application packet that is due May 18, 2020.

**Discussion**

The Board forwarded suggestions for Page 1, 2<sup>nd</sup> bullet point on increased connectivity, to include the length of the north cliffs that run 8-9 miles and provide an understanding why a connection is difficult. Scott Walker said the application provides more explanation of the characteristics of the rim face. He said they removed the two southern piece from the request. The request includes the Inner Belt Loop with side path, Skyline trail from Zimmerman to airport, and the Zimmerman trail east side at grade. Scott Walker said there are 25-30 letters of recommendation and he feels this is a good application. Staff will review the letter and include the 9-mile rim face suggestion.

**Motion**

**Board member Cook made a motion and Board member Thompson seconded the motion to forward a letter of support from the Board of Planning to be included in the BUILD grant application packet.**

**Discussion** There is no discussion on the motion.

**The motion carried with a unanimous voice vote.**

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## YELLOWSTONE COUNTY BOARD OF PLANNING

PLANNING DIVISION  
2825 3<sup>RD</sup> AVENUE NORTH, 4<sup>TH</sup> FLOOR

BILLINGS, MONTANA 59101

PHONE: (406)247-8676 FAX: (406) 657-8327



May 13, 2020

The Honorable Elaine L. Chao  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Letter of Support for the 2020 BUILD Discretionary Grant: Northwest Billings Connector and Marathon Trail, Billings Montana

Dear Secretary Chao:

I am writing this letter to express our support for the City of Billings Montana Northwest Billings Connector and Marathon Trail request for 2020 DOT BUILD Discretionary grant funds. The Planning Board is an integral part of the Billings Metropolitan Planning Organization, representing the City and County in reviewing and recommending transportation planning and project programming for Billings and the surrounding areas to our elected officials.

The Northwest Billings Connector and Marathon Trail project is a multimodal system of roadway and separated non-motorized parkways located in northwest Billings. The Northwest Connector is a future roadway link to/from the Billings Heights to Billings West End. The two non-motorized parkway segments, located at the terminus of the Northwest Connector, are vital connections to the citywide non-motorized system.

The Planning Board has reviewed and approved multiple studies that identify this program of projects, including the Rims to Valley Bike/Ped Feasibility Study. The Planning Board also approved the 2017 Billings Area Bikeway and Trail Master Plan Update to improve mobility and recreation opportunities in the Billings Community.

Our beautiful Rimrocks create a challenging obstacle to providing safe and connected routes for our community. The Connector will provide the motorized and non-motorized route for a safe connection between the Heights and West End, and the Stagecoach segment will provide the needed route from the top of the Rimrocks to the Valley below. The Skyline segment will feature stunning vistas of the Billings skyline and mountains in the distance. The project is intended to provide the following benefits:

- Vehicle and non-motorized alternatives to the congested artery of 6<sup>th</sup> Avenue N./4<sup>th</sup> Avenue N./3<sup>rd</sup> Avenue N./1<sup>st</sup> Avenue N. that currently provides the primary connectivity between areas of Billings and Billings Heights.
- Increased connectivity that addresses the natural barrier created by the 9-mile face of the Rimrocks, a 400-foot sandstone cliff created by the shoreline of an ancient ocean.

## CITY/COUNTY PLANNING BOARD

"Serving Billings, Broadview and Yellowstone County"

### YELLOWSTONE COUNTY BOARD OF PLANNING

PLANNING DIVISION  
2825 3<sup>RD</sup> AVENUE NORTH, 4<sup>TH</sup> FLOOR  
BILLINGS, MONTANA 59101

PHONE: (406)247-8676 FAX: (406) 657-8327



- Separate facilities to reduce conflicts between motorized and non-motorized modes within the compressed artery that connects Billings and the Billings Heights. Present conflicts are observed in vehicle-pedestrian and/or vehicle-bicycle crashes that result in injuries, including fatalities.
- Dramatically improved access to primary residential and employment areas adjacent to the Billings International Airport.
- Enhanced active transportation and recreation-based economic opportunities.

The City of Billings, non-profit Billings TrailNet, the Billings Chamber of Commerce, and Big Sky Economic Development have made substantial investments totaling more than thirteen million dollars into the Northwest Billings Connector and Marathon Trail over the course of several years. Partners funded planning studies, preliminary engineering, and construction of initial project phases. Funding from the 2020 BUILD Discretionary grant will complete the Northwest Billings Connector and connect existing sections of the Marathon Trail to create nearly 25 miles of continuous parkways.

Construction of the Northwest Billings Connector will greatly benefit the Billings and Yellowstone County and we are writing to express our support.

Please give this 2020 BUILD Discretionary Grant proposal your full attention, and if I can answer anything further, please let me know. I may be reached at [wwoods1945@gmail.com](mailto:wwoods1945@gmail.com).

Sincerely,

Woody Woods  
Planning Board  
Yellowstone County Board of Planning

**9. OTHER BUSINESS**

**9b. Long Range Strategic Issues and an overview of future City and County issues and projects.**

**COVID 19 Update. Director Wyeth Friday**

Director Friday reported staff legally advertised and held six virtual meetings in compliance with the public meeting requirements. This format will continue in June. Offices are closed to customers but there is a pick-up and drop-off area for plats and documents in the 1<sup>st</sup> Floor Conference Room. Planning is offering electronic applications online. To minimize risks, Planning is currently operating with nine staff in the office at one time using social distancing. The remainder of staff are working from home or in the field. The expectation is that customers will be allowed to come to the office during Phase 2. The Planning & Community Services Department is considered an essential service as it conducts building, construction and development.

**Project ReCode Update. Planning Division Manager Monica Plecker.** Project ReCode public hearings were delayed given the COVID-19 situation, as holding public hearings in a traditional format is more conducive to addressing concerns. Final documents are posted on the Project ReCode website. Staff will continue to take public comment and clarify issues. Staff hopes to have the code adopted by late summer. Zoning Coordinator Cromwell is holding electronic meetings with interested parties. Dave Goodridge voiced concern and commented on his experience with changes made by City Council “on the bench”. He asked if the Planning Department could require Council members to attend some of the public meetings and participate in discussions. Monica Plecker replied staff cannot require Council members to attend but staff encourages their participation with avenues currently available to staff.

**County Zoning Jurisdiction Expansion**

President Woods spoke on continuing issues with subdivision developments outside of the zoning jurisdiction. He asked the Board to consider drafting a letter requesting extension of the current zoning boundary to ensure good developments in the future. He noted zone change requests that are not required to install sidewalks even though the parcel is located on a major thoroughfare.

Monica Plecker said this is a complicated issue when discussing City versus County requirements. The City has requirements for site development regulations and Master Site Plan review. Staff is working with Public Works with the expectation of the standards of development are the same. The Master Site Plan mechanism does not exist in the County subdivision regulations With Project ReCode, there will be more requirements for those types of developments in the County than there are currently.

Board member Tunncliff concurred and expressed a need to begin the process of expansion of the County Zoning District, as it has not been expanded since 1974. He advocated for a letter from the Board. President Woods asked Board member Tunncliff to draft a letter. Director Wyeth Friday

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## CITY/COUNTY PLANNING BOARD

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recommended drafting a letter conveying the Planning Board’s interest in preliminary analysis to bring to the Commissioners. He said this would allow this Board to discuss this during a meeting and then bring it to the Commissioners. Board member Tunnicliff agreed to draft a letter and work with staff to bring it to the Board. Monica Plecker commented there are areas of need for this consideration and they are likely to experience development pressure. She said she would gather the information from the Growth Policy and forward it to the Board.

**Lockwood TEDD-** President Woods gave an update on the requirement of annexation and waiver of the Lockwood TEDD. There has been some movement and discussions with City Administrator Chris Kukulski, who has offered a possible solution without annexation.

**ADJOURNMENT: 7:51 PM**

**DRAFT—TO BE APPROVED BY A MOTION ON MAY 27, 2020**

*--Tamara L. Deines, Planning Clerk*



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**YELLOWSTONE COUNTY BOARD OF PLANNING**  
CITY OF BILLINGS AND  
YELLOWSTONE COUNTY, MONTANA



**Planning Board Meeting Virtual Video Conference**

**Meeting Date:** 05/27/2020

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**Information**

**PROBLEM/ISSUE STATEMENT**

Federal regulations require that Metropolitan Planning Organizations (MPOs) review and update their Transportation Improvement Program (TIP) periodically. This TIP amendment is required since funding adjustments have been made to several transportation projects listed in the plan, but it is also an opportunity to reformat the document to provide a clearer understanding and flow of the content and align better with other TIPs in Montana per State and Federal requirements.

**BACKGROUND**

The Transportation Improvement Program (TIP) is a short-range program of highway and transit projects in the Billings MPO area and is prepared by City-County Planning Division staff in cooperation with the Montana Department of Transportation (MDT) and local agencies. The purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities, and demonstrate a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process, such as projects that do not utilize federal funds.

This TIP is being presented to the Planning Board for review due to cost updates to several projects and transportation planning staff will provide a presentation with a detailed overview of the changes during the meeting. Additionally, a TIP Tracking Sheet with an overview of changes has been attached along with the TIP document. The projects listed in the TIP that have cost updates include: The North Bypass, 1st Avenue N., I-90 Yellowstone River Bridges, and MET Bus Operating funds. The format of the entire TIP document also has been revised to make it more accessible to the public and staff, and to provide for a better display of the key funding information included in the document. Staff has attached the TIP document for reference.

**FINANCIAL IMPACT**

A range of federal funding sources is available to the Billings MPO area for the purposes of funding transportation system improvements. A list of those sources is shown in the TIP. There is no known direct impact to City or County funds in budgeting for these projects given the use of federal funding sources. Projects in the TIP that are not federally funded have already been identified in other programming documents, like the City's Capital Improvement Program.

**RECOMMENDATION**

Staff recommends that the Yellowstone County Board of Planning approve the Draft 2020-2024 TIP and forward that recommendation to PCC through its designee. The PCC is scheduled to meet on June 16, 2020 for action on this item.

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### **Attachments**

2020-2024 TIP Draft  
TIP Tracking Sheet

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**BILLINGS URBAN AREA  
TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP)**

**Federal Fiscal Years  
2020 – 2024**



Prepared by:

**Billings Metropolitan Planning Organization**

**Yellowstone County Board of Planning**

In cooperation with:  
**City of Billings, Montana**  
**County of Yellowstone, Montana**  
**Billings Urban Transportation District**  
**Montana Department of Transportation**  
**Federal Highway Administration**  
**Federal Transit Administration**

**Approval Date: DRAFT**

# **APPROVALS**

## **REVIEWED BY**

Technical Advisory Committee

Yellowstone County Board of Planning

Billings City Council

Yellowstone County Board of County Commissioners

## **APPROVED BY**

Policy Coordinating Committee

Montana Department of Transportation

Federal Highway Administration

Federal Transit Administration

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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**Billings FFY 2020-2024 Transportation Improvement Program**

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## **Acronyms**

<b>BUILD</b>	Better Utilizing Investments to Leverage Development
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CN</b>	Construction
<b>CO</b>	Carbon Monoxide
<b>EPA</b>	Environmental Protection Agency
<b>FAST Act</b>	Fixing America’s Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY/FFY</b>	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
<b>GROWTH</b>	Flexible state CMAQ funds distributed to high growth urban areas
<b>HSIP</b>	Highway Safety Improvement Program
<b>IC</b>	Incidental Construction
<b>IM</b>	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
<b>MACI</b>	Montana Air and Congestion Initiative
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MDT</b>	Montana Department of Transportation
<b>MPO</b>	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NH</b>	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
<b>PE</b>	Preliminary Engineering
<b>PLH</b>	Public Lands Highways
<b>PLHD</b>	Public Land Highways Discretionary Fund
<b>PM<sub>10</sub></b>	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>PM<sub>2.5</sub></b>	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
<b>ROW</b>	Right of Way
<b>RP</b>	Road Reference Post
<b>SAFTEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SFC</b>	State Funded Construction
<b>SRTS</b>	Safe Routes to Schools
<b>SIP</b>	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
<b>STIP</b>	State Transportation Improvement Program
<b>STPE</b>	Surface Transportation Program Enhancements
<b>STPP</b>	Surface Transportation Program Primary
<b>STPU</b>	Surface Transportation Program Urban
<b>STPX</b>	Surface Transportation Program Off-System
<b>TA</b>	Transportation Alternatives Program

## **Billings FFY 2020-2024 Transportation Improvement Program**

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<b>TEA-21</b>	Transportation Efficiency Act for the 21 <sup>st</sup> Century
<b>TCM</b>	Transportation Control Measure
<b>TIP</b>	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
<b>TPCC</b>	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
<b>TSP</b>	Total Suspended Particulate
<b>UHPIP</b>	Urban Highway Pilot Improvement Program
<b>UPP</b>	Urban Pavement Preservation

# **Introduction**

## **Preface**

The Yellowstone County Board of Planning (YCBP) is the Metropolitan Planning Organization, (MPO), for the Billings metropolitan planning area. The Transportation Improvement Program, (TIP), is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. All MPO's are required by the current Federal Highway Bill SAFETEA LU to produce a TIP and update it at least every four years. SAFETEA LU was the first Transportation Bill that required a TIP. The bill was signed into law by President Bush in 2005, and extended by President Obama through June 2012. The act and extensions authorized highway, highway safety, transit, and other surface transportation programs.

On July 6, 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law. The law provides federal program funding through the end of Federal Fiscal Year 2014 and brings program structure changes that will be fully addressed in future long range transportation plans and TIPs. The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015, and authorizes federal transportation funding for federal fiscal years 2016 through 2020. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

## **About the Transportation Improvement Program**

The TIP is a short-range program of highway and transit projects in the Billings metropolitan planning area and is prepared by YCBP staff in cooperation with state and local agencies. The basic purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the planning area that are exempt from the TIP approval process such as projects that do not utilize federal funds.

## **TIP Process and Development**

The development of the TIP document is the responsibility of the Billings MPO and provides an opportunity for local officials to determine priorities and spending for federal highway and transit funds. Any transportation project located in the Billings metropolitan planning area must be included in the TIP prior to receiving federal funds. TIP projects must be included in the area's 20-year Transportation Plan, and are proposed for the TIP by local elected officials, transit operating officials, or state highway agencies. The TIP is reviewed and endorsed annually by the Billings MPO's Policy Coordinating Committee, (PCC), and may be modified through the TIP amendment process. The PCC includes a Billings City Council representative, the Chair of the Yellowstone County Commission, the President of the Yellowstone County Board of Planning and the District Administrator of the Montana Department of Transportation. After PCC endorsement, the TIP is submitted to the Montana Department of Transportation (MDT) and to the Federal Highway Administration and Federal Transit Administration for federal review of the document and approval of conformity and fiscal constraint determination.

## **Federal Regulations**

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the Montana Department of Transportation (MDT) over a five-year period. The principal focus is given to the first two years of the program, the Biennial Element, which contains projects that could be implemented between October 1, 2020 –

## **Billings FFY 2020-2024 Transportation Improvement Program**

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September 30, 2024 (FFY 2020 & 2024). The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

### **Financial Resources**

A range of federal funding sources is available to the Billings planning area for the purposes of funding transportation system improvements. Following is a list of those sources which, when available to the Billings area, are shown in the Transportation Improvement Program. Project implementation is indicated as expected to occur during the pertinent program year. Billings has had a favorable history of receiving federal earmarks as reflected in the table below.

BILLINGS FEDERAL EARMARK HISTORY –2017 through 2021

Project	Earmark
Billings Bypass	\$22,445,600
Zimmerman Trail	\$ 6,242,553

### **Funding Sources**

- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway System (NHS)
- Interstate Maintenance (IM)
- Highway-Railway Crossing Program (RRX)
- Highway Safety Improvement Program (HSIP)
- Bridge Replacement and Rehabilitation Program (HBRRP)
- Urban Pavement Preservation (UPP)
- Transportation Alternatives Program (TAP)
- State Funded Construction (SFC)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- FTA Section 5339 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9)
- FTA Section 5310 (Formerly Sec. 16)
- Congressionally Directed Funds (MT, NCPD, DEMO)

## **AIR QUALITY CONSISTENCY**

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on March 3, 1978, (Federal Register, Vol. 44, No. 150, page 45421, August 2, 1979). As such, Billings was required to prepare a Transportation Control Plan (TCP). The TCP identified strategies to mitigate the TSP and CO problems. The TCP is the Billings element of Montana's State Implementation Plan (SIP). The TIP is required to be, and is, consistent with the TCP as discussed in the Billings conformity statement.

In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (7/1/87 at 52 FR 24854). The Environmental Protection Agency (EPA), has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards.

### **Conformity of the Billings Area Transportation Improvement Program with the 1990 Clean Air Act**

A portion of the Billings Urbanized Area, (Billings), was designated non-attainment for carbon monoxide (CO) on 3/3/78 (43 FR 8962) with a secondary classification of "unclassified". EPA approved the Billings CO Control Plan on 1/16/86 (51 FR 2397). Billings was then re-designated as "Not Classified" on 11/6/91 (56 FR 56697). The area meets the qualifications of the Clean Air Act (CAA) for classification as an attainment area for ozone.

The Billings "not classified" carbon monoxide (CO) nonattainment area was re-designated by the Environmental Protection Agency (EPA) to attainment for the CO National Ambient Air Quality Standards (NAAQS) with an approved limited maintenance plan effective April 22, 2002. Under a CO limited maintenance plan, the motor vehicle emissions budgeted may be treated as essentially non-constraining for the length of the maintenance period because growth would need to exceed reasonable expectations to create a violation of the NAAQS for transportation-related CO. Therefore conformity demonstration using regional emissions analysis is not required; however, individual projects may still be required to conduct "hot spot" analysis.

As demonstrated in the following sections, the Transportation Improvement Program (TIP) satisfactorily meets the requirements established by the 1990 amendments to the CAA regarding the conformity of TIP's.

- The most recent estimates of CO mobile source emissions have been developed by the Analytical Services Section, Montana Department of Environmental Quality and are based upon development and transportation data provided by the Yellowstone County Board of Planning.
- EPA has approved the second 10-year carbon monoxide (CO) maintenance plan for the Billings area. This second 10-year CO maintenance plan meets the requirements of CAA section 175A (b) and is also a Limited Maintenance Plan (as was the maintenance plan with the original 2002 EPA approval.) The second 10-year CO maintenance plan continues to correctly reflect the Limited Maintenance Plan transportation conformity requirements. The EPA-approved Billings second 10-year CO maintenance plan is available at the Planning office.

## **Billings FFY 2020-2024 Transportation Improvement Program**

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### **Transportation Control Measures**

Specific Transportation Control Measures have not been proposed for Billings recently, however, the SIP completed in 1986 included the widening of Exposition Drive (Main Street) and the signalization at Main Street and First Avenue North. Both of these projects were completed in 1983.

There are no Transportation Control Measures (TCM's) in the State Implementation Plan (SIP) and therefore there are no specific TCM's recommended for implementation in this TIP.

### **TIP Conformity**

As a prerequisite for receiving Federal-aid transportation funds through the TIP, a determination must be made that the proposed transportation projects do not cause or contribute to violations of the carbon monoxide ambient air quality standards. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51 was performed in conjunction with the development of the Billings Urban Area 2018 Long Range Transportation Plan. The plan discusses conformity analysis in Chapter 14, pages 172-174. As the transportation projects in the TIP are contained in the Transportation Plan's analysis, a separate analysis for the TIP is not necessary.

### **Regionally Significant Projects**

There are no new regionally significant projects in this 2017-2021 Billings Urban Area TIP.

40 CFR part 93, subpart A - §93.126 Highway and Transit projects included in subpart A are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A project will not be exempt if the MPO in consultation with other agencies, the EPA, FHWA, or FTA concur that it has potentially adverse emissions impacts for any reason.

#### REGIONALLY SIGNIFICANT PROJECT (2020-2024)

<b>Project</b>	<b>Scope</b>	<b>Comments</b>
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

### **Energy Conservation Considerations**

Energy impact analyses have been conducted as a part of the urban transportation planning process. In addition, increased attention has been given to energy conservation and contingency planning on a project specific basis.

As part of the 2018 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

## **Billings FFY 2020-2024 Transportation Improvement Program**

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The City of Billings has a well-developed transit system, and ride-sharing opportunities have been examined. Transit facilities and highway system proposals will continue to be considered in a comprehensive method through the adopted Transportation Planning process.

The detailed energy conservation analysis of specific projects has been conducted for each of the major highway construction projects recommended in the 2018 update of the Billings Urban Area Transportation Plan.

### **PROGRAMMING OF NON-URBAN SYSTEM, FEDERAL AID, AND STATE FUNDING**

Proposed projects involving federal-aid funding, other than urban system funding, that are proposed within existing rights-of-way and which are determined to not significantly change traffic patterns, may not be considered to be of appropriate scale to warrant a modification to a currently valid TIP.

When there is knowledge of such projects prior to the annual adoption of the TIP, each project will be included in the program. Generally, projects falling within this category are those which serve to preserve and maintain the integrity of the existing plant or facility such as: overlays to improve or maintain surface conditions; bridge expansion joints and deck repairs necessary to maintain structural and surface sufficiency; slope repair necessary to maintain drainage adequacy; etc. Projects of this nature will be identified by MDT with appropriate justification when requesting program approval of federal highway funds. Local urban area officials will be advised by the Department through the local planning process of the Department's intent to expend federal funds (non-urban system) for such improvements in their area.

### **Performance Measures**

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21st Century Act, (MAP-21), transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation, (FAST), Act continues these requirements to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for national transportation goals. Establishing performance measures encourage Metropolitan Planning Organizations (MPOs) and State Transportation Departments to maximize the allocation of resources in their respective areas, as well as monitor the performance of the system for eventual use of future resources.

The Billings MPO supports the State targets for applicable performance measures for safety, pavement and bridge condition, system performance, freight, and CMAQ, and will support the Billings MET Transit for associated transit performance measures. Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

### **Safety**

The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety

## Billings FFY 2020-2024 Transportation Improvement Program

Improvement Program, Surface Transportation Program Off-System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures.

### Pavement and Bridge Condition

Pavement and bridge condition performance measures aim to maintain roadway and bridge infrastructure in such a way it remains functional and in good repair. Pavement and Bridge Condition are impacted most by Interstate Maintenance, National Highway, Bridge Program, and Urban Pavement Preservation funding sources. Projects included for funding under these sources were selected in part due to their contribution towards pavement and bridge condition targets.

### System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

### FREIGHT-NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)\*

The purpose of freight performance measures is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source. Project selected for National Highways funding will contribute to improving the national freight network and meeting state targets.

#### National Highway Freight Program (NHFP)\*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
									13.42%	86.58%			
I-90 Yellowstone River Bridge UPN 7972	Reconstruction of interstate bridges	CN			8,500.0	11,326.8					2,660.8	17,166.0	19,826.8
											0.0	0.0	0.0
											0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>8,500.0</b>	<b>11,326.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,660.8</b>	<b>17,166.0</b>	<b>19,826.8</b>
<b>NHFP TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>8,500.0</b>	<b>11,326.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,660.8</b>	<b>17,166.0</b>	<b>19,826.8</b>	

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

\*NHFP is funded by the federal National Highway Performance Program.

### Congestion Mitigation and Air Quality (CMAQ)

The collection of data regarding air quality performance measures helps to evaluate projects to ensure they are protecting and enhancing the health of the natural environment. These performance measures may be impacted by Congestion Mitigation and Air Quality, Montana Air and Congestion Initiative Discretionary Program, Transportation Alternatives, and Federal Transit Administration funding sources and associated projects that provide support for non-motorized transportation projects and programming that enhances air quality and encourages sustainable transportation options.

## **Billings FFY 2020-2024 Transportation Improvement Program**

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### **Advancement of Projects**

It is mutually agreed that the first two years of this program is the best estimate of the project phase that will be undertaken during the Biennial timeframe. Occasionally, projects advance through the design process faster than anticipated. An approved project may accelerate into the next logical phase providing that the funding source does not change from that, which was initially identified in the TIP. Federal, State, and local governments have agreed that a TIP revision is not required in order to accelerate a specific project phase, so long as other planned work is not unduly delayed. The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:

1) Operating Assistance.

- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are: 1) Replacement vehicles for MET Special Transit.
- The priorities with regard to the FTA Section 5339 projects are: 1) Assistance for bus/bus facilities

### **PRIVATE ENTERPRISE PARTICIPATION**

Both the City of Billings and Yellowstone County have locally developed policies and procedures to examine opportunities for private sector participation in the provision of transit services and related support services. The City of Billings adopted resolution 86-15346 which states said policy and provides a process for implementation. The Council approved that resolution on July 7, 1986. Further, a Private Transportation Enterprise Participation Policy (PEP) and implementing procedures were adopted by the MPO's Technical Advisory Committee on April 24, 1986; by the Policy Coordinating Committee on May 8, 1986; and by the Yellowstone County Planning Board on May 13, 1986.

The City's MET Transit Department has examined various opportunities for private sector provision of services. The Department utilizes private tire firms to handle parts of servicing of the tire inventory. The Department also contracts with various private firms for radiator repair, air compressor rebuilds, as well as glass, bodywork on the vehicles, and occasional component rebuilds.

#### **The required TIP documentation related to the PEP process is as follows:**

- a) The City of Billings MET Transit System solicited the possible interest or involvement of the private sector in providing leased tires for the MET Transit fleet of coaches. In the spring of 1993, 1996, 2001, 2006 and 2011, and 2016 a Request for Bids was sent to potentially interested private vendors and was also advertised in a local newspaper and a national transit journal. Bids are evaluated based on cost and ability to perform. Three firms requested bid packages. The current contract for the tire lease is in effect through August 31, 2020 with one additional one-year renewal option. It will again be advertised for bid following execution of the final option.
- b) No other proposals were received from the private sector.
- c) There are no known impediments to holding service out for competition.
- d) There are no known private sector complaints.

The Yellowstone County-City of Billings Planning Division has and will continue to follow its adopted policy and procedures regarding private sector participation. The mailing list of private

## **Billings FFY 2020-2024 Transportation Improvement Program**

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providers has been updated and used to provide notice about TAC and PCC meetings, including those that deal with the Unified Planning Work Program, (UPWP), projects and process as well as the TIP process. Through these mailings the private providers are aware of the development of the proposed transit capital and operating projects as well as the proposed paratransit capital projects for the five years covered in the TIP.

# **FEDERAL TRANSIT ADMINISTRATION** **PROJECTS**

The Federal Transit Act funded projects, including FTA Section 5339 grant projects, (Biennial Element) are intended to insure the continued efficient operation, maintenance and administration of the MET Transit system fleet and facilities, including meeting federal regulations such as the Americans with Disabilities Act (ADA). The operating grants are for the fiscal years of July 1, 2019 to June 30, 2023 and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2020 through 2024.

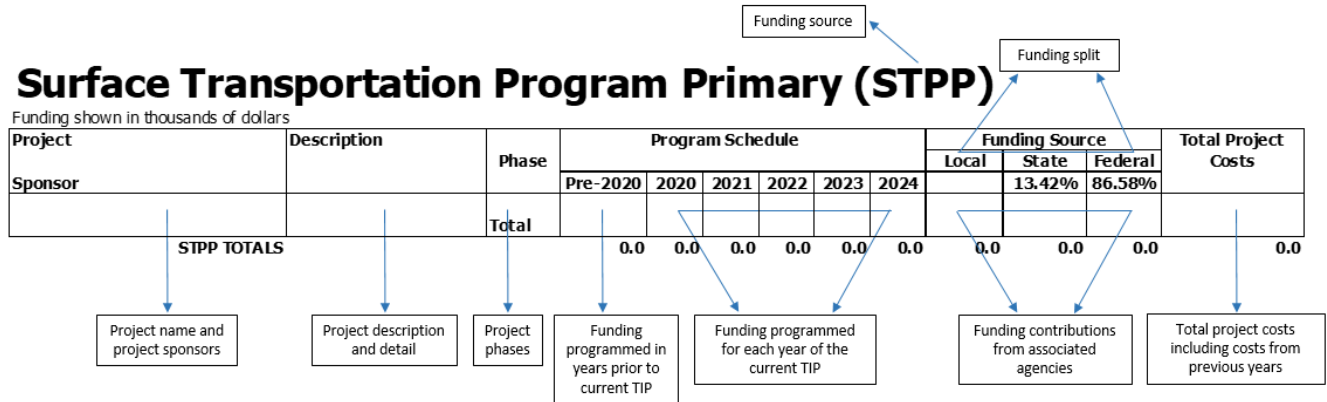
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will address some of the transportation needs of individuals with disabilities and senior populations.

## **Major Federally Funded Project Summary**

Section 1203(h)(7)(B) of MAP-21 requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP.

# Understanding the TIP Funding Tables

The TIP project funding tables consist of multiple components, and are designed to best display integral information regarding the projects within the TIP. The image below identifies and explains each of the various components of the TIP project funding tables, and can be used as a tool to understand the information being presented within the funding tables.



All construction projects included in the TIP will be completed in multiple phases (i.e. PE, RW, IC, and CN). Funding for each construction project is broken down by the costs of each specific phase. The table below provides a description of construction project phases and additional project phases the reader can expect to see within TIP funding tables.

Project Phase	Description
<b>CN</b>	Construction – Construction and/or reconstruction work performed by the agency or contractor
<b>IC</b>	Incidental Construction – ‘Safety net’ for unexpected construction expenditures
<b>OT</b>	Other – Additional programmatic expenditures including costs for marketing, education, and outreach
<b>PE</b>	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
<b>Purch.</b>	Purchase – Procuring equipment, software, vehicles, or facilities
<b>RW</b>	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
<b>Transit</b>	Transit operations

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## **Projects that are Regionally Significant**

<b>PROJECT</b>	<b>SCOPE</b>	<b>COMMENTS</b>
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

**Billings FFY 2020-2024 Transportation Improvement Program**

**Billings MPO Project List**

PROJECT	UPN	SCOPE	COMMENTS
<b>CMAQ</b>			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
<b>STPU</b>			
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
<b>SRTS</b>			
<b>IM</b>			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
<b>NH</b>			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
Main St. - Billings	8717	Pavement Preservation	
27th St. - 1st Ave S. to Airport Rd	7910	Pavement Preservation	
Billings Bypass	4199-001	New Construction	Covers PE & IC
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad	
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass	
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87	
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements	
1st Ave. North - Billings	9022	Major Reconstruction	
Underpass Ave. Improvements	8669	Intersection Improvements	
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements	
Zoo Drive Improvements	9597	Intersection Improvements	
<b>NHFP</b>			
I-90 Yellowstone River - Billings		Bridge Replacement	
<b>STPX, STPS, SFCN</b>			
27th Street RR Crossing	9354	Railroad Crossing Study	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvement Study	
Blue Creek Road - Billings	9503	Pavement Preservation	
Lockwood Interchange	9588	Interchange Improvements Study	
<b>STPP</b>			
<b>RRS</b>			

# Billings MPO Project List, (Continued)

PROJECT	UPN	SCOPE	COMMENTS
<b>HSIP</b>			
Various Safety Projects			Plug to allow project nominations
SF 149 Hillcrest Right Turn Ln	8904	Intersection Improvements	
SF 169 Frontage Rd. Wise Ln Intersection	9384	Intersection Improvements	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvements	Roundabout
SF 169 Blgs. Area Safety Improvements	9420	Signing	
SF 169 I-90 W. King Ave Lighting	9421	Roadway Lighting	
Zoo Drive Improvements	9597	Intersection Improvements	
SF 169 Blgs. District Safety Improvements	9423	Signage	Only portion in MPO bdry
<b>BR</b>			
2012 Scour Mitigation	7960	Mitigation	
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Billings Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
<b>UPP</b>			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
<b>MACI</b>			
MDT MACI		Statewide CMAQ - Various	Plug to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Plug to allow project nominations
MDT MACI		Equipment Purchases	
Underpass Ave. Improvements	8669	Intersection Improvements	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Laurel Road Signals - Billings	9568	Signal Improvements	
<b>CITY TA</b>			
<b>EARMARK</b>			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
<b>FTA 5307</b>			
<b>FTA 5339</b>			
<b>FTA 5310</b>			
<b>FTA 5311</b>			
<b>100 % LOCALLY FUNDED PROJECTS</b>			
Various Projects		Annual Operation and Maintenance	
<b>State Funded Maintenance</b>			
Various Maintenance Projects		Maintenance	

**Billings FFY 2020-2024 Transportation Improvement Program**

# Projects with Multiple Funding

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule							Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	2024+						
Sponsor: MDT															
Billings Bypass	UPW4199000	Environmental Impact Statement	PE-EIS	4,919.6								EARMARK	660.2	4,259.4	4,919.6
		Preliminary Engineering	PE	9,679.0								EARMARK	1,298.9	8,380.0	9,679.0
		Preliminary Engineering	PE	2,734.3	2,444.8							NH	695.0	4,484.1	5,179.1
		Right of Way Acquisition	RW	7,870.5								MT/NH	1,056.2	6,814.3	7,870.5
		Utility Moves	IC		3,019.0							NH	405.1	2,613.8	3,019.0
MDT		<b>Total</b>		<b>25,203.5</b>	<b>5,463.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>4,115.5</b>	<b>26,551.7</b>	<b>30,667.2</b>
Billings Bypass (Five Mile Road)	UPW4199002	Construction of Five Mile Road	IC	141.0	9.6							STPU	20.2	130.3	150.5
			CN		6,704.5							STPU	899.7	5,804.8	6,704.5
MDT		<b>Total</b>		<b>141.0</b>	<b>6,714.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>919.9</b>	<b>5,935.1</b>	<b>6,855.0</b>
Billings Bypass (Yellowstone River Bridge)	UPW4199003	Construction of a new bridge over the Yellowstone River	CN		11,364.2							STPU	1,525.1	9,839.1	11,364.2
			CN		5,000.0							CMAQ	671.0	4,329.0	5,000.0
			CN		5,000.0							BRIDGE	671.0	4,329.0	5,000.0
			CN		18,635.8	10,000.0						NH	3,842.9	24,792.9	28,635.8
MDT		<b>Total</b>		<b>0.0</b>	<b>40,000.0</b>	<b>10,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				<b>6,710.0</b>	<b>43,290.0</b>	<b>50,000.0</b>
Billings Bypass (Johnson Lane Interchange)	UPW4199007	Reconstruction of existing Interchange	CN				1,590.5					STPU	213.4	1,377.1	1,590.5
			CN				6,200.0					CMAQ	832.0	5,368.0	6,200.0
			CN				1,800.0					NH	241.6	1,558.4	1,800.0
			CN				19,320.0					IM	1,932.0	17,388.0	19,320.0
MDT		<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28,910.5</b>	<b>0.0</b>	<b>0.0</b>				<b>3,219.0</b>	<b>25,691.4</b>	<b>28,910.5</b>
Billings Bypass (Railroad Overpass)	UPW4199005	Construction of new bridge over railroad	CN					17,750.9				NH	2,382.2	15,368.7	17,750.9
MDT		<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17,750.9</b>	<b>0.0</b>				<b>2,382.2</b>	<b>15,368.7</b>	<b>17,750.9</b>
Billings Bypass (Johnson Lane Interchange to RR O'pass)	UPW4199006	Construction of connection from Interchange to RR O'pass	CN						8,284.7			NH	1,111.8	7,172.9	8,284.7
MDT		<b>Total</b>							<b>###</b>				<b>1,111.8</b>	<b>7,172.9</b>	<b>8,284.7</b>
Billings Bypass (Five Mile Rd to US 87)	UPW4199004	Construction of connection from Five Mile to US 87	CN							18,741.7		NH	2,515.1	16,226.6	18,741.7
MDT		<b>Total</b>								<b>18,741.7</b>			<b>2,515.1</b>	<b>16,226.6</b>	<b>18,741.7</b>
<b>Totals</b>				<b>25,344.4</b>	<b>52,177.9</b>	<b>10,000.0</b>	<b>28,910.5</b>	<b>17,750.9</b>	<b>8,284.7</b>	<b>18,741.7</b>	<b>0.0</b>	<b>20,973.7</b>	<b>140,236.4</b>	<b>161,210.1</b>	

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

## I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule							Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	2024+						
Sponsor: MDT															
I-90 Yellowstone River Bridges	UPN 7972	Reconstruction of Interstate bridges over the Yellowstone	PE	6,500.0								BRIDGE	872.3	5,627.7	6,500.0
			RW	341.2								IM	34.1	307.1	341.2
			IC	341.2								IM	34.1	307.1	341.2
			CN			16,924.5	14,000.0					BRIDGE	4,150.1	26,774.5	30,924.5
			CN			5,000.0	6,931.7					IM	1,193.2	10,738.5	11,931.7
			CN			8,500.0	11,326.8					NHFP	2,660.8	17,166.0	19,826.8
MDT		RP 450 to 452.7	<b>Total</b>	<b>7,182.4</b>	<b>0.0</b>	<b>30,424.5</b>	<b>32,258.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>8,944.5</b>	<b>60,920.8</b>	<b>69,865.4</b>
<b>Totals</b>				<b>7,182.4</b>	<b>0.0</b>	<b>30,424.5</b>	<b>32,258.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>8,944.5</b>	<b>60,920.8</b>	<b>69,865.4</b>

**Billings FFY 2020-2024 Transportation Improvement Program**

# Estimated Revenue

**Estimated Revenue**

Amounts shown in thousands of dollars

Federal Fiscal Year	STP/S*/X*													SUBTOTAL	
	CMAQ**	STPU <sup>1</sup>	IM <sup>1</sup>	NH <sup>1</sup>	NHFP*	SFCN	STPP*	RRS	HSIP <sup>2</sup>	BR <sup>2</sup>	UPP <sup>2</sup>	MACI*	BUILD**		TA*
Carryover	5,841.8	20,037.6													25,879.4
FFY 2020	1,390.2	2,489.8	2,220.9	35,072.6	0.0	1,266.8	0.0	225.5	2,258.5	5,662.0	723.0	2,038.6	0.0	244.2	53,592.1
FFY 2021	1,390.2	2,489.8	6,500.0	11,334.0	8,500.0	0.0	0.0	0.0	13,356.2	16,936.9	1,970.1	999.4	0.0	300.0	63,776.5
FFY 2022	1,390.2	2,489.8	27,751.7	8,730.3	11,326.8	0.0	0.0	0.0	578.9	16,727.2	500.0	1,465.0	0.0	300.0	71,259.8
FFY 2023	1,390.2	2,489.8	1,500.0	18,776.1	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	0.0	300.0	26,206.1
FFY 2024	1,390.2	2,489.8	15,900.4	50,094.8	0.0	37,685.0	0.0	0.0	1,111.8	0.0	500.0	1,157.6	0.0	300.0	110,629.6
TOTAL	12,793.0	32,486.5	53,873.0	124,007.8	19,826.8	38,951.8	0.0	225.5	17,805.4	39,326.2	4,193.1	6,410.6	0.0	1,444.2	351,343.6

Federal Fiscal Year	FTA 5307		FTA 5339		FTA 5310		GAS TAX			TOTAL
	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	
Carryover	0.0		0.0							25,879.4
FFY 2020	1,891.4	1,891.4	1,354.0	221.6	106.5	18.8	1,739.8	313.8	2,316.0	63,445.4
FFY 2021	1,910.3	1,910.3	420.0	172.0	235.5	42.8	1,739.8	313.8	1,645.0	72,166.0
FFY 2022	1,929.3	1,929.4	420.0	105.0	160.0	29.3	1,739.8	313.8	2,477.0	80,363.5
FFY 2023	1,948.7	1,948.7	420.0	105.0	160.0	29.3	1,739.8	313.8	1,645.0	34,516.4
FFY 2024	1,968.2	1,968.2	420.0	105.0	160.1	29.3	1,739.8	313.8	1,645.0	118,979.0
TOTAL	9,647.9	9,647.8	3,034.0	708.6	822.0	149.6	8,699.1	1,569.0	9,728.0	395,349.6

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding beyond 2020 will be subject to the obligation limitation set by the annual appropriations process.

**NOTES:**

These estimates are based on historical data and projections.

\* STPU, IM, NH, NHFP, STPX, STPP, HSIP, BR, UPP, MACI, and TA funds include match.

\*\* Reflective of federal share only.

Operations and Maintenance funds (average of Fiscal Years 2015-2017), local match, and CMAQ (local match) makes up OTHER

**Billings FFY 2020-2024 Transportation Improvement Program**

# **Congestion Mitigation & Air Quality** **(CMAQ)**

Funding shown in thousands of dollars  
 Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% Match

Project	Description	Phase						Funding Source			Total Project Costs		
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%		Federal 86.58%	
<i>Carryover (Federal)</i>				5,841.8	2,903.0	4,293.3	315.5	1,705.8					
<i>Estimated allocation (Federal)</i>				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2					
<b>Billings Bypass (Yellowstone River Bridge)</b> <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN		5,000.0						671.0	4,329.0	5,000.0	
<b>Total</b>			<b>0.0</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>	
<b>Billings Bypass (Johnson Lane Interchange)</b> <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN				6,200.0				832.0	5,368.0	6,200.0	
<b>Total</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>832.0</b>	<b>5,368.0</b>	<b>6,200.0</b>	
Project Adjustments/Closures													
<b>CMAQ Totals</b>				<b>5,000.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,503.0</b>	<b>9,697.0</b>	<b>11,200.0</b>
<b>Federal</b>				<b>4,329.0</b>	<b>0.0</b>	<b>5,368.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				
<b>State</b>				<b>671.0</b>	<b>0.0</b>	<b>832.0</b>	<b>0.0</b>	<b>0.0</b>					
<b>Ending Balance (Federal)</b>				<b>2,903.0</b>	<b>4,293.3</b>	<b>315.5</b>	<b>1,705.8</b>	<b>3,096.0</b>					

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.  
 Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

**Billings FFY 2020-2024 Transportation Improvement Program**

# Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>Sponsor</b>													
<i>Carryover</i>				20,037.6	4,449.1	6,938.9	7,838.1	10,327.9		13.42%	86.58%		
<i>Estimated Allocation (STPU)</i>				2,489.8	2,489.8	2,489.8	2,489.8	2,489.8					
<b>Billings Bypass (Five Mile Road)</b>	UPN4199002 Construction of Five Mile Road	IC	141.0	9.6						20.2	130.3		150.5
<i>MDT</i>		CN		6,704.5						899.7	5,804.8		6,704.5
<i>MDT</i>		<b>Total</b>	<b>141.0</b>	<b>6,714.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>919.9</b>	<b>5,935.1</b>		<b>6,855.0</b>
<b>Billings Bypass (Yellowstone River Bridge)</b>	UPN4199003 Construction of a new bridge over the Yellowstone River												
<i>MDT</i>		CN		11,364.2						1,525.1	9,839.1		11,364.2
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>11,364.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,525.1</b>	<b>9,839.1</b>		<b>11,364.2</b>
<b>Billings Bypass (Johnson Lane Interchange)</b>	UPN4199007 Reconstruction of existing Interchange												
<i>MDT</i>		CN				1,590.5				213.4	1,377.1		1,590.5
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,590.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>213.4</b>	<b>1,377.1</b>		<b>1,590.5</b>
<b>Adjustment/Closures</b>													
			<b>STPU Totals</b>	<b>18,078.3</b>	<b>0.0</b>	<b>1,590.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,658.5</b>	<b>17,151.3</b>	<b>19,809.8</b>
			<b>Federal</b>	<b>15,652.2</b>	<b>0.0</b>	<b>1,377.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				
			<b>State</b>	<b>2,426.1</b>	<b>0.0</b>	<b>213.4</b>	<b>0.0</b>	<b>0.0</b>					
			<b>Balance</b>	<b>4,449.1</b>	<b>6,938.9</b>	<b>7,838.1</b>	<b>10,327.9</b>	<b>12,817.7</b>					

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

**Billings FFY 2020-2024 Transportation Improvement Program**

# Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>Sponsor</b>													
<b>MDT-PREVENTATIVE MAINTENANCE - IM</b>	Maintenance	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0	
<i>MDT</i>		<b>Total</b>		<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>657.0</b>	<b>6,843.0</b>	<b>7,500.0</b>	
<b>I-90 Yellowstone River Bridges</b>	Bridge Replacement	PE	6,287.8							550.8	5,737.0	6,287.8	
UPN 7972		RW		319.4						28.0	291.5	319.4	
		IC		319.4						28.0	291.5	319.4	
		CN			5,000.0	6,931.7				1,045.2	10,886.5	11,931.7	
<i>MDT</i>	I-90 RP 450.09 to 452.73	<b>Total</b>	<b>6,287.8</b>	<b>638.9</b>	<b>5,000.0</b>	<b>6,931.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,652.0</b>	<b>17,206.4</b>	<b>18,858.4</b>	
<b>Mossmain Intch - West Blgs Intch</b>	Pavement Preservation	PE	496.4	82.0						50.7	527.7	578.4	
UPN 9198	Not all locations inside MPO boundary	CN						14,400.4		1,261.5	13,138.9	14,400.4	
<i>MDT</i>	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>496.4</b>	<b>82.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14,400.4</b>	<b>0.0</b>	<b>1,312.1</b>	<b>13,666.6</b>	<b>14,978.8</b>	
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing	CN				19,320.0				1,692.4	17,627.5	19,320.0	
UPN 4199-007	Interchange									0.0	0.0	0.0	
<i>MDT</i>	I-90 RP	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19,320.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,692.4</b>	<b>17,627.5</b>	<b>19,320.0</b>	
<b>IM TOTAL</b>			<b>6,784.2</b>	<b>2,220.9</b>	<b>6,500.0</b>	<b>27,751.7</b>	<b>1,500.0</b>	<b>15,900.4</b>	<b>0.0</b>	<b>5,313.6</b>	<b>55,343.6</b>	<b>60,657.1</b>	

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

\*IM is a state sub-allocated program funded by the federal National Highway Performance Program.

# Billings FFY 2020-2024 Transportation Improvement Program

## National Highway (NH)\*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State		Federal
<b>Sponsor</b>												
<b>MDT-PREVENTATIVE MAINTENANCE - NH</b>	Maintenance	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
<b>MDT</b>		<b>Total</b>		<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>		<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>Billings Bypass</b>	New construction	PE	2,734.3	2,090.7						647.5	4,177.5	4,825.0
UPN 4199-000		IC		3,019.0						405.1	2,613.8	3,019.0
<b>MDT</b>		<b>Total</b>	<b>2,734.3</b>	<b>5,109.7</b>						<b>1,052.7</b>	<b>6,791.4</b>	<b>7,844.0</b>
<b>Billings Bypass - Yellowstone River Bridge</b>	New construction of bridge over the Yellowstone River	CN		18,635.8	10,000.0					3,842.9	24,792.9	28,635.8
UPN 4199-003										0.0	0.0	0.0
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>18,635.8</b>	<b>10,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,842.9</b>	<b>24,792.9</b>	<b>28,635.8</b>
<b>Billings Bypass - Five Mile Rd to US 87</b>	Construction of connection from Five Mile to US 87	CN						18,741.7		2,515.1	16,226.6	18,741.7
UPN 4199-004												
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18,741.7</b>	<b>0.0</b>	<b>2,515.1</b>	<b>16,226.6</b>	<b>18,741.7</b>
<b>Billings Bypass - RR O'pass</b>	New construction of RR O'pass	CN					17,750.9			2,382.2	15,368.7	17,750.9
UPN 4199-005										0.0	0.0	0.0
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17,750.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2,382.2</b>	<b>15,368.7</b>	<b>17,750.9</b>
<b>Billings Bypass - Johnson Ln. Intch - RR O'pass</b>	New construction of connection from Interchange to bridge	CN						8,284.7		1,111.8	7,172.9	8,284.7
UPN 4199-006										0.0	0.0	0.0
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,284.7</b>	<b>0.0</b>	<b>1,111.8</b>	<b>7,172.9</b>	<b>8,284.7</b>
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing Interchange RP 455.5	CN				1,800.0				241.6	1,558.4	1,800.0
UPN 4199-007										0.0	0.0	0.0
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>241.6</b>	<b>1,558.4</b>	<b>1,800.0</b>
<b>Exposition Dr. &amp; 1st Ave. N Blgs</b>	Intersection Improvements	PE	1,596.5							214.2	1,382.2	1,596.5
UPN 7908		CN						1,989.7		0.0	0.0	0.0
<b>MDT</b>		<b>Total</b>	<b>1,596.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,989.7</b>	<b>0.0</b>	<b>481.3</b>	<b>3,104.9</b>	<b>3,586.2</b>
<b>27th St - 1st Ave S to Airport</b>	Mill and overlay	PE	2,132.5							286.2	1,846.3	2,132.5
UPN 7910		RW	772.6							103.7	668.9	772.6
		IC	179.8							24.1	155.7	179.8
		CN	10,698.0	16.8						1,437.9	9,276.9	10,714.8
<b>MDT</b>		<b>Total</b>	<b>13,782.8</b>	<b>16.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,851.9</b>	<b>11,947.8</b>	<b>13,799.7</b>
<b>Underpass Ave. Improvements</b>	Intersection Improvements	OT	295.6							39.7	255.9	295.6
UPN 8669		PE								317.3	2,047.1	2,364.4
		RW			61.2					8.2	53.0	61.2
		IC			153.1					20.5	132.5	153.1
		CN						6,963.6		934.5	6,029.1	6,963.6
<b>MDT</b>		<b>Total</b>	<b>2,660.0</b>	<b>0.0</b>	<b>214.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6,963.6</b>	<b>0.0</b>	<b>1,320.3</b>	<b>8,517.7</b>	<b>9,837.9</b>
<b>1st Ave. N - N 9th to RR Xing</b>	Reconstruction of roadway Major Rehab	PE	1,746.7	1,483.3						433.5	2,796.5	3,230.0
UPN 9022		RW			59.8					8.0	51.8	59.8
		IC			59.8					8.0	51.8	59.8
		CN						10,722.3		1,438.9	9,283.4	10,722.3
<b>MDT</b>		<b>Total</b>	<b>1,746.7</b>	<b>1,483.3</b>	<b>119.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10,722.3</b>	<b>0.0</b>	<b>1,888.5</b>	<b>12,183.5</b>	<b>14,071.9</b>
<b>Zoo Drive Improvements</b>	Intersection Improvements I-90 RP 442.9 to 444.3	PE	130.0							17.4	112.6	130.0
UPN 9597		CN						2,392.8		321.1	2,071.7	2,392.8
<b>MDT</b>		<b>Total</b>	<b>130.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,392.8</b>	<b>0.0</b>	<b>338.6</b>	<b>2,184.2</b>	<b>2,522.8</b>
<b>1st Ave. N - RR Xing to Broadway</b>	Reconstruction of roadway Major Rehab	PE		629.6						84.5	545.1	629.6
UPN 9880		RW				12.6				1.7	10.9	12.6
		IC				12.6				1.7	10.9	12.6
		CN								0.0	0.0	0.0
CN outside of TIP Timeframe 2025										0.0	0.0	0.0
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>629.6</b>	<b>0.0</b>	<b>25.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>87.9</b>	<b>566.9</b>	<b>654.8</b>
<b>1st Ave. N - Broadway to Division</b>	Reconstruction of roadway Major Rehab	PE		629.6						84.5	545.1	629.6
UPN 9881		RW						12.6		1.7	10.9	12.6
		IC						12.6		1.7	10.9	12.6
		CN								0.0	0.0	0.0
CN outside of TIP Timeframe 2026										0.0	0.0	0.0
<b>MDT</b>		<b>Total</b>	<b>0.0</b>	<b>629.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25.2</b>	<b>0.0</b>	<b>0.0</b>	<b>87.9</b>	<b>566.9</b>	<b>654.8</b>
<b>NH TOTAL</b>			<b>23,575.8</b>	<b>35,072.6</b>	<b>11,334.0</b>	<b>8,730.3</b>	<b>18,776.1</b>	<b>50,094.8</b>	<b>0.0</b>	<b>19,805.7</b>	<b>127,777.9</b>	<b>147,583.6</b>

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# National Highway Freight Program (NHFP)\*

**National Highway Freight Program (NHFP)\***

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
										13.42%	86.58%	
I-90 Yellowstone River Bridge UPN 7972	Reconstruction of interstate bridges	CN			8,500.0	11,326.8				2,660.8	17,166.0	19,826.8
										0.0	0.0	0.0
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>8,500.0</b>	<b>11,326.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,660.8</b>	<b>17,166.0</b>	<b>19,826.8</b>
<b>NHFP TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>8,500.0</b>	<b>11,326.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,660.8</b>	<b>17,166.0</b>	<b>19,826.8</b>

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

\*NHFP is funded by the federal National Highway Performance Program.

# Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction, (SFCN)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>										13.42%	86.58%	
<b>27th Street RR Crossing</b>	Railroad crossing study	OT	1,075.0							144.3	930.7	1,075.0
UPN 9354		RW								0.0	0.0	0.0
<i>MDT</i>	RP 1 to 1.6	<b>Total</b>	<b>1,075.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>144.3</b>	<b>930.7</b>	<b>1,075.0</b>
<b>SF 169 Rimrock &amp; 62nd St. W</b>	Intersection Improvement	OT	630.0	120.0						100.7	649.4	750.0
UPN 9383	Study									0.0	0.0	0.0
<i>MDT</i>	RP 2.4 to 2.8	<b>Total</b>	<b>630.0</b>	<b>120.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.7</b>	<b>649.4</b>	<b>750.0</b>
<b>Lockwood Interchange</b>	Interchange Improvement	OT	300.0	1,146.8						194.2	1,252.6	1,446.8
UPN 9588	Study	CN					37,685.0			5,057.3	32,627.6	37,685.0
<i>MDT</i>	RP 450 to 455.3	<b>Total</b>	<b>300.0</b>	<b>1,146.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37,685.0</b>	<b>0.0</b>	<b>5,251.5</b>	<b>33,880.3</b>	<b>39,131.8</b>
<b>TOTALS</b>			<b>2,005.0</b>	<b>1,266.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37,685.0</b>	<b>0.0</b>	<b>5,496.4</b>	<b>35,460.4</b>	<b>40,956.7</b>

# Surface Transportation Program Primary (STPP)

## Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
No New Projects													
		Total											
<b>STPP TOTALS</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Billings FFY 2020-2024 Transportation Improvement Program**

# Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs		
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal			
<b>Sponsor</b>														
<b>RRXING - STEFFES RD - BILLINGS</b>	Upgrade Rail grade crossing signals	PE		9.0							0.9	8.1	9.0	New project
UPN 9827		CN		216.5							21.7	194.9	216.5	
MDT	L-56-1059 RP 0.03	<b>Total</b>		<b>225.5</b>							<b>22.6</b>	<b>203.0</b>	<b>225.5</b>	
<b>TOTALS</b>			<b>0.0</b>	<b>225.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.6</b>	<b>203.0</b>	<b>225.5</b>	

# Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<b>Sponsor</b>													
<b>SAFETY PROJECTS</b>	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0		2,500.0
<i>MDT</i>		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>250.0</b>	<b>2,250.0</b>		<b>2,500.0</b>
<b>SF 129 - Rndabout King 56th</b>	Intersection Improvements - Roundabout	PE	887.3	61.7						94.9	854.1		949.0
UPN 8052		RW	975.0							97.5	877.5		975.0
		IC	278.3							27.8	250.4		278.3
	ST SEC RTE 532	CN	0.0		4,100.0					410.0	3,690.0		4,100.0
<i>MDT</i>	RP 15.4 to 15.7	<b>Total</b>	<b>2,140.5</b>	<b>61.7</b>	<b>4,100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>630.2</b>	<b>5,672.0</b>		<b>6,302.2</b>
<b>SF 139-CENTRAL &amp; 56TH RNDABOUT</b>	Intersection Improvements - Roundabout	PE	723.9	69.9						79.4	714.5		793.8
UPN 8611		RW	230.0	670.0						90.0	810.0		900.0
		IC	0.0	127.0						12.7	114.3		127.0
	L-56-504	CN	0.0		2,700.0					270.0	2,430.0		2,700.0
<i>MDT</i>	RP 1.7 TO RP 2.3	<b>Total</b>	<b>953.9</b>	<b>866.9</b>	<b>2,700.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>452.1</b>	<b>4,068.7</b>		<b>4,520.8</b>
<b>SF-149 HILLCREST RT TURN</b>	Install Right Turn Lane	PE	176.3							17.6	158.7		176.3
UPN 8904		RW	60.0							6.0	54.0		60.0
		IC	60.7	78.8						14.0	125.6		139.6
		CN	0.0		386.7					38.7	348.0		386.7
<i>MDT</i>	U1033 RP .9-1.3	<b>Total</b>	<b>297.0</b>	<b>78.8</b>	<b>386.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76.3</b>	<b>686.3</b>		<b>762.5</b>
<b>SF 169 RIMROCK &amp; 62ND ST W</b>	Intersection Improvements - Roundabout	PE	0.0	750.0						75.0	675.0		750.0
UPN 9383		RW	0.0		125.0					12.5	112.5		125.0
		IC	0.0		750.0					75.0	675.0		750.0
		CN	0.0		4,507.4					450.7	4,056.7		4,507.4
<i>MDT</i>	U1034 RP 2.4-2.8	<b>Total</b>	<b>0.0</b>	<b>750.0</b>	<b>5,382.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>613.2</b>	<b>5,519.2</b>		<b>6,132.4</b>
<b>SF 169 FRNTG RD WISE LN INTX</b>	Intersection warning system	PE	15.8	17.7						3.3	30.1		33.5
UPN 9384		CN	0.0			78.9				7.9	71.0		78.9
<i>MDT</i>	RP 3.5	<b>Total</b>	<b>15.8</b>	<b>17.7</b>	<b>0.0</b>	<b>78.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.2</b>	<b>101.1</b>		<b>112.4</b>
<b>SF 169 BLGS AREA SFTY IMPRV</b>	Installation of lighting and panel delineation	PE	21.3	2.8						2.4	21.7		24.1
UPN 9420		CN	111.1	-21.5						9.0	80.6		89.6
<i>MDT</i>	I-90 RP 445.6-447.3	<b>Total</b>	<b>132.4</b>	<b>-18.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>102.4</b>		<b>113.7</b>
<b>SF 169 I90 W KING AVE LIGHTING</b>	Installation of lighting and panel delineation	PE	44.8							4.5	40.3		44.8
UPN 9421		CN	0.0		287.1					28.7	258.4		287.1
<i>MDT</i>	I-90 RP 445.6-447.3	<b>Total</b>	<b>44.8</b>	<b>0.0</b>	<b>287.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.2</b>	<b>298.7</b>		<b>331.9</b>
<b>SF 169 I90 SF 169 BLGS DISTRIC SFTY IM</b>	Installation of signage and panel delineation	PE	13.0							1.3	11.7		13.0
UPN 9423		CN	124.3	2.1						12.6	113.7		126.4
<i>MDT</i>	Various Locations	<b>Total</b>	<b>137.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>125.4</b>		<b>139.4</b>
<b>ZOO DRIVE IMPROVEMENTS - BLGS</b>	Safety Improvements for Traffic Opera	PE	0.0							0.0	0.0		0.0
UPN 9597		CN	0.0					611.8		61.2	550.6		611.8
<i>MDT</i>	Various Locations	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>611.8</b>	<b>0.0</b>	<b>61.2</b>	<b>550.6</b>		<b>611.8</b>
<b>HSIP Totals</b>			<b>3,721.8</b>	<b>2,258.5</b>	<b>13,356.2</b>	<b>578.9</b>	<b>500.0</b>	<b>1,111.8</b>	<b>0.0</b>	<b>2,152.7</b>	<b>19,374.5</b>		<b>21,527.2</b>

**Billings FFY 2020-2024 Transportation Improvement Program**

**Bridge Program**

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>	
<b>BBP-YELLOWSTONE RIVER</b> UPN 4199-003 MDT	Bridge rehabs Statewide	CN		5,000.0	0.0	0.0	0.0	0.0		0.0 671.0	0.0 4,329.0	0.0 5,000.0
<b>2012 SCOUR MITIGATION</b> UPN 7960 One project in MPO MDT	Bridge rehabs Statewide	PE RW CN	111.9 560.0	142.0 520.0	0.0	0.0	0.0	0.0		15.0 94.2 69.8	96.9 607.8 450.2	111.9 702.0 520.0
<b>I-90 Yellowstone River</b> UPN 7972 MDT	RP 2.7 to 3.0	PE CN	6,287.8	0.0	16,924.5	14,000.0	0.0	0.0		843.8 4,150.1	5,444.0 26,774.5	6,287.8 30,924.5
<b>SHILOH RD / I-90 BRIDGE - BLGS</b> UPN 9720 MDT	Bridge rehab U-1031 RO 5.0 to 5.3	PE IC CN	309.9	0.0	12.4	2,727.2	0.0	0.0		41.6 1.7 366.0	268.3 10.7 2,361.2	309.9 12.4 2,727.2
<b>BR TOTAL</b>			<b>7,269.6</b>	<b>5,662.0</b>	<b>16,936.9</b>	<b>16,727.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,253.2</b>	<b>40,342.6</b>	<b>46,595.8</b>

Using 20% for costs

Billings FFY 2020-2024 Transportation Improvement Program

# Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
<b>Sponsor</b>										<b>13.42%</b>	<b>86.58%</b>	
<b>URBAN PAVEMENT PRESERVATION</b>		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>SHILOH ROAD - BILLINGS</b>	Pavement Preservation	PE	45.4	-30.2						2.0	13.2	15.2
UPN 9502		CN		53.4						7.2	46.2	53.4
<i>MDT</i>	U-1031 RP 4.4-5.4	<b>Total</b>	<b>45.4</b>	<b>23.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.2</b>	<b>59.4</b>	<b>68.6</b>
<b>KING AVE E - BILLINGS</b>	Pavement Preservation	PE	26.0	-12.7						1.8	11.5	13.3
UPN 9505		CN		42.4						5.7	36.7	42.4
<i>MDT</i>	U-1026 RP 1.7-2.2	<b>Total</b>	<b>26.0</b>	<b>29.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>48.2</b>	<b>55.7</b>
<b>HARDIN ROAD - BILLINGS</b>	Pavement Preservation	PE	26.0	-10.5						2.1	13.4	15.5
UPN 9506		CN		180.6						24.2	156.4	180.6
<i>MDT</i>	U-1028 RP 0-2.1	<b>Total</b>	<b>26.0</b>	<b>170.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.3</b>	<b>169.8</b>	<b>196.1</b>
<b>GRAND-24TH TO ZIMMERMAN (BLGS)</b>	Pavement Preservation	PE	77.9							10.4	67.4	77.9
UPN 9509		CN			1,470.1					197.3	1,272.8	1,470.1
<i>MDT</i>	U-1004 RP .8- RP2	<b>Total</b>	<b>77.9</b>	<b>0.0</b>	<b>1,470.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>207.7</b>	<b>1,340.2</b>	<b>1,547.9</b>
<b>UPP TOTAL</b>			<b>175.2</b>	<b>723.0</b>	<b>1,970.1</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>586.2</b>	<b>3,782.0</b>	<b>4,368.2</b>

# Montana Air and Congestion Initiative (MACI)- Discretionary Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%		
<b>Sponsor</b>													
<b>ADA COMPLIANCE</b>		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5		2,500.0
<i>MDT</i>	ADA upgrades	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>		<b>335.5</b>	<b>2,164.5</b>		<b>2,500.0</b>
<b>TRAFFIC MITIGATION</b>		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3		1,250.0
<i>MDT</i>	Signalization	<b>Total</b>		<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>		<b>838.8</b>	<b>5,411.3</b>		<b>1,250.0</b>
<i>27th St - 1st Ave S to Airport</i>	Mill and overlay	CN	5,500.0							738.1	4,761.9		5,500.0
<i>UPN 7910</i>	HWAY RT 53/MT3 RP1.1 TO 3.0	<b>Total</b>	<b>5,500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>738.1</b>	<b>4,761.9</b>		<b>5,500.0</b>
<i>MDT</i>													
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE	1,167.6							156.7	1,010.9		1,167.6
UPN 8669		IC/RW		157.7						21.2	136.5		157.7
<i>MDT</i>	RP .51 to .72	CN				715.0				96.0	619.0		715.0
		<b>Total</b>	<b>1,167.6</b>	<b>157.7</b>	<b>0.0</b>	<b>715.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>273.8</b>	<b>1,766.5</b>		<b>2,040.3</b>
<b>Main Street - Billings</b>	Pavement Preservation with micro-surfacing	CN		1,131.0						151.8	979.2		1,131.0
UPN 8717	RP 1.08 to 4.66	<b>Total</b>	<b>0.0</b>	<b>1,131.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>151.8</b>	<b>979.2</b>		<b>1,131.0</b>
<i>MDT</i>													
<b>Mossmain Intch-West Blgs Inch</b>	Pavement Preservation	CN						407.6		54.7	352.9		407.6
UPN 9198	Not all locations inside MPO boundary	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>407.6</b>	<b>0.0</b>	<b>54.7</b>	<b>352.9</b>		<b>407.6</b>
<i>MDT</i>	I-90 RP 437.12 to 446.7												
<b>LAUREL ROAD SIGNALS - BILLINGS</b>	INT UPGRADE/SIGNALS	PE	51.2							6.9	44.3		51.2
UPN 9568		CN			249.4					0.0	0.0		0.0
<i>Route N-113</i>	RP .6 and 1.3	<b>Total</b>	<b>51.2</b>	<b>0.0</b>	<b>249.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.5</b>	<b>215.9</b>		<b>249.4</b>
<i>MDT</i>	Various Locations									<b>40.3</b>	<b>260.3</b>		<b>300.6</b>
		<b>Total</b>	<b>6,718.8</b>	<b>2,038.6</b>	<b>999.4</b>	<b>1,465.0</b>	<b>750.0</b>	<b>1,157.6</b>	<b>0.0</b>	<b>2,433.0</b>	<b>15,696.5</b>		<b>13,129.4</b>

**Billings FFY 2020-2024 Transportation Improvement Program**

# Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%	
<b>Sponsor</b>												
<b>Transportation Alternatives</b>		All		300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0	0.0
<i>MDT/Locals</i>	<b>Various Locations</b>	<b>Total</b>	<b>0.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>0.0</b>	<b>201.3</b>	<b>1,298.7</b>	<b>1,500.0</b>
<b>BECRAFT LANE SIDEWALK-LOCKWOOD</b>	Install sidewalks	PE	238.7	-0.6					31.9		206.1	238.0
UPN 9158		CN	897.6	-55.2					113.0		729.3	842.4
<i>MDT/Locals</i>	<b>Various Locations</b>	<b>Total</b>	<b>1,136.3</b>	<b>-55.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>145.0</b>	<b>0.0</b>	<b>935.4</b>	<b>1,080.4</b>
<b>TA TOTALS</b>			<b>1,136.3</b>	<b>244.2</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>145.0</b>	<b>201.3</b>	<b>2,234.1</b>	<b>2,580.4</b>
Federal			<b>983.8</b>	<b>211.4</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>				
Local			<b>152.5</b>	<b>32.8</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>				

Funding dependent on the outcome of a competitive process and funding availability.

**Billings FFY 2020-2024 Transportation Improvement Program**

**Earmarks**

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project	
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%		
<b>Sponsor</b>													
<b>Billings Bypass</b>	<b>UPN4199000</b>	PE	17,332.9								2,326.1	15,006.8	17,332.9
		RW	7,847.0								1,053.1	6,793.9	7,847.0
<i>MDT</i>		<b>Total</b>	<b>25,179.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,379.1</b>	<b>21,800.8</b>	<b>25,179.9</b>
		<b>Total</b>	<b>25,179.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,379.1</b>	<b>21,800.8</b>	<b>25,179.9</b>

**Better Utilizing Investments to Leverage Development (BUILD) Grant Program**

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source				Total Estimated Obligation FY 2020-2024	
			2020	2021	2022	2023	2024	City	County	State	Federal		
<b>Sponsor</b>													
<b>No new projects</b>													
		<b>Total</b>											
<b>TIGER TOTAL</b>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

# Federal Transit Administration Section 5307\*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY 2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0				
<i>5311 Transfer from State(Fed Share)</i>											
<i>Allocation (Estimated)(Fed Share)</i>			1,891.4	1,910.3	1,929.3	1,948.7	1,968.2				
<b>Bus &amp; Passenger Amenities</b>	Recurring Purch.										0.0
Automated Passenger Counter System								0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
<i>Met Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Transit Operations***</b>											
<i>Met Transit</i>		<b>Total</b>	<b>3,782.7</b>	<b>3,820.5</b>	<b>3,858.7</b>	<b>3,897.3</b>	<b>3,936.3</b>	<b>9,647.8</b>		<b>9,647.8</b>	<b>19,295.6</b>
<b>Purchase buses</b>	Recurring Purch.							0.0		0.0	0.0
Expansion Cutaway								0.0		0.0	0.0
Replacement Buses								0.0		0.0	0.0
<i>Met Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>3,782.7</b>	<b>3,820.5</b>	<b>3,858.7</b>	<b>3,897.3</b>	<b>3,936.3</b>	<b>9,647.8</b>	<b>0.0</b>	<b>9,647.8</b>	<b>19,295.6</b>
<b>Federal</b>			<b>1,891.4</b>	<b>1,910.3</b>	<b>1,929.4</b>	<b>1,948.7</b>	<b>1,968.2</b>				
<b>Local</b>			<b>1,891.4</b>	<b>1,910.3</b>	<b>1,929.4</b>	<b>1,948.7</b>	<b>1,968.2</b>				
<b>Ending Balance (Federal)</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				

\*FTA administered funds are not subject to indirect cost recovery. 5307 funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MET).

\*\*\*Total local funding reflects an overmatch on federal share. Operations Match ratio is 50/50.

# Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source		Total Estimated Obligation FY 2020-2024
			2020	2021	2022	2023	2024	Local 15/20%	Federal 85/80%	
<i>Carryover</i>			3,418.3	120.8	0.0	0.0	0.0			
<i>Allocation (Estimated)</i>			514.0	420.0	420.0	420.0	420.0			
<b>Bus Purchases</b> <i>Met Transit</i>	Replacement 85/15 ADA vehicle		<b>4,124.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>618.7</b> <b>618.7</b>	3,506.1 <b>3,506.1</b>	4,124.8 <b>4,124.8</b>
<b>Automated Passenger Counter</b> <i>Met Transit</i>	Upgrade		<b>71.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	14.3 <b>14.3</b>	57.1 <b>57.1</b>	71.4 <b>71.4</b>
<b>Bus and Bus Technology</b> <i>Met Transit</i>	Upgrade		<b>282.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	56.5 <b>56.5</b>	226.1 <b>226.1</b>	282.7 <b>282.7</b>
<b>Bus Facilities Security System</b> <i>Met Transit</i>	Upgrade		<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	5.6 <b>5.6</b>	22.2 <b>22.2</b>	27.8 <b>27.8</b>
<b>Bus, Facilities, and Technology</b> <i>Met Transit</i>	Upgrade facilities, replace buses, add technology		<b>0.0</b>	<b>676.0</b>	<b>525.0</b>	<b>525.0</b>	<b>525.0</b>	450.2 <b>450.2</b>	1,800.8 <b>1,800.8</b>	2,251.0 <b>2,251.0</b>
			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	0.0 <b>0.0</b>	0.0 <b>0.0</b>	0.0 <b>0.0</b>
<b>SECTION 5339 TOTALS</b>			<b>4,506.6</b>	<b>676.0</b>	<b>525.0</b>	<b>525.0</b>	<b>525.0</b>	<b>1,145.3</b>	<b>5,612.3</b>	<b>6,757.6</b>
	<b>Federal</b>		<b>3,811.5</b>	<b>540.8</b>	<b>420.0</b>	<b>420.0</b>	<b>420.0</b>			
	<b>Local</b>		<b>901.3</b>	<b>135.2</b>	<b>105.0</b>	<b>105.0</b>	<b>105.0</b>			
	<b>Balance</b>		<b>120.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			

Billings FFY 2020-2024 Transportation Improvement Program

# Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 15/20%	State	Federal 85/80%	
<i>Carryover</i>			22.0	75.5	0.0	0.0	0.0				
<i>Allocation (Estimated)</i>			160.0	160.0	160.0	160.0	160.0				
<b>Paratransit Vehicles</b>	Purchase vehicles (ADA and Cutaway) for MET and other Coordination members as applicable	Purch.						0.0		0.0	0.0
<i>Met Transit and Coordination Group</i>		Purch.						0.0		0.0	0.0
			<b>125.3</b>	<b>256.4</b>	<b>170.9</b>	<b>170.9</b>	<b>170.9</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Traditional and Non-Traditional Projects</b>	Projects to support identified community needs but may be also be used for vehicles	Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>		Purch.						0.0		0.0	0.0
			<b>0.0</b>	<b>22.0</b>	<b>18.4</b>	<b>18.4</b>	<b>18.5</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5310 TOTALS</b>			<b>125.3</b>	<b>278.3</b>	<b>189.3</b>	<b>189.3</b>	<b>189.4</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
	<b>Federal</b>		<b>106.5</b>	<b>235.5</b>	<b>160.0</b>	<b>160.0</b>	<b>160.1</b>				
	<b>Local</b>		<b>18.8</b>	<b>42.8</b>	<b>29.3</b>	<b>29.3</b>	<b>29.3</b>				
	<b>Balance</b>		<b>75.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				

NOTE: Indirect costs will be recovered on van/bus purchases.  
Funding dependent on the outcome of a competitive process and funding availability.

**Billings FFY 2020-2024 Transportation Improvement Program**

**TRANSADE (STATE FUNDED)**

Funding shown in thousands of dollars

Project	Description	Phase						State Funded	Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	100%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Transit Operations</b>	Operating		100.0	100.0	100.0	100.0	100.0	<b>500.0</b>	
<i>Met Transit</i>			<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>500.0</b>	<b>500.0</b>
<b>STATE TOTALS</b>			<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>500.0</b>	<b>500.0</b>

# **Public Comment**

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: <https://www.ci.billings.mt.us/2336/Transportation-Resources> . MPO additionally will post agendas for the Boards, Council and Commission that review and act on the Transportation Improvement Program here: <https://www.ci.billings.mt.us/117/Agendas-Minutes> . The MPO published a Public Hearing Notice in the Yellowstone County News on May 8 and May 22, 2020 noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Wednesday, May 27, 2020.

Below is a list of the Public Meetings that allow for public review and comment on the Transportation Improvement Program. Each meeting notes the number of public attending and comments received from any public:

Technical Advisory Committee: Thursday, May 14, 2020  
Attendance at Meeting:  
Public Comment Received:

YC Planning Board: Wednesday, May 27, 2020  
Attendance at Meeting:  
Public Comment Received:

Billings City Council: Monday, June 8, 2020  
Attendance at Meeting:  
Public Comment Received:

YC Board of Commissioners: Tuesday, June 9, 2020  
Attendance at Meeting:  
Public Comment Received:

Policy Coordinating Committee: Tuesday, June 16, 2020  
Attendance at Meeting:  
Public Comment Received:

# **Public Participation Plan City of Billings**

## **MET Transit**

The purpose of the City of Billings MET Transit Public Participation Plan is to ensure and improve access to MET's decision-making process for all members of the public including low-income, minority, and other disadvantaged populations. MET endeavors to provide opportunities for the public to assist and provide input on transit projects in regards to social, environmental, and economic impacts to the area's population.

The Public Participation Plan identifies methods for informing and involving the public in the decision making process, including minority and limited-English proficiency (LEP) populations. Methods of informing the public include, but are not limited to, printed material, partner and community outreach, press releases, paid advertising, transit advertising, and the MET website and social media platforms. Methods of involving the public include, but are not limited to, public meetings, public hearings, surveys, Aviation and Transit Commission meetings, public comment cards, and multiple feedback options.

To download a copy of MET's updated (10/2019) Public Participation Plan, insert the link below in your browser

<https://ci.billings.mt.us/DocumentCenter/View/39212/MET-Transit-Public-Participation-Plan-FINAL-10-2019>

# **Certification**

The Billings Metropolitan Planning Organization for the Billings, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49 CFR, Part 21;
- III. Section 1101(b) of the MAP-21 (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
- IV. The provision of the Americans With Disabilities Act of 1990 (42 USC. 12101 *et esq.*) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
- VI. Sections 174 and 176(c) and (d) of the Clear Air Act as amended (42 USC. 7504, 7506(c) and (d));
- VII. 49 USC. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- VIII. 23 CFR, Part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
- IX. The Older Americans Act as amended (42 USC. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance;
- X. Section 324 of Title 23 USC. regarding the prohibition of discrimination based on gender; and
- XI. Section 504 of the Rehabilitation Act of 1973 (29 USC. 794) and 49 CFR, Part 27 regarding discrimination against individuals with disabilities.

Billings, Montana  
Metropolitan Planning Organization

\_\_\_\_\_  
President, Yellowstone County Board of Planning

\_\_\_\_\_  
Date

## **Draft 2020-2024 TIP New Project Information Sheet**

The projects listed below are new to the Draft 2020-2024 Transportation Improvement Program (TIP). All other projects listed in the 2020-2024 TIP have been listed in previous programs.

### **TIP Format Changes:**

The TIP is now formatted by funding source, previous versions of the document were organized by yearly tabs. This allows us to better track the life of a project, particularly when early phases (PE, for example) no longer fall within the time frame of the TIP. There is an additional tab to track projects with three or more funding sources; this tab shows all phases (PE, RW, IC, CN) and funding sources. You will still see the project on each individual funding source tab as well.

### **NH Funding Tab:**

UPN 9022 1<sup>st</sup> Ave North – Billings

- Project Split for 1ST AVENUE NORTH - BILLINGS (UPN 9022). The original project (from Division Street to N. 9th Street) has been split into three segments.
  - SOW remains the same for all segments – major reconstruction to address poor pavement conditions and substandard curb, gutter, and sidewalk.
  - Excess lane widths eliminated from the travel lanes will be used to create additional sidewalk width and/or boulevard width
  - Bulb-outs are proposed at numerous intersections to provide traffic calming and shorten the distance pedestrians must navigate to cross 1<sup>st</sup> Ave.
- Project 9022 has been shortened to the intersection of N. 9<sup>th</sup> St. to the RR Xing located between N. 22<sup>nd</sup> and N. 20<sup>th</sup>.
- \$14 million (all phases)

UPN 9880 1<sup>st</sup> Ave N – RR Xing To Broadway

- Reconstruction Project on 1<sup>st</sup> Ave. N between the railroad crossing (near N 20<sup>th</sup> Street) and Broadway.
- \$7.8 million (all phases)

UPN 9881 1<sup>st</sup> Ave N – Broadway to Division

- Reconstruction Project on 1<sup>st</sup> Ave N. between Division Street and Broadway.
- \$7.2 million (all phases)

### **National Highway Freight Program Funding Tab:**

UPN 7972 Yellowstone River Bridges

- A new funding source added to this project
- \$19.8 million

### **Railroad Crossing Funding Tab:**

UPN 9827 Steffes Rd – Billings

- New project added to program
- Upgrade of existing highway-rail grade crossing signal equipment
- \$225,000

**Highway Safety Improvement Program Funding Tab:**

UPN 9383 Rimrock & 62<sup>nd</sup> St W (Roundabout)

- Project transitioned from the OT Study into the PE phase

**Bridge Program Funding Tab:**

UPN 9720 Shiloh Rd/I-90 Bridge

- New project added to program
- Bridge rehabilitation project for a structure on Shiloh Rd. over Interstate 90. Rehab work is necessary on the deck, superstructure, and substructure
- \$3.0 million

**Montana Air Quality Congestion Funding Tab:**

UPN 8717 Main Street Billings

- New funding source added to the CN phase of the project
- \$1.1 million

UPN 9198 Mossmain Interchange – West Billings Inch (the limits of this project are not all within the MPO Planning Boundary)

- New funding source added to the CN phase of the project
- \$400,000



**YELLOWSTONE COUNTY BOARD OF PLANNING**  
CITY OF BILLINGS AND  
YELLOWSTONE COUNTY, MONTANA



**Planning Board Meeting Virtual Video Conference**

**Meeting Date:** 05/27/2020

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**Information**

**INTRODUCTION**

On March 2, 2020, the Planning Division received an application for major preliminary plat approval for the proposed Homestead Subdivision. The property is generally located approximately 1,500 feet south of the intersection of South 80th Street West and King Avenue West. This subdivision would create 16 lots from a 71.75-acre parcel of land. The applicant is proposing to develop a residential subdivision. The land is outside of zoning and is currently dry farmland.

The applicant requested a 30 day delay due to a need for the City-County Planning Division to make arrangements to develop a way to have public meetings electronically to meet requirements of separation because of the COVID-19 virus. The Planning Board conducted a plat review of this subdivision at its meeting on May 12 and is conducting a public hearing and making a recommendation to the Board of County Commissioners on the preliminary plat at this meeting.

**RECOMMENDATION**

Staff recommends that the Yellowstone County Planning Board recommend to the Board of County Commissioners to conditionally approve the preliminary plat of Homestead Subdivision, deny the variance request, and adopt the Findings of Fact as presented in the staff report.

**PROPOSED CONDITIONS OF APPROVAL**

Pursuant to Section 76-3-608(4), MCA, the following conditions are recommended to reasonably minimize potential adverse impacts identified within the Findings of Fact.

1. To protect public health and safety, and provide a safe irrigation water delivery system, prior to final plat approval the applicant will add language in the SIA under the heading VIII Irrigation defining how the irrigation water will be made available to each lot east of the High Ditch.
2. To ensure public health and safety, prior to final plat approval the applicant will receive DEQ approval for the proposed storm water management system and for the proposed water and septic systems for each lot.
3. To protect public health and safety and provide for future Dry hydrant maintenance, prior to final plat approval the applicant will expand the existing RSID for the dry hydrant system in Shop World subdivision for the 14 lots on the east side of High Ditch. They will also expand the Tanglewood RSID for their fire suppression system for the two new lots with frontage on South 84th Street West.
4. To minimize the effects on local service, prior to final plat approval the applicant will coordinate with the USPS for locating and providing the correct amount of space for safely delivering the mail to the residents.

5. To minimize effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be completed by the County Weed Department.
6. Minor changes may be made in the SIA and final documents, as requested by the Planning and/or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
7. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, including laws regarding moving houses onto or off the property, and the laws and Administrative Rules of the State of Montana.

### **PLAT REVIEW / STAKE HOLDERS**

Planning staff gave a brief presentation to the planning board of the proposed Homestead Acres Subdivision. Board President Woods asked if there were any questions from the board for staff. A question was asked if the lots could be subdivided in the future. Staff responded that it is not mentioned in the SIA and if they are allowing it there needs to be easement documents for the private road stating the burden can be increased. It was also asked if there would be sidewalks in the subdivision. Staff stated they are outside of zoning and there are no sidewalks required in the County outside of zoning. A question about the ditch and if shares of water are to be distributed out to the new lots. Staff responded that the SIA states they are going to provide water to each lot for spray irrigation, there will be no flood irrigation. A question about handling storm water was asked. Staff noted that the developer is required to maintain storm water runoff on site. The developer will need to submit a proposed stormwater management plan to MDEQ for review and approval as required by Condition #2. Storm water will most likely be handled with swales along roadsides, and as large as the lots are percolation would still be a big part of the management of storm water. There were no other questions for staff. Board President Woods asked if the agent or applicant would like to speak.

Kolten Knatterud, agent for Levi Britton, spoke to the Board. He stated that there will be two detention ponds on the site for storm water management. One on the northeast edge by 80th Street West and another one on the northeast side of Fire Tank Road in the new subdivision. The HOA documents have neared completion and there will not be any allowance for further subdivision of the lots. There will be piping for the water to get from the ditch to the homes in the subdivision. There will be a riser at each lot for the homeowners to connect to so they can use it for spray irrigation. There will be a water association that each lot will be a member of to maintain the irrigation system.

There were questions from the Board about the irrigation system and the ground water and how it effects the proposed septic systems. Mr. Knatterud stated that the irrigation system would be gravity fed and then home owners can put pumps on their connection for irrigation purposes. He also answered that the water table was low enough in the area they will not have any trouble with the septic systems in the proposed subdivision.

Mr. Knatterud also gave a presentation to further show the reasoning for asking for the variance to not provide a road connection to the south. He stated the slopes are too great to build a road on most of the southern edge of the proposed subdivision. The area with the least slope is near the eastern end of the subdivision. The developer also feels that the 20-acre parcel is the most likely to develop and if they were to connect to it the future developer may not want to use the connection. They showed different ways that the 20 acres could be developed and not be required to have a second way in or out.

Mr. Knatterud stated the adjacent 133 acre parcel has more topographical barriers than the east half of the 20-acre piece. PCSD Director Wyeth Friday clarified that the County requires developers to build all roads in their subdivisions, including portions that would connect to undeveloped lands. Mr. Knatterud said this is not what he understood during the pre-application meeting. County Public Works Engineering staff member Darin Swenson stated past County policy is if a connection is needed the road is constructed by whomever is currently developing. President Woods recommended the applicant meet with Planning

Staff and County Public Works prior to the public hearing meeting to further discuss the road connection requirements. Board Member Dave Goodridge asked the reasoning for the connection requirement to the raw land. Dave Green said it is required by subdivision regulations to connect neighborhoods and not create neighborhood islands. He also added that the requirement does not state where the connection is to be made, just that a connection is made between developed and undeveloped land for future access, traffic circulation and safety.

A board member asked if there is a stipulation on the parcel size for the connection requirement. Mr. Green said the subdivision regulations do not specify minimum parcel sizes for the connection requirement.

Staff and the developer held an internal meeting on May 14 and discussed the potential of environmental issues on the property to the south in regards to the variance request. The applicant and agent said they would be getting information to staff that shows the land to the south presents significant development challenges and they would be pulling together data to demonstrate that claim. At the time of this memo, the developer had not provided new information in regards to the variance. If information is provided by the developer it will be provided to the Planning Board prior to the meeting.

## **VARIANCES REQUESTED**

A variance is being requested for this subdivision. The applicant has requested a variance from Yellowstone County Subdivision Regulations Section 4.6.B.1 Relation to Undeveloped Areas. When a proposed subdivision adjoins undeveloped land, streets within the proposed subdivision shall be arranged to allow access to the adjoining undeveloped land.

Staff is recommending denial of the variance request.

Further explanation and analysis can be found in Attachment A.

## **PROCEDURAL HISTORY**

- Pre-application meeting December 5, 2019
- Preliminary plat application submitted to Planning Division March 2, 2020
- Departmental review meeting March 19, 2020
- Preliminary plat resubmitted March 26, 2020
- 30 Day delay due to COVID-19 Virus and adjustments to public meeting requirements
- Planning Board plat review May 12, 2020
- Planning Board public hearing Wednesday May 27, 2020
- Preliminary plat to Yellowstone County Board of County Commissioners June 16, 2020
- 60 working-day preliminary plat review period ends June 26, 2020

## **PLAT INFORMATION**

General location: Approximately 1,500 feet south of the intersection of South 80th Street West and King Avenue West

Legal Description: Parcel 3 of COS 3676

Owner/Subdivider: Levi Britton

Engineer and Surveyor: IMEG corp

Existing Zoning: Outside zoning  
Existing land use: Farm Land  
Proposed land use: Residential  
Gross and Net area: 71.75 acres / 70.94 acres  
Proposed number of lots: 16  
Lot size: Max: 6.07 acres  
Min.: 2.49 acres

Parkland requirements: The required parkland dedication is 1.56 acres; the applicant is proposing to make a cash in lieu contribution.

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## **Attachments**

Findings of Fact  
Proposed Plat  
SIA  
Attachment A and Variance Request

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## FINDINGS OF FACT

The City-County Planning Division Staff has prepared the Findings of Fact for Homestead Subdivision. These findings are based on the preliminary plat application and supplemental documents addressing the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Yellowstone County Subdivision Regulations (YCSR).

### **A. What are the effects on agriculture, local services, the natural environment, wildlife and wildlife habitat and public health and safety (76-3-608 (3) (a) MCA) (Section 3.2 (H) (2) YCSR)**

#### **1. Effect on agriculture and agricultural water users' facilities**

The subject property is used for agricultural purposes. There are agricultural water users' facilities near the subject property. On the west side of the property, there is the High Ditch. The applicant is showing a 75-foot wide easement over the ditch. In the SIA under the heading Irrigation, it states there will be a water share from the High Ditch will be used to supply irrigation water to the lots east of the ditch. Each lot will be responsible for a pump to obtain the water for spray irrigation, no flood irrigation will be allowed. A Homestead irrigation district will be created to maintain the irrigation system for the subdivision. In the SIA under the heading, VIII Irrigation the applicant will define how the water from the High Ditch will be carried to each lot for individual use. **(Condition #1)** There will be impacts from this subdivision on agriculture use; it will be taking 71.75 acres of ag land out of production.

#### **2. Effect on local services**

a. **Water and Septic** –There are not any water or sewer district in the area of this proposed subdivision. The applicant is proposing to use a 1,500-gallon cistern on each lot. The SIA states that the water systems will be in accordance with Section 4.9 of the Yellowstone County Subdivision Regulations. They will also receive an approval letter from the MDEQ to be submitted with the final plat. **(Condition #2)**

The applicant is proposing to have a septic system on each lot. The SIA states that the septic systems will be in accordance with Section 4.8 of the Yellowstone County Subdivision Regulations. They will also receive an approval letter from the MDEQ to be submitted with the final plat. **(Condition #2)**

b. **Streets and roads** – There will be new roads within the proposed subdivision. One is a connection to an existing road from the subdivision to the north, Fire Tank Street. The main road into the subdivision makes a connection to South 80<sup>th</sup> Street West, Wisner Avenue. The roads within the subdivision are private roads and will be maintained by the residents through an HOA. The subdivision to the north also has private roads. All the lots, with the exception of Lots 8 and 9, will have access off Wisner Avenue. Lots 8 and 9 will have access off South 84<sup>th</sup> Street West.

County Public works has requested a one (1) foot no access strip be placed along the lots with frontage on South 80<sup>th</sup> Street West, this is shown on the proposed plat.

The applicant has asked for a variance from the requirement to provide a future connection to property to the south that is currently undeveloped. **Section 4.6.B.1 Relation to Undeveloped Areas.** *When a proposed subdivision adjoins undeveloped land, streets within the proposed subdivision shall be arranged to allow access to the adjoining undeveloped land. Street right-of-way within the proposed subdivision shall be provided to the boundary lines of the tract to be developed, unless prevented by topography, other physical conditions, or adjoining land cannot be further subdivided or developed.*

Staff is recommending denial of the requested variance.  
See Attachment A for further explanation and analysis.

c. **Fire and Police services** – The property is within the Laurel Urban Service Area (LUFSA). The developer will be using a 30,000-gallon dry hydrant system that was installed by the subdivision to the north. The dry hydrant is on the north boundary of the proposed subdivision on Fire Tank Street. This subdivision will be added to the RSID for the existing dry hydrant system. **(Condition #3)** Lots 8 and 9 will be part of the existing fire district with Tanglewood Estates Subdivision. Lots 8 and 9 will become part of the maintenance district for the fire suppression of Tanglewood Estates Subdivision. **(Condition #3)**

The Yellowstone County Sheriff's Department state they will provide law enforcement services to this subdivision.

d. **Solid Waste disposal** – The Billings Landfill has capacity for solid waste disposal. Solid waste will be collected and disposed of by a private garbage collection company. Each lot owner will be responsible for arranging for collection.

e. **Storm water drainage** – Storm water drainage shall satisfy Yellowstone County Storm Water Management requirements and DEQ. A storm water plan will have to be reviewed and approved by the DEQ to ensure the proposed stormwater management is feasible and will work satisfactorily. **(Condition #2)**

f. **School facilities** – The proposed subdivision is located within Elder Grove School District for K-8 and in School District #2 for High School. Elder Grove School is in the process of constructing a new building to accommodate the growth in the area. West High School in School District #2 will provide educational services 9<sup>th</sup> through 12<sup>th</sup> grade.

g. **Parks and recreation** – This proposed subdivision is required to provide parkland. The applicant in the SIA under the heading VIII. Parks/Open Space has outlined the requirements of parkland. The total required parkland dedication is 1.56 acres because of the large lot sizes. The applicant is proposing to do a cash in lieu contribution for the parkland dedication. The applicant will follow the requirements of Section 10.6 YCSR. The estimated contribution will be submitted to the County Park Board for review and

approval. This requirement is outlined in the SIA under the same heading as mentioned earlier in this paragraph.

**h. Postal Service** – The applicant will be required to coordinate the location of the delivery box and provide enough space for the delivery vehicle to pull out of traffic for safety. **(Condition #4)**

**i. Historic features** – No known historic or cultural assets exist on the site.

### **3. Effects on the natural environment**

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. Prior to final plat approval, the applicant will apply for and obtain a weed management plan with the County Weed Department. That plan will be submitted with final plat approval. **(Condition #5)**

There are no apparent or known natural hazards on the property.

### **4. Effects on wildlife and wildlife habitat**

There are no known endangered or threatened species on the property. A paragraph in the ‘Conditions that Run with the Land’ section of the SIA warns future lot owners of the likely presence of wildlife in the area and their potential to damage residential landscaping.

### **5. Effects on public health and safety**

Plans and designs for the water and septic system will be reviewed and approved by MDEQ prior to final plat approval to ensure public health and safety.

Fire and emergency services are provided for this proposed subdivision from LUFSA and the Yellowstone County Sheriff’s department.

## **B. Was an environmental assessment required? If yes, what, if any, significant adverse impacts were identified? (76-3-603 MCA) (Chapter 9, YCSR)**

An environmental assessment (EA) was required for this subdivision. The EA submitted the many topics required by the Subdivision regulations for an EA. Of those covered, the topics of main concern are effects on wildlife, existing vegetation and surface water. Because this property is farmland, the wildlife and existing vegetation have long ago been eliminated from the property. Any animals or vegetation that remains on the property is along the banks of the High Ditch.

## **C. Does the subdivision conform to the Yellowstone County 2008 Growth Policy, the 2018 Urban Area Transportation Plan and the Billings Area Bikeway and Trail Master Plan Update? [BMCC 23-302.H.4.]**

### **1. Yellowstone County - 2008 Growth Policy**

The subdivision is consistent with the following goals of the Growth Policy:

- Goal: Predictable land use decisions that are consistent with neighborhood character and land use patterns. (p. 6)

*The subdivision is consistent with the type of residential development to the west in the area.*

- Goal: New developments that are sensitive and compatible with the character of adjacent County town sites. (p. 6)

*There is residential development directly adjacent to the subject property.*

- Goal: Controlled weed populations. (p. 9)

*The developer shall complete a weed management plan, and shall provide a re-vegetation plan for any ground disturbed by development.*

## **2. 2018 Urban Area Transportation Plan**

The subject property maintains the road the study area of the Transportation Plan. As proposed, there are only neighborhood streets associated with this subdivision.

## **3. Billings Area Bikeway and Trail Master Plan Update (BATMP)**

The subject property is outside of the study area of the BATMP.

### **D. Does the subdivision conform to the Montana Subdivision and Platting Act (MSPA) and to local subdivision regulations? [MCA 76-3-608 (3) (b) and Section 3.2 (3) (a) YCSR]**

The proposed subdivision meets the requirements of the MSPA and the YCSR. The subdivider and the local government have complied with the subdivision review and approval procedures that are set forth by local and state subdivision regulations.

### **E. Does the subdivision conform to sanitary requirements? [Section 4.8 (C) and 4.9 (C), YCSR]**

The subdivider must receive approval from the MDEQ prior to final approval. New parcels are subject to DEQ review.

### **F. Does the proposed subdivision meet any applicable Zoning Requirements? [Section 3.2 (H) (3) (e), YCSR]**

The proposed subdivision is outside zoning.

### **G. Does the subdivision provide for necessary planned utilities? [MCA 76-3-608 (3) (c) and Section 3.2 (H) (3) (b), YCSR]**

Private utilities are to be installed in the public road right-of-way by Yellowstone Valley Electric Cooperative and MDU. Should the private utility companies require easements the applicant will be required to coordinate the easements needed with the private utility companies. There are utility easements shown on the face of the plat for private utilities.

**H. Does the proposed subdivision provide for Legal and Physical Access to all lots?  
[MCA 76-3-608 (3) (d) and Section 3.2 (H) (3) (c) (d), YCSR]**

Legal and physical access will be provided for the new proposed lots from South 80<sup>th</sup> Street West onto Wisner Avenue that will provide access for all lots but two. Lots 8 and 9 will have access off South 84<sup>th</sup> Street West.

**CONCLUSIONS OF FINDINGS OF FACT**

- This subdivision does not create adverse impacts that warrant denial of the subdivision.
- Impacts to agriculture, agriculture water user facilities, local services, public health and safety, the natural environment, and wildlife should be minimal, and can be mitigated by reasonable conditions of final plat approval.
- The subdivision conforms to some of the goals of the Growth Policy.
- The applicant has complied with the MSPA and YCSR processes and the subdivision conforms to the law requirements.

**RECOMMENDATION**

Staff recommends conditional approval of the preliminary plat of Homestead Subdivision, to the Planning Board, deny the variance request and adopt the Findings of Fact as presented in the staff report, the SIA and Waiver.



**SUBDIVISION IMPROVEMENTS AGREEMENT**

***Homestead Acres Subdivision***

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**SUBDIVISION IMPROVEMENTS AGREEMENT**

***Homestead Acres Subdivision***

**This agreement** is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by and between Levi & Barbara Britton, whose address for the purpose of this agreement is **941 South 84<sup>th</sup> Street West, Billings, MT 59106**, hereinafter referred to as “Subdivider,” and **YELLOWSTONE COUNTY, Montana**, hereinafter referred to as “County.”

WITNESSETH:

**WHEREAS**, at a regular meeting conducted on \_\_\_\_ day of \_\_\_\_\_, 20\_\_, the Board of Planning recommended conditional approval of a preliminary plat of Homestead Acres Subdivision; and

**WHEREAS**, at a regular meeting conducted on \_\_\_\_ day of \_\_\_\_\_, 20\_\_, the Yellowstone County Board of County Commissioners conditionally approved a preliminary plat of Homestead Acres Subdivision; and

**WHEREAS**, a Subdivision Improvements Agreement is required by the County prior to the approval of the final plat.

**WHEREAS**, the provisions of this agreement shall be effective and applicable to Homestead Acres Subdivision upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The Subdivision shall comply with all requirements of the Yellowstone County Subdivision Regulations, the rules, regulations, policies, and resolutions of Yellowstone County, and the laws and administrative rules of the State of Montana.

**THEREFORE, THE PARTIES TO THIS AGREEMENT**, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

**I. VARIANCES**

- A. Subdivider has requested, and the County hereby grants, the following variances by the Board of County Commissioners from the strict interpretation of the County’s Subdivision Regulations (Chapter 11, Yellowstone County Subdivision Regulations):
  - 1. No variances have been requested for Homestead Acres Subdivision.

## **II. CONDITIONS THAT RUN WITH THE LAND**

- A.** Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.
- B.** Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.
- C.** There are no existing water rights and thus no water rights have been transferred to the lot owners. The irrigation ditch that exists on and adjacent to this development is for the benefit of lots within this subdivision and other properties. The irrigation ditch shall remain in place and shall not be altered by the Subdivider or subsequent owners.
- D.** There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider, and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.
- E.** Culverts and associated drainage swales shall not be filled in or altered by the subdivider or subsequent lot owners.
- F.** When required by road improvements, all fences and irrigation ditches in the public right-of-way adjacent to this subdivision shall be removed or relocated outside of the public right-of-way and any relocation outside of the public right-of-way shall be subject to securing and recording easements.
- G.** Future maintenance of all public (or common) improvements shall be done through one (1) or more RSID(s) created as part of the SIA for this subdivision.
- H.** The lot owner has obtained three Access Permits from County Public Works prior to any construction on any lot within the subdivision. The Access Permit application included a site plan showing the desired location of the accesses and showing that they meet the requirements outlined by the DEQ storm water requirements for the subdivision.

### **III. TRANSPORTATION**

#### **A. Streets**

The following roads exist surrounding the subdivision:

- South 80<sup>th</sup> Street West is an existing road located adjacent to and east of the property.
- South 84<sup>th</sup> Street West is an existing road located adjacent to and west of the property.
- Fire Tank Street is an existing standard asphalt private road, located within a 60' private access easement that ends at the northern boundary of this property.

The Subdivision proposes the following roads:

- Standard asphalt 24-foot-wide private road maintained by the Property Owners Association and to be known as Wisner Avenue, located within a 60' private access easement through the center of the property. Wisner Avenue will culminate in a cul-de-sac.
- An extension of existing Fire Tank Street is proposed with this subdivision as a standard asphalt 24-foot-wide private road maintained by the Property Owners Association, located within a 60' private access easement to connect with Wisner Avenue.

#### **B. Traffic Control Devices**

- One stop sign will be installed at the intersection of proposed Wisner Avenue and South 80<sup>th</sup> Street West.

#### **C. Access**

- Fourteen of the homes are proposed to be accessed off of individual driveways accessing Wisner Avenue. Wisner Avenue will connect with South 80<sup>th</sup> Street West, providing access to these fourteen homes. Two homes are proposed to be accessed off of individual driveways from South 84<sup>th</sup> Street West. Access widths will be permitted and constructed in accordance with County Regulations.

### **IV. EMERGENCY SERVICE**

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (Fire Suppression Tank) in place to allow for fire suppression requirements. Fire apparatus access roads and water supply requirements shall be provided in accordance with the Fire Protection Requirements as noted in the Yellowstone County Subdivision Regulations.

There is one existing dry hydrant located within the adjacent Shop World 1 Subdivision. This dry hydrant is located within a half mile of Lots 1-7 and Lots 10-16.

There are currently two dry hydrants located in the adjacent master planned development for Tanglewood Estates Subdivision that are utilized for water supply for fire suppression. One is located in the large lake and the other is located in the smaller lake. The Laurel Fire Department maintains an agreement with the Yellowstone Boys and Girls ranch to utilize the 40,000-gallon water tank for fire suppression for surrounding properties. Proposed Lots 8 and 9 are located within a half mile of this fire suppression system.

## **V. STORM DRAINAGE**

All drainage improvements shall comply with the provisions of the Section 4.7, Yellowstone County Subdivision Regulations, and a stormwater management plan shall be submitted to and approved by MDEQ, or its designee.

- Stormwater detention facilities are proposed within Homestead Acres Subdivision. Increased stormwater will be mitigated with culverts, roadside ditches and drainage swales as well as the detention facilities proposed within the development.

## **VI. UTILITIES**

### **A. Water**

In accordance with Section 4.9 Yellowstone County Subdivision Regulations, the following has been proposed:

- One thousand five hundred (1,500) gallon water cisterns have been proposed for each lot.
- The Montana Department of Environmental Quality approval letter will be submitted with the final plat.

### **B. Septic System**

In accordance with Section 4.8 Yellowstone County Subdivision Regulations, the following has been proposed:

- Individual subsurface wastewater treatment systems have been proposed for each lot.
- The Montana Department of Environmental Quality approval letter will be submitted with the final plat.

### **C. Power, Telephone, Gas, and Cable Television**

A ten (10) foot wide utility easement on lots one through seven and lots ten through sixteen provides utility access to all lots. Lots eight and nine will utilize the existing South 84<sup>th</sup> Street right-of-way for utilities.

## **VII. PARKS/OPEN SPACE**

In accordance with Section 10.2 Yellowstone County Subdivision Regulations, cash-in-lieu of parkland is proposed for approximately 1.56 acres. This number is equal to 5% of the area of the net land proposed to be subdivided into parcels larger than one acre but not larger than three acres (1 Lot), and 2.5% of the area of the net land proposed to be subdivided into parcels larger than three acres but not larger than five acres. The total amount of cash to be provided will be in accordance with Section 10.6 Yellowstone County Subdivision Regulations.

### **VIII. IRRIGATION**

This subdivision is located within the High Ditch Company Irrigation District. There is no existing easement for the High Ditch located on this property; however, a 75' easement has been proposed along the irrigation ditch. No additional mitigation efforts have been proposed for the ditch.

Irrigation water will be supplied by the High Ditch located on this property. A single water share will be obtained from the High Ditch Company, and water from the ditch will be routed through an easement to a service for the fourteen lots located east of the High Ditch. A Homestead Acres irrigation water user district will be formed to utilize and allocate the maintenance costs to each lot. Individual pumping systems will be installed by property owners to boost the water pressure for different forms of sprinkler irrigation. No flood irrigation will be allowed. The two lots west of the High Ditch will obtain individual pumping contracts from the High Ditch Company for irrigation needs.

### **IX. WEED MANAGEMENT**

All noxious weeds on the latest Yellowstone County Noxious Weed List shall be controlled on all properties in the subdivision.

The weed plan shall include the following and shall be referenced in this SIA:

- A Weed Management Plan must be filed and updated as needed for approval by the Yellowstone County Weed Department. Said weed management plan shall contain the noxious weeds being addressed and the plan for the control of those weeds. All associated cost for noxious weed control is the responsibility of the owner of record.
- A revegetation plan shall be submitted as part of the management plan. A seeding recommendation can be obtained from the Yellowstone County Weed Department pursuant to Section 7-22-2152, MCA. The Yellowstone County Weed Department reserves the right to revise these recommendations based on the required site inspection.

### **X. SOILS/GEOTECHNICAL STUDY**

A soils/geotechnical study was not required but owners of the lots will be encouraged to perform a site-specific geotechnical investigation that is specific to the type of structure contemplated prior to construction.

### **XI. PHASING OF IMPROVEMENTS**

Homestead Acres Subdivision proposes that all 16 lots will be developed in a single phase.

## **XII. FINANCIAL GUARANTEES**

As all infrastructure will be private, no financial guarantee is proposed.

## **XIII. LEGAL PROVISIONS**

- A.** Subdivider agrees to guarantee all public improvements for a period of one year from the date of final acceptance by Yellowstone County.
- B.** The owners of the properties involved in this proposed Subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this Agreement.
- C.** The covenants, agreements, and all statements in this Agreement apply to and shall be binding on the heirs, personal representatives, successors and assigns of the respective parties.
- D.** In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.
- E.** Any amendments or modifications of this Agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.
- F.** Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.
- G.** Subdivider agrees to create any required (or expansion of existing) RSID(s) for future maintenance of all public (or common) constructed improvements prior to final plat approval.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date first above written.

“SUBDIVIDER”

Levi J. Britton

By: \_\_\_\_\_

Its: \_\_\_\_\_

STATE OF \_\_\_\_\_ )  
: ss  
County of \_\_\_\_\_ )

On this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, before me, a Notary Public in and for the State of \_\_\_\_\_, personally appeared \_\_\_\_\_, known to me to be the \_\_\_\_\_ of Levi J. Britton, who executed the foregoing instrument and acknowledged to me that he/she executed the same.

\_\_\_\_\_  
Notary Public in and for the State of \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Residing at: \_\_\_\_\_  
My commission expires: \_\_\_\_\_

Barbara L. Britton

By: \_\_\_\_\_

Its: \_\_\_\_\_

STATE OF \_\_\_\_\_ )  
: ss  
County of \_\_\_\_\_ )

On this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, before me, a Notary Public in and for the State of \_\_\_\_\_, personally appeared \_\_\_\_\_, known to me to be the \_\_\_\_\_ of Barbara L. Britton, who executed the foregoing instrument and acknowledged to me that he/she executed the same.

\_\_\_\_\_  
Notary Public in and for the State of \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Residing at: \_\_\_\_\_  
My commission expires: \_\_\_\_\_

This agreement is hereby approved and accepted by Yellowstone County, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

**“COUNTY”**

COUNTY OF YELLOWSTONE  
MONTANA

County of Yellowstone  
Board of County Commissioners

By: \_\_\_\_\_  
Chairman

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Commissioner

Attest: \_\_\_\_\_  
County Clerk and Recorder

STATE OF MONTANA     )  
  : ss  
County of Yellowstone    )

On this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, before me, a Notary Public in and for the State of Montana, personally appeared \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_, known to me to be the Board of County Commissioners and the County Clerk and Recorder, respectively, of Yellowstone County, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of Yellowstone County, Montana.

\_\_\_\_\_  
Notary Public in and for the State of Montana  
Printed Name: \_\_\_\_\_  
Residing at: \_\_\_\_\_  
My commission expires: \_\_\_\_\_



Barbara L. Britton

By: \_\_\_\_\_

Its: \_\_\_\_\_

STATE OF \_\_\_\_\_ )

: ss

County of \_\_\_\_\_ )

On this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, before me, a Notary Public in and for the State of \_\_\_\_\_, personally appeared \_\_\_\_\_, known to me to be the \_\_\_\_\_ of Barbara L. Britton, who executed the foregoing instrument and acknowledged to me that he/she executed the same.

\_\_\_\_\_  
Notary Public in and for the State of \_\_\_\_\_

Printed Name: \_\_\_\_\_

Residing at: \_\_\_\_\_

My commission expires: \_\_\_\_\_

## Attachment A

### Staff Analysis and Recommendation

County Planning, County Public Works, County Legal staff have reviewed the request for a variance from **Section 4.6.B.1 Relation to Undeveloped Areas**. When a proposed subdivision adjoins undeveloped land, streets within the proposed subdivision shall be arranged to allow access to the adjoining undeveloped land. Street right-of-way within the proposed subdivision shall be provided to the boundary lines of the tract to be developed, unless prevented by topography, other physical conditions, or adjoining land cannot be further subdivided or developed.

The applicant has requested this variance, see Request Letter included below this analysis, because they feel the existing irrigation ditch on the property to the south is a hindrance to future development to the south. They also feel the properties to the south have many opportunities for multiple connections to existing roads around them.

Below are the comments from County Public Works and County Legal.

Although we agree that the ditch does run somewhat east and west, it also runs a fair bit north and south. We are unable to determine exactly what the hardship is that they are requesting relief from. The ditch appears to be on the other property and they are not being asked to cross-said ditch. It appears that the proposed connection to the south could be situated in an area that the ditch would not be an issue; therefore, we feel that we cannot support this variance.

After reviewing the proposed subdivision, we do not think a variance is justified. The ditch only runs parallel to the property line for a short distance. There seems to be ample space to provide an access to a large amount of the adjoining undeveloped land along the southern border without having to deal with the ditch.

*1. The granting of the variance will not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties;* There are two different properties to the south of this proposed subdivision. One 20-acre parcel and the other one that is 133 acres. The large parcel does have multiple street frontages around the outer edge of the land. The 20-acre parcel has frontage only on South 80<sup>th</sup> Street West. The granting of the variance would not be detrimental to public health, safety and general welfare at this time. Should either property to the south develop it may hinder the ability to develop without a connection to the north. The subdivision regulations require connections to undeveloped land to ensure neighborhood connections and not the creation of residential islands. The regulation is looking to the future of possibilities not the immediate condition.

*2. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, an undue hardship to the owner would result if the strict letter of the regulation was enforced;* There are no particular physical surroundings, shape or topographical condition of the land that would prevent the applicant from providing a future connection to the

south. The ditch mentioned in the applicants request is on the property to the south and would not hinder this applicant from providing a connection for the future.

*3. The variance will not result in an increase in taxpayer burden;* The variance request will not increase taxpayers burden.

*4. The variance will not in any manner place the subdivision in nonconformance with any adopted zoning regulations or Growth Policy;* The subdivision is outside of zoning and will not cause a nonconformance with zoning. The 2008 Yellowstone County Growth Policy does not directly address this specific issue.

*5. The subdivider must prove that the alternative design is equally effective and the objectives of the improvements are satisfied.* The variance application provided by the agent suggest the alternative is that there are many frontages on the 133 acre parcel that they are able to have more than one way in and out should they develop. They also suggest that the same is true for the 20-acre parcel. While this is true at this time there is no way of knowing how the properties to the south may develop or if they will develop as two large developments or if they will be broken into smaller pieces and sold to multiple developers. The subdivision regulations require connections to undeveloped land to ensure neighborhood connections and not the creation of residential islands. The regulation is looking to the future of possibilities not the immediate condition.

Therefore, staff is recommending denial of the proposed variance, and recommends that the Planning Board recommend denial to the Board of County Commissioners.

## Variance Request #1 – Street Right-of-Way

**Section 4.6.B.1 Relation to Undeveloped Areas:** When a proposed subdivision adjoins undeveloped land, streets within the proposed subdivision shall be arranged to allow access to the adjoining undeveloped land. Street right-of-way within the proposed subdivision shall be provided to the boundary lines of the tract to be developed, unless prevented by topography or other physical conditions.

*A variance is being pursued to relieve the applicant from the requirement to provide street right-of-way within the proposed subdivision, to the boundary lines of the tract to be developed. There is an existing irrigation ditch located on the parcel immediately south of the subject property. This ditch runs east to west and is a physical condition that would hinder future adjoining right-of-way onto the subject property. It is also worth noting that the 133-acre parcel to the south of the subject property already has opportunities for access off S. 80<sup>th</sup> St. West, Hesper Road, and S. 84<sup>th</sup> St. West. The 20-acre parcel immediately to the south of the subject property also already has existing access off S. 80<sup>th</sup> Street West. Due to the existing east to west irrigation ditch and the multiple alternative access opportunities on the properties located south of the subject property, a variance is being pursued to relieve the applicant from providing street right-of-way to the southern boundary line of the tract to be developed.*

1. The granting of the variance will not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties;

*The granting of the variance will not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties. Homestead Acres Subdivision proposes one new access point onto S. 80<sup>th</sup> Street West, and to extend the private access easement to the existing road at the northern boundary of the tract to be developed. This will provide a safe access onto the subdivision roadways to the north for fourteen of the proposed lots on the east side of the irrigation ditch. The two proposed lots on the west side of the irrigation ditch are proposed to have individual access off S. 84<sup>th</sup> Street West. This will also provide safe access onto the surrounding roadways. The variance will not be injurious to other adjoining properties as they have several alternative access opportunities as noted above.*

2. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, an undue hardship to the owner would result if the strict letter of the regulation was enforced;

*Undue hardship to the owner would result if the strict letter of the regulation was enforced as there is an existing irrigation ditch running east to west on the property located immediately south of the subject property. This is a physical and topographical condition unique to this property. This ditch would hinder a future adjoining right-of-way onto the subject property.*

3. The variance will not result in an increase in taxpayer burden;

*An increase in taxpayer burden will not result from approving this variance. The subdivider proposes to construct the proposed roadways within Homestead Acres. If the properties located*

***to the south are developed at a future time, there are existing alternative access opportunities on the existing surrounding roadways.***

4. The variance will not in any manner place the subdivision in nonconformance with any adopted zoning regulations or Growth Policy; and

***Approving this variance will not place the subdivision in nonconformance with the growth policy. The property is unzoned so approving the variance will not place the subdivision in nonconformance with any adopted zoning regulations.***

5. The subdivider must prove that the alternative design is equally effective and the objectives of the improvements are satisfied.

***The alternative design proposed for Homestead Acres is equally effective as it is proposed to connect with existing roadways to the north, east and west. The lots to the south already have opportunities to connect to the south, east and west. The existing irrigation ditch located on these properties hinders a future adjoining right-of-way onto the subject property.***