



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



AGENDA-VIRTUAL VIDEO CONFERENCE
June 9, 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. **APPROVAL OF MEETING MINUTES:**MAY 27, 2020

Attachments

PlnBMinutes_2020_05_27_DRAFT

4. **PUBLIC COMMENT PERIOD** – the Yellowstone County Board of Planning, Montana, will hold a public hearing on **Tuesday, June 9, 2020** starting at 6:00 p.m. 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 **Monday, June 8, 2020**. Emails 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 link to the video conference site is located:

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>

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 PARTICIPATION GUIDELINES.**
The Public may call in during specific Public Comment periods at **406.237-6165**. 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.
1. **Motion and Recommendation to PCC: FY20-24 Transportation Improvement Program (TIP).** The TIP is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. All MPO's are required to produce a TIP and update it at least every four years.

Attachments

2020-2024 TIP_DRAFT

TIP Tracking Sheet 2020-2024

8. **NEW BUSINESS:** (Agenda items new to this meeting).

- a. **Plat Review. Discussion. Yellowstone Trail Subdivision.** A County Major Subdivision. A 38.55-acre parcel of land into 18 lots for residential development. J 7J homes, Applicant. Engineering West/Forrest Mandeville Consulting/Performance Engineering. The general location of the subject property is on the south side of Yellowstone Trail, approximately .75 miles west of Pryor Creek Road. The property is outside of zoning, the land is vacant grassland.

Attachments

Findings of Fact
Proposed Plat
SIA
Attachment A

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 23, 2020

- a. **Presentation/Discussion. Public Hearing. Inner Belt Loop Corridor Study** with the intent to have the Planning Board make a recommendation to the Policy Coordinating Committee (PCC). The Planning Board will receive information regarding this plan and conduct a Public Hearing to collect any public comment. The Planning Board will make a recommendation to the Policy Coordinating Committee at the next regular meeting scheduled for Tuesday, July 14, 2020.
- b. **Public Hearing. Motion/Recommendation to BOCC. Yellowstone Trail Subdivision.** A County Major Subdivision. A 38.55-acre parcel of land into 18 lots for residential development. J 7J homes, Applicant. Engineering West/Forrest Mandeville Consulting/Performance Engineering. The general location of the subject property is on the south side of Yellowstone Trail, approximately .75 miles west of Pryor Creek Road. The property is outside of zoning, the land is vacant grassland.
- c. **Presentation. Discussion. Yellowstone County Growth Policy Land Use Chapter.** Monica Plecker, Planning Division Manager, presenting.

Planning Board Meeting I (2nd Tuesday)

3.

Meeting Date: 06/09/2020

Information

Subject

APPROVAL OF MEETING MINUTES:MAY 27, 2020

Attachments

PlnBMinutes_2020_05_27_DRAFT

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)

	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	1													
Heidi Jensen-Christison	Mayor/Billings Ward II	-	-	-	1	-	-	-	-	1	1													
Eric Wallace	Mayor/Billings Ward III	1	1	1	1	-	-	-	-	E	1													
Darell Tunnickliff	Mayor/Billings Ward IV	1	1	1	E	-	-	-	-	1	1													
Jon Thompson	Mayor/Billings Ward V	1	E	1	1	-	-	-	-	1	E													
Troy Boucher	YC District 1	1	E	1	1	-	-	-	-	1	-													
Dennis Cook	YC District 2	1	1	1	1	-	-	-	-	1	1													
Vacant	YC District 3	-	-	-	-	-	-	-	-	-	-													
Vacant	YC District 4	-	-	-	-	-	-	-	-	-	-													
Woody Woods	YC District 5	1	1	1	1	-	-	-	-	1	1													
Vacant	YC District 6	-	-	-	-	-	-	-	-	-	-													
Jarett Hillius	YC District 7	1	1	1	1	-	-	-	-	1	1													
Vacant	Y County Cons. District	-	-	-	-	-	-	-	-	-	-													
Scott Reiter	Ex-Officio SD2		1	E	1	-	-	-	-	1	-													

CITY/COUNTY PLANNING BOARD

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May 27, 2020

Virtual Video Conference Format

To be approved by a motion on June 9, 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) 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. 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 27, 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; Robbin Bartley, Administrative Assistant

Participants: Darin Swenson, Yellowstone County Public Works; Rusty Logan, MET Transit; Kolten Knatterud, IMEG; Levi Britton, 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 May 27, 2020 Agenda

A motion was made by Board member Cook and seconded by Board member Tunnicliff to approve the May 27, 2020 meeting agenda with the addition of continuing the zoning boundary discussion. The motion carried with a unanimous voice vote.

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Approval of Minutes: May 12, 2020

Motion

Board member Tunncliff made a motion and Board member Hillius seconded the motion to approve the May 12, 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: 406-247-8607

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

7. OLD BUSINESS

(7-a1). Public Hearing. Motion/Recommendation to PCC. 2020-2024 Transportation Improvement Plan, TIP, Scott Walker, Transportation Coordinator, presenting.

BACKGROUND

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. Nevertheless, 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.

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.

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Board Member Tunnickliff asked a clarifying question related to scheduling of 2024 construction projects.

Scott Walker handed the presentation over to Rusty Logan with MET Transit. Rusty provided an overview of the funding located within the TIP and how it relates to their local operating budget. In 2020, 11 transit buses will be replaced. Moving forward bus and bus technology improvements related to automated ridership counters. A few programs they are working to develop are implementing and electronic fare system and an increase in security upgrades related to transfer sites. Rusty then provided an overview of 5310 and TransADE as it relates to paratransit service.

Scott Walker reviewed the recommendation and approval table below.

Review Body	Date	Notes/Result
Technical Advisory Committee	Thursday, May 14	Recommendation to Governing Bodies
Planning Board with PH Planning Board MTG/Action	Wednesday, May 27 Tuesday, June 9	Presentation, Public Hearing and Action
City Council	Monday, June 8	Recommendation to PCC
Board of Commissioners Discussion	Monday, June 8	Introduction
Board of Commissioners	Tuesday, June 9	Recommendation to PCC
Policy Coordinating Committee	Tuesday, June 16	Final Action

Recommendation

Staff recommends that the Transportation Advisory Committee approve the FY2020-2024 Billings Urban Area Transportation Improvement Plans presented by staff, and forward a recommendation of approval to the Policy Coordinating Committee.

Presentation

Scott Walker opened this agenda item with the presentation of the TIP document.

TIP Format:

The TIP is now formatted by funding source. Yearly tabs organized previous versions of the document. This allows us to better track the life of a project, particularly when early phases (PE, for example) no longer fall within the period 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, and CN) and funding sources. You will still see the project on each individual funding source tab as well.

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.

Surface Transportation Program Primary (STPP)

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
STPP TOTALS		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Funding source
Funding split

Project name and project sponsors

Project description and detail

Project phases

Funding programmed in years prior to current TIP

Funding programmed for each year of the current TIP

Funding contributions from associated agencies

Total project costs including costs from previous years

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.

Scott Walker continued and reviewed the items below from the Billings MPO Project List.

NH Funding Tab:

UPN 9022 1st Ave North – Billings (NEW)

- 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 1st Ave.
- Project 9022 has been shortened to the intersection of N. 9th St. to the RR Xing located between N. 22nd and N. 20th.
- \$14 million (all phases)

UPN 9880 1st Ave N – RR xing To Broadway

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

UPN 9881 1st Ave N – Broadway to Division

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

National Highway Freight Program Funding Tab:

Scott Walker mentioned this is a newer line item and noted the total project amount of \$19.8 million UPN 7972 Yellowstone River Bridges

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- 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 & 62nd 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 Intch – 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

Discussion

President Woods called for questions and discussion from the members of the Board. Board member Tunnicliff asked what impact other communities would have once they increase in populations of 100,000 in population. Scott Walker replied that a timeframe would be set once the census is completed. Bozeman and Helena/East Helena may very well reach the 50,000 population. The TIP will not largely be impacted by new MPO's being created in Montana. Scott anticipates that funding sources will remain strong. Alternatively, the administrative funds for the work program may have a slight impact, likely the contingency will be lower. This should not be an immediate concern.

Board member Tunnicliff asked when the Johnson Bridge funding would be completed and how that would affect the ability to fund new projects. Scott Walker replied other projects could be funded once all funding is in place, he estimates new projects could be evaluated as early as 2021. TAC will review and make recommendation on those funding recommendations.

Board member Tunnicliff asked if there were matching funds issues related to the City or County. Scott replied no, these are in large part 100 percent federally funded projects.

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Public Hearing

No calls were received from the public on the 2020-2024 Transportation Improvement Plan, (TIP). The public hearing is closed. The Planning Board will take action on this agenda item on Tuesday, June 9, 2020.

8. NEW BUSINESS

8a. Public Hearing. Motion/Recommendation. 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 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. 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.

Monica Plecker, Planning Division Manager, provided an overview of activity that has occurred between the applicant, their agent and staff since the plat review meeting. She reiterated that staff strongly feels the intent of the regulations is to not only legally provide access but also construct physical access. Further, staff reiterated given new data related to groundwater and slopes, Planning remains steadfast in its original recommendation of denial of the requested variance. Planner Dave Green provided an overview of Attachment A and staff's findings. The variance application provided by the agent suggested 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 suggested 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

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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.

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 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

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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 Jenson-Christison asked if the letter could be explained, as it seemed hard to put in context.

President Woods called for presentation by the applicant.

Kolten Knatterud, IMEG, (No address given)

Mr. Knatterud is the consultant for this project. He presented an overview and project. He clarified and said cisterns are proposed as opposed to individual wells. A meeting related to the variance request was held. The southern property was discussed and whether it was developable. Upon a further look, the groundwater data should be ignored. Mr. Knatterud feels the location of the irrigation ditch and slope create issues and allows for the denial of the variance. The physical barriers are far more significant than the groundwater data that was presented.

Board member Jenson-Christison does not feel a hardship has been demonstrated. She asked for clarification as to what criteria demonstrated the need for the variance. Mr. Knatterud clarified the location of the ditch, and topographical data as Criteria 2 states the physical condition could allow for granting the variance.

Levi Britton, Applicant/Developer (No Address Given)

Mr. Britton stated he feels there is a grey area related to the verbiage of the subdivision regulations. Mr. Britton said he would be willing to give the right-of-way but he is still not in favor of constructing the right-of-way. At this point, he feels the interpretation issue might be dealt with separately.

Public Hearing

At 7:11 p.m., President Woods opened the public hearing, announced the public phone number: and asked if there is anyone wishing to speak in favor or against the Homestead Acres Subdivision. Administrative Assistant Robbin Bartley announced she received no calls from the public. The hearing was closed at 7:12 p.m.

Motion

Board member Tunncliff moved to recommend denial of the variance to the Board of County Commissioners. Board member Jenson-Christison clarified that in order to follow Roberts Rules of Order it needed to be in the affirmative.

The motion died for a lack of a second.

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Motion

Board member Jenson-Christison moved to recommend approval of the variance request to the BOCC and it was seconded by Board member Hillius.

Discussion

President Woods asked for discussion. Board member Tunncliff stated he felt there are rules and regulations to drive development, and the vacant land does not offer certainty as to how it could be developed. He said there is a lack of restrictions therefore; he does not support the motion. Board member Jenson-Christison stated that five criterion are required and she does not feel they have been met. President Woods stated he concurs and feels that he cannot support the request. In response to question by Board member Hillius staff stated a box culvert was installed directly to the west to provide connectivity that demonstrates it is possible to develop that land.

The motion failed with a unanimous voice vote. The request for a variance is denied.

Motion

Board member Tunncliff made a motion and Board member Goodridge seconded the motion to that the Yellowstone County Planning Board recommend to the Board of County Commissioners to conditionally approve the preliminary plat of Homestead Subdivision and adopt the Findings of Fact as presented in the staff report.

The motion carried with a unanimous voice vote.

9. OTHER BUSINESS

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

9a1. Jurisdictional Boundary Update. Planning Board.

Board member Woods stated he brought up the possibility of looking at expansion of the boundary during the last meeting. He said he believes it is important the Board collectively let the Commissioners know their concerns as certain areas continue to grow. Zoning has a relation whether it is related to sidewalks, roads, etc. Board member Tunncliff recommended forming a committee. President Woods said he believes a committee is fine but would like to see a discussion with the Board of County Commissioners. Planning Division Manager Plecker shared that she has been going through the County Issues Working Group notes from Project Re:Code. She has found numerous development examples where an issue was tied to the boundary going as far back as January 2018. Board member Tunncliff clarified the intent of his response. He feels this is a timing issue. He believes it is imperative there be staff support when a project is undertaken. Board member Tunncliff state he is in favor of a letter but he would recommend waiting until staff has the capacity to provide support to the committee. He would like to see more data compiled to support this position. Davison Manager Plecker explained her progress on the development of the County's Growth Policy. She is actively working on the land use chapter, which would lend itself nicely to a more formal Planning Board discussion. The group agreed to a discussion on the matter at its second meeting in June.

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9a2. COVID 19 Update. Director Wyeth Friday

Director Friday said the COVID-19 statewide transition will be would be in Phase 2. Virtual meetings are planned through June. He said the challenge to holding public meetings is related to space in the first floor conference room and accounting for social distancing. Staff is considering ways to coordinate future meetings.

ADJOURNMENT: 7:34 PM

DRAFT—TO BE APPROVED BY A MOTION ON JUNE 9, 2020

--Monica Plecker, Planning Division Manager



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



Planning Board Meeting I (2nd Tuesday)

7. a. 1.

Meeting Date: 06/09/2020

Information

PROBLEM/ISSUE STATEMENT

Federal regulations require that Metropolitan Planning Organizations (MPOs) review and update their Transportation Improvement Program (TIP) periodically. This TIP update 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.

On May 27th the Planning Board received a presentation from staff and held a public hearing. No comments were received. At this meeting, the Board may ask further questions of staff and then is expected to take formal action to recommend approval of the TIP to the Policy Coordinating Committee.

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 forward a recommendation of approval of the 2020-2024 TIP to PCC through its designee. The PCC is scheduled to meet on June 16, 2020 for action on this item.

Attachments

2020-2024 TIP_DRAFT
TIP Tracking Sheet 2020-2024

**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

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	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.
GROWTH	Flexible state CMAQ funds distributed to high growth urban areas
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
PE	Preliminary Engineering
PLH	Public Lands Highways
PLHD	Public Land Highways Discretionary Fund
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off-System
TA	Transportation Alternatives Program

Billings FFY 2020-2024 Transportation Improvement Program

TEA-21	Transportation Efficiency Act for the 21 st Century
TCM	Transportation Control Measure
TIP	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.
TPCC	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
TSP	Total Suspended Particulate
UHPIP	Urban Highway Pilot Improvement Program
UPP	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 21st 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

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.

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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)

Project	Scope	Comments
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.

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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

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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	Total	0.0	0.0	8,500.0	11,326.8	0.0	0.0	0.0	0.0	2,660.8	17,166.0	19,826.8
NHFP TOTAL			0.0	0.0	8,500.0	11,326.8	0.0	0.0	0.0	2,660.8	17,166.0	19,826.8	

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.

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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

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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.

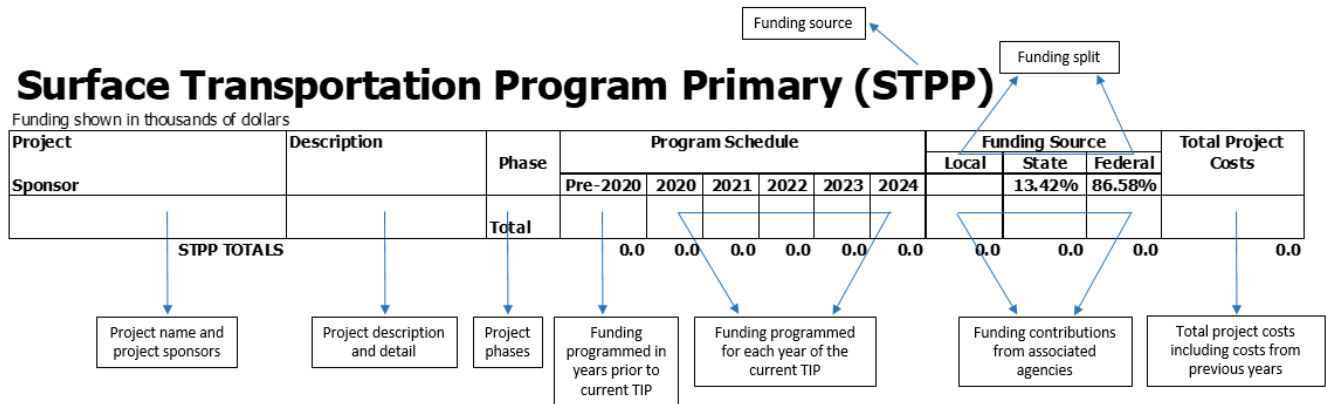
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will 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
CN	Construction – Construction and/or reconstruction work performed by the agency or contractor
IC	Incidental Construction – ‘Safety net’ for unexpected construction expenditures
OT	Other – Additional programmatic expenditures including costs for marketing, education, and outreach
PE	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
Purch.	Purchase – Procuring equipment, software, vehicles, or facilities
RW	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
Transit	Transit operations

Projects that are Regionally Significant

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

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Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
CMAQ			
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	
STPU			
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	
SRTS			
IM			
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	
NH			
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	
NHFP			
I-90 Yellowstone River - Billings		Bridge Replacement	
STPX, STPS, SFCN			
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	
STPP			
RRS			

Billings MPO Project List, (Continued)

PROJECT	UPN	SCOPE	COMMENTS
HSIP			
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
BR			
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	
UPP			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
MACI			
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	
CITY TA			
EARMARK			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED PROJECTS			
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
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		Total		25,203.5	5,463.8	0.0	0.0	0.0	0.0				4,115.5	26,551.7	30,667.2
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		Total		141.0	6,714.1	0.0	0.0	0.0	0.0				919.9	5,935.1	6,855.0
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		Total		0.0	40,000.0	10,000.0	0.0	0.0	0.0				6,710.0	43,290.0	50,000.0
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		Total		0.0	0.0	0.0	28,910.5	0.0	0.0				3,219.0	25,691.4	28,910.5
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		Total		0.0	0.0	0.0	0.0	17,750.9	0.0				2,382.2	15,368.7	17,750.9
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		Total							###				1,111.8	7,172.9	8,284.7
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		Total								18,741.7			2,515.1	16,226.6	18,741.7
Totals				25,344.4	52,177.9	10,000.0	28,910.5	17,750.9	8,284.7	18,741.7	0.0	20,973.7	140,236.4	161,210.1	

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 River	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	Total	7,182.4	0.0	30,424.5	32,258.5	0.0	0.0	0.0			8,944.5	60,920.8	69,865.4
Totals				7,182.4	0.0	30,424.5	32,258.5	0.0	0.0	0.0			8,944.5	60,920.8	69,865.4

Billings FFY 2020-2024 Transportation Improvement Program

Estimated Revenue

Estimated Revenue

Amounts shown in thousands of dollars

Federal	STP/S*/X*														
Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	BUILD**	TA*	SUBTOTAL
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	FTA 5307		FTA 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL
Carryover	0.0		3,418.3							29,297.8
FFY 2020	1,891.4	1,891.4	514.0	695.1	106.5	18.8	1,739.8	313.8	2,316.0	63,078.8
FFY 2021	1,910.3	1,910.3	420.0	135.2	235.5	42.8	1,739.8	313.8	1,645.0	72,129.2
FFY 2022	1,929.4	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	34,516.3
FFY 2024	1,968.2	1,968.2	420.0	105.0	160.1	29.3	1,739.8	313.8	1,645.0	118,978.9
TOTAL	9,647.8	9,647.8	5,612.3	1,145.3	822.0	149.6	8,699.1	1,569.0	9,728.0	398,364.5

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					
Billings Bypass (Yellowstone River Bridge) <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	
Total			0.0	5,000.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0	
Billings Bypass (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN				6,200.0				832.0	5,368.0	6,200.0	
Total			0.0	0.0	0.0	6,200.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0	
Project Adjustments/Closures													
CMAQ Totals				5,000.0	0.0	6,200.0	0.0	0.0	0.0	0.0	1,503.0	9,697.0	11,200.0
Federal				4,329.0	0.0	5,368.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State				671.0	0.0	832.0	0.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0
Ending Balance (Federal)				2,903.0	4,293.3	315.5	1,705.8	3,096.0					

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 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		
Sponsor													
<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					
Billings Bypass (Five Mile Road)	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>		Total	141.0	6,714.1	0.0	0.0	0.0	0.0	0.0	919.9	5,935.1		6,855.0
Billings Bypass (Yellowstone River Bridge)	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>		Total	0.0	11,364.2	0.0	0.0	0.0	0.0	0.0	1,525.1	9,839.1		11,364.2
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange												
<i>MDT</i>		CN				1,590.5				213.4	1,377.1		1,590.5
<i>MDT</i>		Total	0.0	0.0	0.0	1,590.5	0.0	0.0	0.0	213.4	1,377.1		1,590.5
Adjustment/Closures													
			STPU Totals	18,078.3	0.0	1,590.5	0.0	0.0	0.0	0.0	2,658.5	17,151.3	19,809.8
			Federal	15,652.2	0.0	1,377.1	0.0	0.0					
			State	2,426.1	0.0	213.4	0.0	0.0					
			Balance	4,449.1	6,938.9	7,838.1	10,327.9	12,817.7					

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		
Sponsor													
MDT-PREVENTATIVE MAINTENANCE - IM	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>		Total		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0	6,843.0	7,500.0	
I-90 Yellowstone River Bridges	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	Total	6,287.8	638.9	5,000.0	6,931.7	0.0	0.0	0.0	1,652.0	17,206.4	18,858.4	
Mossmain Intch - West Blgs Intch	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	Total	496.4	82.0	0.0	0.0	0.0	14,400.4	0.0	1,312.1	13,666.6	14,978.8	
Billings Bypass - Johnson Lane Intch	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	Total	0.0	0.0	0.0	19,320.0	0.0	0.0	0.0	1,692.4	17,627.5	19,320.0	
IM TOTAL			6,784.2	2,220.9	6,500.0	27,751.7	1,500.0	15,900.4	0.0	5,313.6	55,343.6	60,657.1	

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
Sponsor												
MDT-PREVENTATIVE MAINTENANCE - NH	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
MDT		Total		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
Billings Bypass	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
MDT		Total	2,734.3	5,109.7						1,052.7	6,791.4	7,844.0
Billings Bypass - Yellowstone River Bridge	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
MDT		Total	0.0	18,635.8	10,000.0	0.0	0.0	0.0	0.0	3,842.9	24,792.9	28,635.8
Billings Bypass - Five Mile Rd to US 87	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												
MDT		Total	0.0	0.0	0.0	0.0	0.0	18,741.7	0.0	2,515.1	16,226.6	18,741.7
Billings Bypass - RR O'pass	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
MDT		Total	0.0	0.0	0.0	0.0	17,750.9	0.0	0.0	2,382.2	15,368.7	17,750.9
Billings Bypass - Johnson Ln. Intch - RR O'pass	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
MDT		Total	0.0	0.0	0.0	0.0	0.0	8,284.7	0.0	1,111.8	7,172.9	8,284.7
Billings Bypass - Johnson Lane Intch	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
MDT		Total	0.0	0.0	0.0	1,800.0	0.0	0.0	0.0	241.6	1,558.4	1,800.0
Exposition Dr. & 1st Ave. N Blgs	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
MDT		Total	1,596.5	0.0	0.0	0.0	0.0	1,989.7	0.0	481.3	3,104.9	3,586.2
27th St - 1st Ave S to Airport	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
MDT		Total	13,782.8	16.8	0.0	0.0	0.0	0.0	0.0	1,851.9	11,947.8	13,799.7
Underpass Ave. Improvements	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
MDT		Total	2,660.0	0.0	214.3	0.0	0.0	6,963.6	0.0	1,320.3	8,517.7	9,837.9
1st Ave. N - N 9th to RR Xing	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
MDT		Total	1,746.7	1,483.3	119.6	0.0	0.0	10,722.3	0.0	1,888.5	12,183.5	14,071.9
Zoo Drive Improvements	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
MDT		Total	130.0	0.0	0.0	0.0	0.0	2,392.8	0.0	338.6	2,184.2	2,522.8
1st Ave. N - RR Xing to Broadway	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
MDT		Total	0.0	629.6	0.0	25.2	0.0	0.0	0.0	87.9	566.9	654.8
1st Ave. N - Broadway to Division	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
MDT		Total	0.0	629.6	0.0	0.0	25.2	0.0	0.0	87.9	566.9	654.8
NH TOTAL			23,575.8	35,072.6	11,334.0	8,730.3	18,776.1	50,094.8	0.0	19,805.7	127,777.9	147,583.6

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 will be subject to the obligation limitation set by the annual appropriations process. *NH is a state sub-allocated program funded by the federal National Highway Performance Program.

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	Total	0.0	0.0	8,500.0	11,326.8	0.0	0.0	0.0	2,660.8	17,166.0	19,826.8
NHFP TOTAL			0.0	0.0	8,500.0	11,326.8	0.0	0.0	0.0	2,660.8	17,166.0	19,826.8

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		
Sponsor													
27th Street RR Crossing	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	Total	1,075.0	0.0	0.0	0.0	0.0	0.0	0.0	144.3	930.7		1,075.0
SF 169 Rimrock & 62nd St. W	Intersection Improvement Study	OT	630.0	120.0						100.7	649.4		750.0
UPN 9383										0.0	0.0		0.0
<i>MDT</i>	RP 2.4 to 2.8	Total	630.0	120.0	0.0	0.0	0.0	0.0	0.0	100.7	649.4		750.0
Lockwood Interchange	Interchange Improvement Study	OT	300.0	1,146.8						194.2	1,252.6		1,446.8
UPN 9588		CN					37,685.0			5,057.3	32,627.6		37,685.0
<i>MDT</i>	RP 450 to 455.3	Total	300.0	1,146.8	0.0	0.0	0.0	37,685.0	0.0	5,251.5	33,880.3		39,131.8
TOTALS			2,005.0	1,266.8	0.0	0.0	0.0	37,685.0	0.0	5,496.4	35,460.4		40,956.7

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												
STPP TOTALS			0.0	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			
Sponsor														
RRXING - STEFFES RD - BILLINGS	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	Total		225.5							22.6	203.0	225.5	
TOTALS			0.0	225.5	0.0	0.0	0.0	0.0	0.0	0.0	22.6	203.0	225.5	

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		
Sponsor													
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0		2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0		2,500.0
SF 129 - Rndabout King 56th	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	Total	2,140.5	61.7	4,100.0	0.0	0.0	0.0	0.0	630.2	5,672.0		6,302.2
SF 139-CENTRAL & 56TH RNDABOUT	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	Total	953.9	866.9	2,700.0	0.0	0.0	0.0	0.0	452.1	4,068.7		4,520.8
SF-149 HILLCREST RT TURN	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	Total	297.0	78.8	386.7	0.0	0.0	0.0	0.0	76.3	686.3		762.5
SF 169 RIMROCK & 62ND ST W	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	Total	0.0	750.0	5,382.4	0.0	0.0	0.0	0.0	613.2	5,519.2		6,132.4
SF 169 FRNTG RD WISE LN INTX	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	Total	15.8	17.7	0.0	78.9	0.0	0.0	0.0	11.2	101.1		112.4
SF 169 BLGS AREA SFTY IMPRV	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	Total	132.4	-18.7	0.0	0.0	0.0	0.0	0.0	11.4	102.4		113.7
SF 169 I90 W KING AVE LIGHTING	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	Total	44.8	0.0	287.1	0.0	0.0	0.0	0.0	33.2	298.7		331.9
SF 169 I90 SF 169 BLGS DISTRIC SFTY IM	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	Total	137.3	2.1	0.0	0.0	0.0	0.0	0.0	13.9	125.4		139.4
ZOO DRIVE IMPROVEMENTS - BLGS	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	Total	0.0	0.0	0.0	0.0	0.0	611.8	0.0	61.2	550.6		611.8
HSIP Totals			3,721.8	2,258.5	13,356.2	578.9	500.0	1,111.8	0.0	2,152.7	19,374.5		21,527.2

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	
Sponsor										13.42%	86.58%	
BBP-YELLOWSTONE RIVER UPN 4199-003 <i>MDT</i>	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
2012 SCOUR MITIGATION UPN 7960 One project in MPO <i>MDT</i>	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
I-90 Yellowstone River UPN 7972 <i>MDT</i>	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
SHILOH RD / I-90 BRIDGE - BLGS UPN 9720 <i>MDT</i>	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
BR TOTAL			7,269.6	5,662.0	16,936.9	16,727.2	0.0	0.0	0.0	6,253.2	40,342.6	46,595.8

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	
Sponsor										13.42%	86.58%	
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	Total		500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0
SHILOH ROAD - BILLINGS	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	Total	45.4	23.2	0.0	0.0	0.0	0.0	0.0	9.2	59.4	68.6
KING AVE E - BILLINGS	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	Total	26.0	29.7	0.0	0.0	0.0	0.0	0.0	7.5	48.2	55.7
HARDIN ROAD - BILLINGS	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	Total	26.0	170.1	0.0	0.0	0.0	0.0	0.0	26.3	169.8	196.1
GRAND-24TH TO ZIMMERMAN (BLGS)	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	Total	77.9	0.0	1,470.1	0.0	0.0	0.0	0.0	207.7	1,340.2	1,547.9
UPP TOTAL			175.2	723.0	1,970.1	500.0	500.0	500.0	0.0	586.2	3,782.0	4,368.2

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%		
Sponsor													
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0			167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0			838.8	5,411.3	1,250.0
<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	Total	5,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	738.1	4,761.9	5,500.0
<i>MDT</i>													
Underpass Ave. Improvements	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
		Total	1,167.6	157.7	0.0	715.0	0.0	0.0	0.0	0.0	273.8	1,766.5	2,040.3
Main Street - Billings	Pavement Preservation with micro-surfacing	CN		1,131.0							151.8	979.2	1,131.0
UPN 8717	RP 1.08 to 4.66	Total	0.0	1,131.0	0.0	0.0	0.0	0.0	0.0	0.0	151.8	979.2	1,131.0
<i>MDT</i>													
Mossmain Intch-West Blgs Inch	Pavement Preservation	CN						407.6			54.7	352.9	407.6
UPN 9198	Not all locations inside MPO boundary	Total	0.0	0.0	0.0	0.0	0.0	407.6	0.0	0.0	54.7	352.9	407.6
<i>MDT</i>	I-90 RP 437.12 to 446.7												
LAUREL ROAD SIGNALS - BILLINGS	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	Total	51.2	0.0	249.4	0.0	0.0	0.0	0.0	0.0	33.5	215.9	249.4
<i>MDT</i>	Various Locations										40.3	260.3	300.6
		Total	6,718.8	2,038.6	999.4	1,465.0	750.0	1,157.6	0.0	2,433.0	15,696.5	13,129.4	

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%		
Sponsor													
Transportation Alternatives		All		300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0		0.0
<i>MDT/Locals</i>	Various Locations	Total	0.0	300.0	300.0	300.0	300.0	300.0	0.0	201.3	1,298.7		1,500.0
BECRAFT LANE SIDEWALK-LOCKWOOD	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>	Various Locations	Total	1,136.3	-55.8	0.0	0.0	0.0	0.0	145.0	0.0	935.4		1,080.4
TA TOTALS			1,136.3	244.2	300.0	300.0	300.0	300.0	145.0	201.3	2,234.1		2,580.4
Federal			983.8	211.4	259.7	259.7	259.7	259.7					
Local			152.5	32.8	40.3	40.3	40.3	40.3					

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%		
Sponsor													
Billings Bypass	UPN4199000	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>		Total	25,179.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,379.1	21,800.8	25,179.9
		Total	25,179.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,379.1	21,800.8	25,179.9

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		
Sponsor													
No new projects													
		Total											
TIGER TOTAL		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source		Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	Federal 80%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0			
<i>Allocation</i>			1,891.4	1,910.3	1,929.4	1,948.7	1,968.2			
								0.0	0.0	0.0
								0.0	0.0	0.0
								0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Operations***										
<i>Met Transit</i>		Total	3,782.7	3,820.5	3,858.7	3,897.3	3,936.3	9,647.8	9,647.8	19,295.6
								0.0	0.0	0.0
								0.0	0.0	0.0
								0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SECTION 5307 TOTALS*			3,782.7	3,820.5	3,858.7	3,897.3	3,936.3	9,647.8	9,647.8	19,295.6
Federal			1,891.4	1,910.3	1,929.4	1,948.7	1,968.2			
Local			1,891.4	1,910.3	1,929.4	1,948.7	1,968.2			
Ending Balance (Federal)			0.0	0.0	0.0	0.0	0.0			

*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 So		Total Estimated Obligation FY2020-2024
			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			
Bus Purchases	Replacement							618.7	3,506.1	4,124.8
<i>Met Transit</i>	85/15 ADA vehicle		4,124.8	0.0	0.0	0.0	0.0	618.7	3,506.1	4,124.8
Automated Passenger Counter	Upgrade							14.3	57.1	71.4
<i>Met Transit</i>			71.4	0.0	0.0	0.0	0.0	14.3	57.1	71.4
Bus and Bus Technology	Upgrade							56.5	226.1	282.7
<i>Met Transit</i>			282.7	0.0	0.0	0.0	0.0	56.5	226.1	282.7
Bus Facilities Security System	Upgrade							5.6	22.2	27.8
<i>Met Transit</i>			27.8	0.0	0.0	0.0	0.0	5.6	22.2	27.8
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology							450.2	1,800.8	2,251.0
<i>Met Transit</i>			0.0	676.0	525.0	525.0	525.0	450.2	1,800.8	2,251.0
			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SECTION 5339 TOTALS			4,506.6	676.0	525.0	525.0	525.0	1,145.3	5,612.3	6,757.6
Federal			3,811.5	540.8	420.0	420.0	420.0			
Local			695.1	135.2	105.0	105.0	105.0			
Balance			120.8	0.0	0.0	0.0	0.0			

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
			2020	2021	2022	2023	2024	Local 15/20%	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			
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET and other Coordination members as applicable							0.0	0.0	0.0
<i>Met Transit and Coordination Group</i>	85/15 ADA vehicle		125.3	256.4	170.9	170.9	170.9	134.2	760.2	894.4
								134.2	760.2	894.4
Traditional and Non-Traditional Projects	Projects to support identified community needs but may be also be used for vehicles							0.0	0.0	0.0
								0.0	0.0	0.0
								0.0	0.0	0.0
<i>Coordination Members</i>			0.0	22.0	18.4	18.4	18.5	15.4	61.8	77.2
								15.4	61.8	77.2
								0.0	0.0	0.0
								0.0	0.0	0.0
								0.0	0.0	0.0
			0.0		0.0	0.0	0.0	0.0	0.0	0.0
SECTION 5310 TOTALS			125.3	278.3	189.3	189.3	189.4	149.6	822.0	971.6
	Federal		106.5	235.5	160.0	160.0	160.1			
	Local		18.8	42.8	29.3	29.3	29.3			
	Balance		75.5	0.0	0.0	0.0	0.0			

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>			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Operations	Operating		100.0	100.0	100.0	100.0	100.0	500.0	
<i>Met Transit</i>			100.0	100.0	100.0	100.0	100.0	500.0	500.0
STATE TOTALS			100.0	100.0	100.0	100.0	100.0	500.0	500.0

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 1st 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 1st Ave.
- Project 9022 has been shortened to the intersection of N. 9th St. to the RR Xing located between N. 22nd and N. 20th.
- \$14 million (all phases)

UPN 9880 1st Ave N – RR Xing To Broadway

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

UPN 9881 1st Ave N – Broadway to Division

- Reconstruction Project on 1st 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 & 62nd 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 I (2nd Tuesday)

8. a.

Meeting Date: 06/09/2020

Information

INTRODUCTION

On May 1, 2020, the Planning Division received an application for major preliminary plat approval for the proposed Yellowstone Trail Subdivision. The property is generally located south of Yellowstone Trail, west of Pryor Creek golf course. This subdivision would create 18 lots from a 36.687-acre parcel of land. The applicant is proposing to develop a residential subdivision; the land is outside of zoning. The land is currently dryland grass and shrubs.

RECOMMENDATION

Staff recommends the Yellowstone County Board of Planning conduct a plat review at this meeting, hold a public hearing on June 23, 2020, and forward a recommendation to the Board of County Commissioners to conditionally approve the preliminary plat of Yellowstone Trail Subdivision 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 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 clarify road dedication, prior to final plat approval the applicant will add language in the SIA under the heading III Transportation A. Streets, add language stating ‘dedicated to the public’ in the first sentence. An RSID needs to be created to maintain those public streets.
3. To protect public health and safety and provide for future Dry hydrant maintenance, prior to final plat approval the applicant will provide drawings of the dry hydrant system to the Huntley Volunteer Fire Department for review and approval prior to any construction. The tank will be tested once it is installed and signed off by the Fire Department. An RSID for the dry hydrant system will be created for maintenance of the system.
4. To protect the public health and safety and to maintain the new park, prior to final plat approval the applicant will create an RSID for maintenance of the park.
5. 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.
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.

VARIANCES REQUESTED

No variance is being requested or is required of this subdivision due to excessive topography issues. The Findings of Fact and Attachment A provide more information as why a variance is not required.

PROCEDURAL HISTORY

- Pre-application meeting January 23, 2020
- Preliminary plat application submitted to Planning Division May 1, 2020
- Departmental review meeting May 14, 2020
- Preliminary plat resubmitted May 21, 2020
- Planning Board plat review June 9, 2020
- Planning Board public hearing June 23, 2020
- Preliminary plat to Yellowstone County Board of County Commissioners July 21, 2020
- 60 working-day preliminary plat review period ends July 28, 2020

PLAT INFORMATION

General location:	Located south of Yellowstone Trail, west of Pryor Creek golf course
Legal Description: Range 27 East	Tract 1 COS 3722 of the north ½ of Section 01, Township 01 North,
Owner/Subdivider:	J & J Homes
Engineer and Surveyor: Surveying	Forrest Mandeville Consulting, Engineering West, Beartooth Land
Existing Zoning:	Outside zoning
Existing land use:	Dryland grass and shrubs
Proposed land use:	Residential
Gross and Net area:	36.687 acres / 34.833 acres
Proposed number of lots:	18
Lot size:	Max: 9.144 acres Min.: 1.291 acres
Parkland requirements:	Parkland dedication is 1.788 acres.

Attachments

Findings of Fact
Proposed Plat
SIA

FINDINGS OF FACT

The City-County Planning Division Staff has prepared the Findings of Fact for Yellowstone Trail 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 not used for agricultural purposes. There are no agricultural water facilities near the subject property and they are not in any irrigation district. There will be no known impacts from this subdivision on agriculture use.

2. Effect on local services

a. **Water and Septic** –Water and sewer will be handled by extending the Pryor Creek Water Association (PCWA) connections to this subdivision. Water will be conveyed to each lot utilizing a water distribution system. All proposed water system improvements shall meet the requirements of MDEQ. Should the system proposed in the SIA not meet the requirements of MDEQ the applicant must propose a system that will meet MDEQ requirements. The applicant will provide an approval letter from the MDEQ to be submitted with the final plat. They will also update any language in the SIA that reflects the approved system. **(Condition #1)**

The applicant is proposing to extend the Pryor Creek Water Association (PCWA) sanitary system to this subdivision. The system has a collection system and lagoons for management and disposal of sanitary waste. Should the system proposed in the SIA not meet the requirements of MDEQ the applicant must propose a system that will meet MDEQ requirements. The applicant will provide an approval letter from the MDEQ to be submitted with the final plat. They will also update any language in the SIA that reflects the approved system. **(Condition #1)**

b. **Streets and roads** – There will be two new roads within the proposed subdivision. They will be built within a 60-foot wide right-of-way and dedicated to the public. The applicant needs to state the streets will be public streets in the SIA. Public streets require the creation of an RSID for maintenance of the road. That will be required with the final plat submittal. **(Condition #2)** Both new streets will have access off Yellowstone Trail. Access permits will be required before any connection is made to the streets, this requirement is outlined in the SIA under Conditions that Run with the Land.

In the Yellowstone County Subdivision Regulations Section 4.6 B 1 Relation to Undeveloped Areas: When a proposed subdivision adjoins undeveloped land, streets within the propose subdivision shall be arrange 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.

Yellowstone County Subdivision Regulations Section 4.6 C 14 Street Grades: All street grades shall conform to the requirements of the County. Street Grades shall not exceed the following, with due allowance for reasonable vertical curves and intersection treatment. Street Type Local Access 12 percent grade.

Grades on the west edge of this subdivision and within the subdivision exceed 20%. Constructing a road through these grades would require a great deal of fill, bridges or most likely both. See Attachment A. There is a precedence in the county for not requiring a variance when it can be shown that a road connection is not feasible because of the reasons given in Section 4.6 B 1. *unless prevented by topography.*

Pike subdivision, platted in 2015, showed a road from the original plat going through the entire length of a wetland. The re-platting of the subdivision was to move the road to dry land and re-arrange the lots. There was no connection to the west, through the wetland, and no variance request.

For this reason, the applicant is not required to connect to the west or south. Land to the east is already developed and there is not a connection for them to complete.

The applicants' agent has provided a drawing and explanation about the slopes within and around the proposed subdivision. See Attachment A.

c. **Fire and Police services** – The property is within the Huntley Volunteer Fire Department. The developer will be installing a 30,000-gallon dry hydrant system in a public easement on the west side of Lenny Lane. Drawings and specifications for the construction and installation of the tank must be reviewed and approved by the Huntley Volunteer Fire Department prior to any construction of the tank. Huntley Volunteer Fire Department will test the tank and provide a written sign off stating it is working correctly. An RSID for the new dry hydrant system will be created prior to final plat. **(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 #1)**

f. **School facilities** – The proposed subdivision is located within Huntley Project School

District for K-12. Huntley Project School did not respond to the request for comments at the time of the writing of this staff report.

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 requirement is 1.395 acres. The applicant is proposing a parkland dedication of 1.788, 1.288 acres of land and 0.5 acres of trail through the subdivision. The applicant will need a park and trail maintenance RSID separate from the one proposed for roads. **(Condition #4)**

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 #5)**

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 #6)**

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. The applicant submitted an Environmental Assessment with this subdivision as required by Yellowstone County Subdivision Regulations. In the summary of impacts to wildlife the U.S. Fish and Wildlife Services IPaC Information for Planning and Consultation, there are no critical habitats within the subdivision. The same report shows that a change in the land use to residential could potentially impact some food supply for multiple species of birds. Because of the size of the lots, the impact should be minimal. 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 Huntley Volunteer Fire Department, 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, which is covered earlier in the findings, existing vegetation and surface water. There were no major impacts identified in the EA that would cause need for conditions to mitigate those issues.

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 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 is outside 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 BABTMP.

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 MDEQ 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. 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 Yellowstone Trail onto Lynette Lane and Lenny Lane that will provide access for all lots but one. Lot 18 will have access off White Buffalo Road.

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, to the Planning Board, conditional approval of the preliminary plat of Yellowstone Trail Subdivision and adopt the Findings of Fact as presented in the staff report, the SIA and Waiver.

PRELIMINARY PLAT OF YELLOWSTONE TRAIL SUBDIVISION

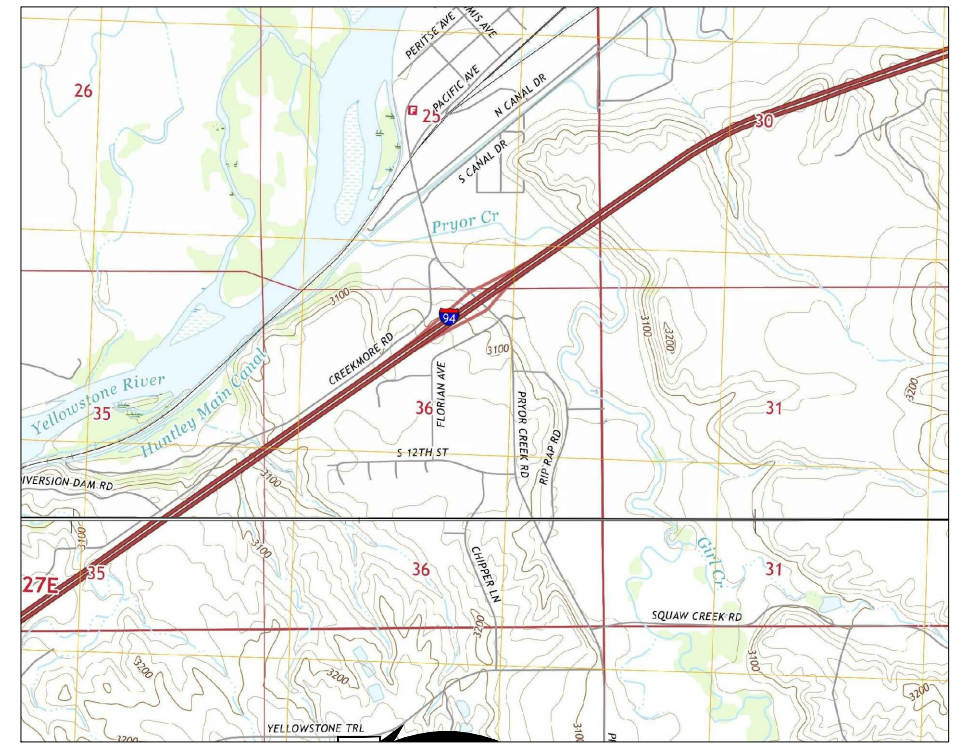
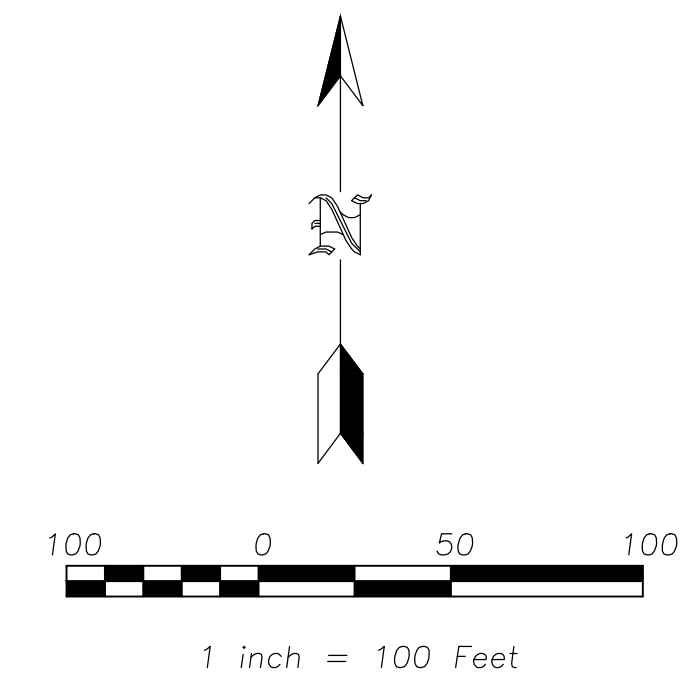
SITUATED IN NW 1/4 SECTION 01, TOWNSHIP 01N., RANGE 27 E., P.M.M.
YELLOWSTONE COUNTY, MONTANA ALSO BEING TRACT 1 OF CERTIFICATE OF SURVEY NO. 3722
MARCH 2020

BASIS OF BEARING
TRUE NORTH GPS WGS 84
PROJECT GPS ELEVATION 3273.00

Line #	Bearing	Length
L1	S89° 33' 52"W	256.24'
L2	S89° 33' 52"W	239.03'
L3	N68° 57' 18"W	156.70'
L4	S89° 33' 30"W	397.57'
L5	S89° 33' 30"W	393.86'
L6	N68° 57' 18"W	156.70'
L7	S89° 33' 52"W	232.66'
L8	S89° 33' 52"W	247.17'
L9	S3° 36' 33"E	759.67'
L10	N90° 00' 00"E	39.49'
L11	N0° 00' 00"E	60.00'
L12	N90° 00' 00"E	40.00'

LEGEND

- CONTOUR INTERVAL = 2'
- VERTICAL DATUM ASSUMED
- FOUND MONUMENT
- PROPOSED LOT CORNER
- SET 8" SPIKE CONTROL POINT
- PHONE PEDESTAL
- POWER POLE
- OVERHEAD UTILITIES
- BURIED PHONE
- BURIED POWER
- GAS
- BURIED FIBER OPTICS
- EXISTING SEWER MAIN
- EXISTING WATER MAIN
- PROPOSED SEWER FORCE MAIN
- PROPOSED WATER MAIN
- FOUND SECTION CORNER (1" BRASS CAP)
- FOUND 1/4 SECTION CORNER (2" ALUM ESSEX CAP)



Vicinity Map
Scale 1"=3,000' approximate

PURPOSE OF SURVEY: TO CREATE AN 18-Lot MAJOR SUBDIVISION

PREPARED FOR: J & J HOMES, LLC
744 PARKWAY LANE
BILLINGS, MT 59101
(406) 855-2279

SURVEYOR: BEARTOOTH LAND SURVEYING
P.O. BOX 221
ABSAROKEE, MONTANA 59001
(406) 328-6704

ENGINEER: ENGINEERING WEST
P.O. BOX 194
COLUMBUS, MONTANA 59019
(406) 322-1116

SITE DATA	
NUMBER OF LOTS	18
MAXIMUM LOT AREA	9,144 AC.
MINIMUM LOT AREA	1,187 AC.
PARKLAND AREA	1,80 AC.
LINEAR FEET OF ROADS	1,040 LF
ACREAGE IN ROADS	1,854 AC.
TOTAL ACREAGE	36,687 AC.
EXISTING LAND USE	UNDEVELOPED RANGE LAND
EXISTING ZONING	NONE
PROPOSED LAND USE	RESIDENTIAL

LEGAL DESCRIPTION AND PROPERTY OWNER'S CERTIFICATIONS

I, the undersigned property owner, certify that I caused to be surveyed as shown by the plat hereunto annexed, the following described land, to-wit:

Creating Yellowstone Trail Subdivision, being a tract of land situated in NW 1/4 section 01, Township 01N., Range 27 E., P.M.M. Yellowstone County, Montana also being Tract 1 of Certificate of Survey No. 3722, subject to any easements and/or rights-of-way of record or reserved per this plat.

The above described tract of land is to be known as "YELLOWSTONE TRAIL SUBDIVISION", and the land shown on this annexed plat designed as public right-of-way is hereby granted and dedicated to the use of the public forever.

CERTIFICATE OF DEDICATION

STATE OF MONTANA)
County of Yellowstone)

The parkland for this subdivision has been met by land donation pursuant to section 78-3-521(3)(a). MCA.

The undersigned hereby grants unto all utility companies, as such are defined and established by Montana Law, and cable television companies, and easement for the location, maintenance, repair and removal of their lines over, under, and across the areas designated on the plat as "UTILITY EASEMENT" to have and hold forever. Said tract to be known and designated as Yellowstone Trail Subdivision, and the lands included in all streets, avenues, and parks as shown on the annexed plat are hereby granted and donated to the use of the public forever.

J & J HOMES, LLC, a Montana corporation

By _____ Date _____

its

STATE OF MONTANA)
County of Yellowstone)

On this _____ day of _____, 2020, before me, the undersigned, a notary public for the state of Montana, personally appeared _____ as _____ J & J HOMES, LLC, a Montana corporation whose name is subscribed to the instrument, and acknowledged to me that he executed the same.

Notary Public for the State of Montana

Printed name of Notary _____
Residing at _____
My commission expires _____ 20____

CERTIFICATE OF SURVEYOR

STATE OF MONTANA)
County of Yellowstone)

I, Donald E. Bedard, a licensed Land Surveyor, Montana License No. 11,375LS, do hereby certify that the survey on shown on the attached plat of the YELLOWSTONE TRAIL SUBDIVISION was performed under my direction during February to present 2020 in accordance with the Montana Subdivision and Platting Act, Title 76, Chapter 3, MCA and that said survey is true and complete as shown and that the monuments found and set are of the character and occupy the positions shown thereon.

Donald E. Bedard, Licensed Land Surveyor
Montana License No. 11,375LS

Subscribed and sworn to before me,
a Notary Public for the State of Montana

This _____ day of _____, 20____

Notary Public for the State of Montana
Residing at _____
My commission expires _____ 20____

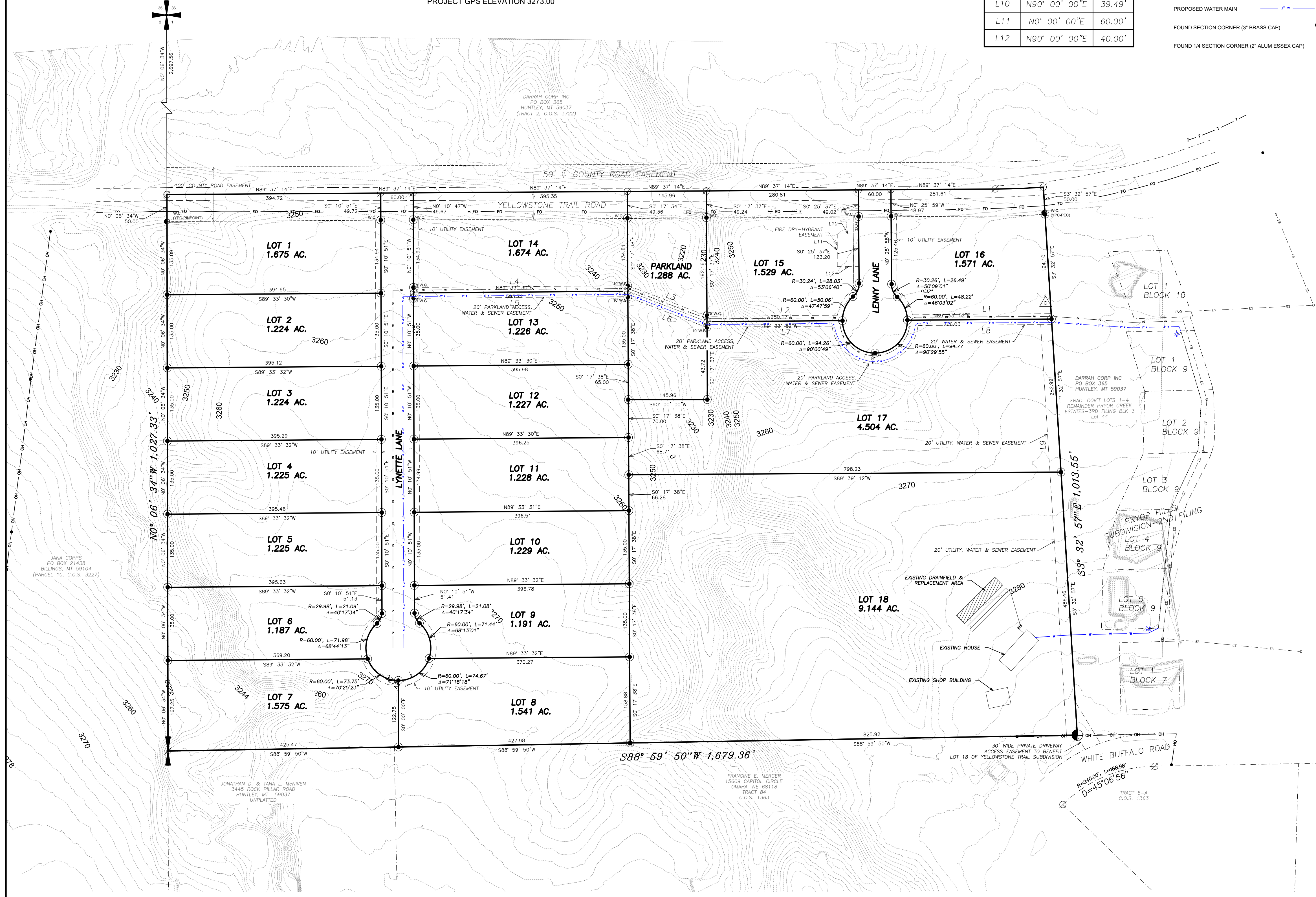
CERTIFICATE OF FINAL PLAT APPROVAL

The County Commissions of Yellowstone County does hereby certify that it has examined the subdivision and have found the same to conform to the laws of Montana and approves it and the dedication of any and all lands shown on this plat as being dedicated to such use are accepted.

Date this _____ day of _____, 2020

Chairman _____ Commissioner _____ Commissioner _____

Attest: _____
Clerk and Recorder



CERTIFICATION OF COUNTY TREASURER

I hereby certify, pursuant to Section 76-3-611(1)(b), 76-3-207(3) MCA, that all real property taxes and special assessments assessed and levied on the land below and encompassed by this survey have been paid.

Yellowstone County Treasurer _____ Date _____

CERTIFICATION OF CITY/COUNTY HEALTH

The plat has been approved for recording by the Riverstone Health and the Montana Department of Environmental Quality.

Yellowstone City/County Health Department _____ Date _____
Riverstone Health _____

CERTIFICATION OF PLANNING BOARD APPROVAL

STATE OF MONTANA)
County of Yellowstone)

This plat has been approved by the Yellowstone County Board of Planning and conforms to the requirements of that board.

Date this _____ day of _____, 2020

President _____

Executive Secretary _____

COUNTY ATTORNEY'S STATEMENT

This document has been reviewed by the County Attorney's Office and is Acceptable as to form.

Date this _____ day of _____, 2020

Reviewed by _____
County Attorney

SUBDIVISION IMPROVEMENTS AGREEMENT
Yellowstone Trail Subdivision
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Yellowstone County

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SUBDIVISION IMPROVEMENTS AGREEMENT

Yellowstone Trail Subdivision

This agreement is made and entered into this ____ day of _____, 20__, by and between *J & J Homes, LLC*, whose address for the purpose of this agreement is **744 Parkway Lane, Billings, Montana 59101**, hereinafter referred to as “Subdivider,” and **YELLOWSTONE COUNTY**, hereinafter referred to as “County.”

WITNESSETH:

WHEREAS, the plat of *Yellowstone Trail Subdivision*, located in Yellowstone County, Montana, was submitted to the Yellowstone County Board of Planning; and

WHEREAS, at a regular meeting conducted on ____ day of _____, 20__, the Board of Planning recommended conditional approval of a preliminary plat of *Yellowstone Trail Subdivision*; and

WHEREAS, at a regular meeting conducted on ____ day of _____, 20__, the Board of County Commissioners (BOCC) conditionally approved a preliminary plat of *Yellowstone Trail 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 *Yellowstone Trail 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

No variances are requested from the Subdivision Regulations. Though no connecting road is proposed, such a connection is not practical due to steep slopes on the western side of the subdivision. Therefore, no variance application is needed.

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.** No water rights have been transferred to the lot owners.
- D.** There is attached hereto a Waiver waiving the right to protest the creation of the Rural Special Improvement District or districts (RSID) 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.** 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.
- F.** Culverts and associated drainage swales shall not be filled in or altered by the subdivider or subsequent lot owners.
- G.** 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.

- H.** Lot owners or their agent will obtain an Access Permit from County Public Works prior to any construction on any lot within the subdivision. The application will include a site plan showing the desired location of the access and show that it meets the requirements outlined by the DEQ storm water requirements for the subdivision. Failure to do so will result in the lot owner or their agent removing what has been installed and locating the access in an approved location at the lot owners expense.

III. TRANSPORTATION

A. Streets

- Right-of-Way widths of 60 feet minimum shall be dedicated for Lynette Lane and Lenny Lane.
- Lot 18 has access to White Buffalo Road via a 24-foot wide access easement.
- Lynette Lane and Lenny Lane will be constructed to County standard and with a minimum pavement width of 24 feet with 2-foot gravel shoulders.
- Drainage ditches shall be constructed adjacent to the roadways in accordance to Yellowstone County Public Works and DEQ standards.

B. Sidewalks

- No sidewalks are proposed for this subdivision.

C. Street Lighting

- No street lighting is proposed for the development.

D. Traffic Control Devices

- The Subdivider shall furnish and install street name signs for streets within and adjacent to the subdivision as required by the County. Traffic control devices shall comply with the Manual of Uniform Traffic Control Devices (MUTCD) and County standards.
- The Subdivider shall furnish and install street name signs for streets within the subdivision or located immediately adjacent thereto in accordance with the specifications of the County Public Works and the local Fire Department.

E. Access

- Access to Lynette Lane and Lenny Lane will be provided off of Yellowstone Trail. Access to Lot 18 is provided off of White Buffalo Road via an access easement.

F. Billings Area Bikeway and Trail Master Plan (BABTMP)

- The subdivision is outside the BABTMP.

G. Public Transit

- There is no public transportation available in the area.

IV. EMERGENCY SERVICES

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (dry fire hydrants) in place to allow for fire suppression requirements. Prior to construction using combustible materials (i.e. lumber, plywood, wood trusses, etc.), fire apparatus access roads and water supply requirements shall be provided in accordance with the International Fire Code as adopted by the State of Montana.

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150 feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of twenty (20) feet wide.
- A 30,000-gallon dry hydrant located at the corner of Yellowstone Trail and Lenny Lane will be tested and approved prior to final plat by the fire department having jurisdiction. The maintenance for the tank and dry hydrant will require the formation of an RSID for maintenance.

V. STORM DRAINAGE

All drainage improvements shall comply with the provisions set forth in Section 4.7 of the Yellowstone County Subdivision Regulations and a stormwater management plan shall be submitted to and approved by the Montana Department of Environmental Quality (MDEQ), or its designee.

VI. UTILITIES

The design/installation of sanitary systems, wells, and water distribution systems shall be in accordance with design standards, specifications, rules, regulations of and as approved by the Yellowstone City-County Health Department and the Montana Department of Environmental Quality (MDEQ).

A. Water

In accordance with Section 4.9 Yellowstone County Subdivision Regulations, all proposed water systems must obtain approval by the MDEQ, or its designee.

- The Subdivision shall be supplied by way of the extension of the Pryor Creek Water Association (PCWA) public water system. Water will be conveyed to the individual lots utilizing a water distribution system.
- The water distribution system shall conform to the standards set forth by the Yellowstone City-County Health Department and MDEQ.
- The PCWA will be responsible for the operation and maintenance of the community. There is a fee for new hookups to the existing system and billing will occur monthly.
- A MDEQ approval letter will be submitted with the final plat.

B. Sanitary Sewer

In accordance with Section 4.8 Yellowstone County Subdivision Regulations, all sanitary sewer systems must obtain approval by the MDEQ, or its designee.

- The Subdivision will utilize the existing PCWA sanitary system composed of a collection system and lagoons for management and disposal of sanitary waste.
- The community sanitary system shall conform to the standards set forth by the Yellowstone City-County Health Department and MDEQ.
- The PCWA will be responsible for the operation and maintenance of the community sanitary systems. There is a fee for new hookups to the existing system and billing will occur monthly.
- A MDEQ approval letter will be submitted with the final plat.

C. Power, Telephone, Gas, and Cable Television

- Power, natural gas, telephone, and cable will all be located within the right-of-way and utility easements shown on the plat.

VII. PARKS/OPEN SPACE

Section 76-3-621 of the Montana Subdivision and Platting Act covers the park dedication requirement.

- Per 10.2 (A) 3 of the Yellowstone County Subdivision Regulations the following areas dedicated as parkland are required:
 - i. 5% of the net residential land proposed for lots larger than 1 acre, but less than 3 acres.
 - Lots 1-16 = 20.96 net acres
 - 5% of Net Acreage = 1.048 acres
 - ii. 2.5% of the net residential land proposed for lots larger than 3 acres, but less than 5 acres.
 - Lots 17-18 = 4.761 acres
 - 2.5% of Net Acreage = 0.347 acres
 - iii. Total required parkland dedication = 1.395 acres
- 1.288 acres of parkland area is being dedicated within this subdivision, and an additional .5 acres is included in the access trail to the parkland for a total of 1.788 acres. The trail is 20 feet wide, naturally surfaced, and runs along the boundary of Lots 13 and 14, the boundary of Lots 15 and 17, and the boundary of Lots 16 and 17.

VIII. IRRIGATION

The property is not located within the boundary of an Irrigation District. No water shares will be transferred to the individual lot owners.

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 geotechnical study is not required by the Yellowstone County Subdivision Regulations as part of this plat. 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 limitation for proposed construction on the lots, which may require a geotechnical survey prior to construction.

XI. PHASING OF IMPROVEMENTS

There is no intended phasing of improvements. Internal roads and utilities fronting the lots will be constructed at the time of development.

XII. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements by private contracts secured by bonds, irrevocable letters of credit, sequential development, or any other method that may be acceptable to the Planning Board and Board of County Commissioners. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said special improvement district or private contract, and the improvements shall be designed by and constructed under the supervision of a professional engineer competent in civil engineering, licensed in the state of Montana. Upon completion of the improvements, the consulting Engineer shall file with the Public Works Department, a statement certifying that the improvements have been completed in accordance with approved, seal stamped, record drawings, along with all required post-construction certification per Section 4.6.C. of the Yellowstone County Subdivision Regulations.

(In the event that all required improvements are not installed and constructed prior to final plat approval, the Subdivider shall provide a monetary security guarantee in the amount of 125% of the estimated total cost by one (1) of the methods listed in Chapter 5 of the Yellowstone County Subdivision Regulations. If using a security, describe the method in this section).

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”

J & J Homes, LLC.

By: _____

Title: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____ of *J & J Homes, LLC.* who executed the foregoing instrument and acknowledged to me that he/she executed the same.

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

ROAD CONNECTIVITY ANALYSIS YELLOWSTONE TRAIL SUBDIVISION

TRACT 1 (COS 3722)

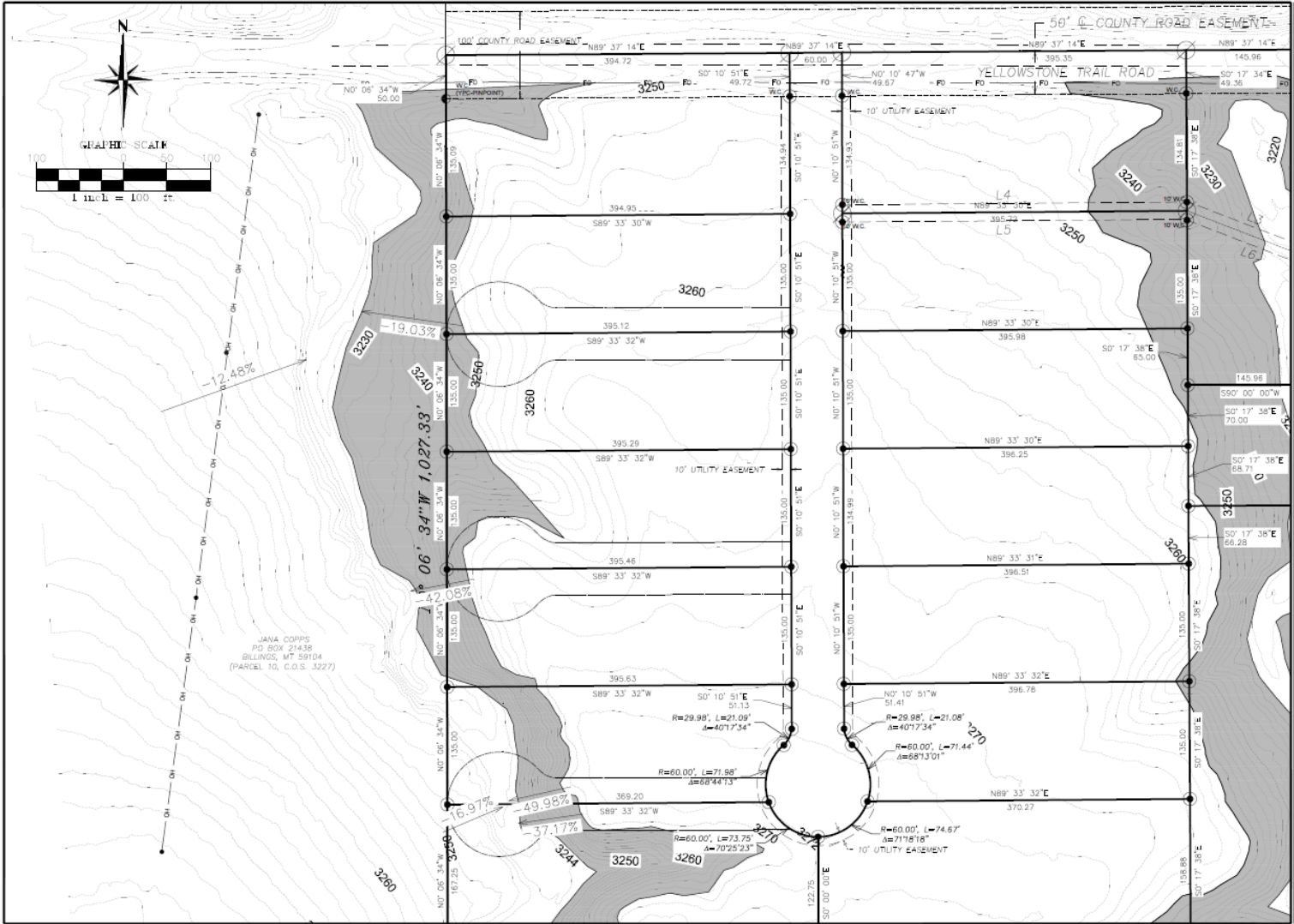
SECTION 1, T 1N, R 27E YELLOWSTONE COUNTY, MONTANA

There will not be an access road developed between the adjacent property and the subdivision due to excessive slopes along the west side of the subdivision. Slopes along the western side of the subdivision range from nearly 20% to almost 50%, unsuitable slopes for road development (see road connectivity exhibit below).



According to Section 4.6.B.1., of the Yellowstone County Subdivision Regulations “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 [emphasis added].”

The Subdivision Regulations go on to limit street grades for arterials to 4%, collectors to 7%, and local access roads to 12% (Section 4.6.C.14). In order to provide a connecting road to adjacent undeveloped property, the maximum grade would necessarily need to be exceeded, potentially drastically.

It is for the above reasons that developing a connecting road to adjacent property is impractical, and would likely create more impact, due to cut and fill, than would developing the subdivision without a connecting road.



JANA CORPS
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 ENGINEERING WEST	P.O. BOX 194 COLUMBUS, MT 59019 WWW.ENGINEERINGWEST.COM
	DRAWN BY: TW CHECKED BY: SCALE: 1" = 100' DATE ISSUED: REV. DATE: REVISION: SECTION: L TOWNSHIP: 14N RANGE: 22E SECTION: 11
YELLOWSTONE TRAIL SUBDIVISION ROAD CONNECTIVITY EXHIBIT	
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