



VISION STATEMENT:
"The Magic City: A diverse,
welcoming community
where people prosper and
business succeeds."

WORK SESSION AGENDA
October 18, 2021

COUNCIL CHAMBERS

5:30 P.M.

CALL TO ORDER: Mayor Cole

1. **Draft 2020-2024 Transportation Improvement Program (TIP), Amendment 2.**
(Presented by: Scott Walker, Transportation Planner)
- Public Comment
2. **Solid Waste Operations Update.**
(Presented by: Debi Meling, Public Works Director)
- Public Comment
3. **Marijuana Regulations Update.**
(Presented by: Karen Tracy, Assistant City Attorney)
- Public Comment
4. **Violent Crime Reduction Partnership.**
(Presented by: Chris Kukulski, City Administrator)
- Public Comment
5. **Council Holiday Schedule**
(Presented by: Chris Kukulski, City Administrator)
- Public Comment

COUNCIL DISCUSSION:

PUBLIC COMMENT on "NON-AGENDA ITEMS". Speaker Sign-in required. (Restricted to ONLY items not on this printed agenda. Comments are limited to 3 minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium.)

ADJOURN:

Note:

- This meeting is an "informal" meeting of the City Council. The content of the Agenda is subject to change at the meeting.
- In the event there is a Closed Executive Session at the end of a Work Session, the sole purpose is to discuss litigation strategy. The other parties to the case(s) discussed are not public bodies or associations as described in Section 2-3-203(1) and (2), MCA. The meeting is closed, as allowed by Section 2-3-203(4)(a), MCA, "to discuss a strategy to be followed with respect to litigation when an open meeting would have a detrimental effect on the litigating position" of the City of Billings.

City Council Work Session

Date: 10/18/2021
Title: Draft 2020-2024 Transportation Improvement Program (TIP) Amendment 2
Presented by: Scott Walker
Department: Planning & Community Services
Presentation: Yes

RECOMMENDATION

No formal action is expected at this Work Session. However, this item is scheduled for the October 25th City Council Regular Business Meeting and staff will bring a recommendation to City Council to approve the 2020-2024 TIP Amendment 2 and forward that recommendation to the Policy Coordinating Committee (PCC) through its designee, Mayor Cole. The PCC is scheduled to meet on November 16th for action on this item.

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

Federal regulations require that Metropolitan Planning Organizations (MPOs) review and update their Transportation Improvement Program (TIP) periodically. Given some timing and funding adjustments with several transportation projects, the current Billings 2020-24 TIP must be amended to maintain compliance with 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 state 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 amendment is being presented to the Council for review due to timing and cost updates to several projects. Staff has attached a quick reference guide to this memo indicating project changes that are included.

ALTERNATIVES

The current TIP includes updates of federal funding for several projects in the Billings area. When the Council considers this item at its October 25 meeting, it may:

- Recommend approval to the Policy Coordinating Committee (PCC) of the 2020-2024 TIP Amendment 2 as drafted in order to continue the implementation of federally funded transportation projects in the Billings MPO area; or
- Recommend modifications to the proposed 2020-2024 TIP Amendment 2 and present these recommendations to the Policy Coordinating Committee for further consideration.

Not approving the 2020-2024 TIP Amendment 2 would cause the Billings MPO to be out of compliance with State and Federal requirements and could affect the schedule and completion of transportation projects in the Billings MPO area.

FISCAL EFFECTS

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.

Attachments

TIP Amend. 2 Quick Reference
 2020-24 TIP Amend. 2

Multiple Funding

Billings Bypass

Overall (4199000) – Updated RW for all segments to complete project

Five Mile Road (4199002) – Lowered STPU CN Costs due to final billing

Yellowstone River Bridge (4199003) – NH CN Cost increase due to construction embankment

Johnson Lane Interchange (4199007) – STPU CN cost increase due to 5 mile rd decrease

Project moved to 23

Railroad Overpass (4199005) – Project moved to 22

I-90 Yellowstone River Bridge (7972)

Bridge PE increase due to scope change

Bridge/IMCN cost increase to engineer estimate

STPU

SEE ABOVE

IM

Lockwood Interchange – Billings (9978) project added PE, RW, IC, CN phases

NH

27th St – 1st Ave S to Airport (7910) – IC, CN Cost increase due to scope change

Underpass Ave (8669) – CN cost estimate adjusted

Main St Billings (8717) – PE cost decrease due to final billing

Airport Rd & Main St (8718) – CN estimate lowered

RW, IC moved to new programming years

Zoo Drive Improvements (9597) – PE adjusted to match programmed amount

Montana Ave Crosswalks (9998) – Project added PE, RW, IC, CN phases

RRS

RRXING Steffes Rd (9827) – Adjusted PE for final billing

HSIP

SF 129 – Roundabout King 56th (8052) – Updated PE, RW, CN costs to ppms, moved to 2021 for redistribution

SF 139 – Central & 56th Roundabout (8611) – Updated CN costs to ppms

SF 149 Hillcrest Rt Turn (8904) – Updated CN costs to ppms

SF 169 Frntg Rd Wise Ln Intx (9384) – Updated CN cost to awarded cost

SF 169 I90 W King Ave Lighting (9241) – Increased PE, CN costs due to scope change

Zoo Drive Improvements (9597) – PE costs moved to NH, CN costs updated to ppms

Bridge

2012 Scour Mitigation (7960) – PE, RW, CN updated due to final billing

UPP

Grand 24th to Zimmerman (9509) – PE, CN adjusted to awarded amounts

MACI

27th St 1st Ave S to Airport (7910) – CN updated to ppms

Underpass Ave Improvements (8669) – IC costs adjusted; they were higher than estimate

*Costs have been updated based on project listings and updates beginning in January timeframe

**Billings Metropolitan Planning Organization
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)**

**Federal Fiscal Years
FFY 2020 – 2024**

Amendment II
October 14, 2021



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**

APPROVALS

REVIEWED BY

	2020-2024	2020-2024 Amd I	2020-2024 Amend II
Technical Advisory Committee	May 14, 2020	December 17, 2020	October 14, 2021
Yellowstone County Board of Planning	June 9, 2020	January 26, 2021	November 9, 2021
Billings City Council	June 9, 2020	February 8, 2021	October 25, 2021
Yellowstone County Board of County Commissioners	June 9, 2020	February 2, 2021	October 19, 2021

APPROVED BY

	2020-2024	2020-2024 Amd I	2020-2024 Amend II
Policy Coordinating Committee	June 16, 2020	February 16, 2021	November 16, 2021
Montana Department of Transportation	July 31, 2020	April 20, 2021	
Federal Highway Administration	July 31, 2020	April 14, 2021	
Federal Transit Administration	July 31, 2020	April 14, 2021	

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

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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

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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 –

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

Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

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

Funding Sources

- Surface Transportation Program Off System (STPX)
- Secondary (STPS)
- State Funded Construction (SFCN)
- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway (NH)
- National Highway System (NHS)
- National Highway Freight (NHFP)
- Interstate Maintenance (IM)
- Railroad Crossing (RRS)
- 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)
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- FTA Section 5339 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9); FTA Section 5307 CARES Act
- FTA Section 5310 (Formerly Sec. 16)
- Transade (State Funded)
- 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 2020-2024 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 Improvement Program, Surface Transportation Program Off-System, Secondary, and State

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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		
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	CN			17,325.0						2,325.0	15,000.0	17,325.0
											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 452.73	Total	0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0	
NHFP TOTAL			0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0	

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.

CN estimates include CE costs

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.

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.

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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 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.

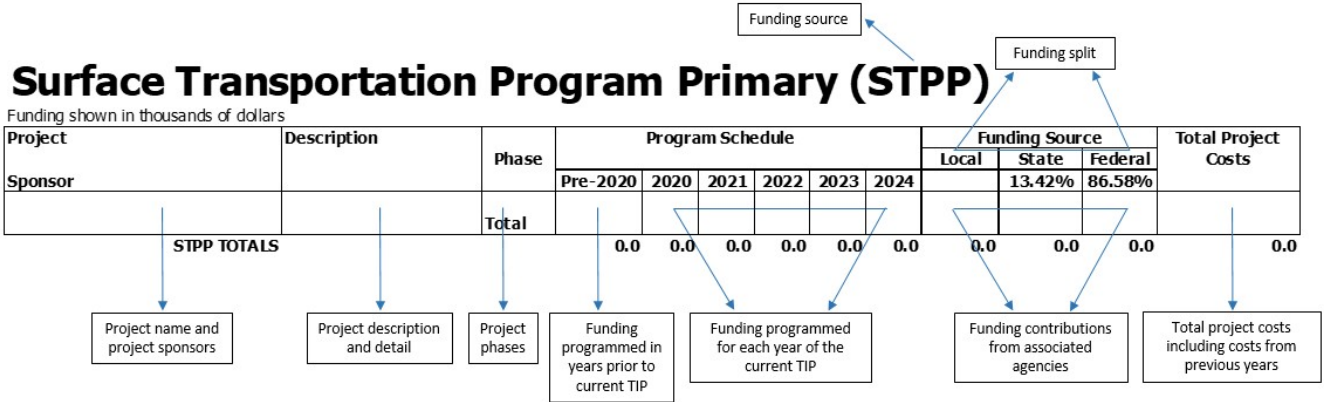
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will 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 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

Billings FFY 2020-2024 Transportation Improvement Program Amd II

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	
Lockwood Intechange - Billings	9978	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. N - N 9th to RR Xing	9022	Major Reconstruction	
Underpass Ave. Improvements	8669	Intersection Improvements	
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements	
Zoo Drive Improvements	9597	Intersection Improvements	
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction	
1st Ave. N - Broadway to Division	9881	Major Reconstruction	
Montana Ave Crosswalks - Billings	9998	Sidewalk Improvements ADA Compliance	
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	
Jct Main & 87 to Worden		Roadway Striping	
STPP			
RRS			

Billings MPO Project List, (Continued)

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	
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge Study	
MONTANA AVE STRUCTURES - BLGS	9914	Bridge Rehab	
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
Grand - 24th to Zimmerman	9509	Pavement Preservation	
BUILD			
Inner Belt Loop		Road Construction	
Skyline Trail		Multi Use Path Construction	
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED PROJECTS			
BBWA Canal Connection	Local	Bike Pedestrian Path	Recreational Trails Program \$44,355 Local (In-Kind) \$84,652
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

Billings FFY 2020-2024 Transportation Improvement Program Amd II

Projects with Multiple Funding

Billings ByPass

Billings Bypass															
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	UPNH199000	Environmental Impact Statement	PE-EIS	4,919.6											4,919.6
		Preliminary Engineering	PE	9,679.0											9,679.0
		Preliminary Engineering	PE	2,734.3	2,444.7										5,179.1
		Right of Way Acquisition	RW	7,870.5		3,549.5	6,550.0								17,970.0
		Utility Moves	IC			3,019.0									3,019.0
MDT		Total		25,203.5	2,444.7	6,568.5	6,550.0	0.0	0.0						40,766.7
Billings Bypass (Five Mile Road)	UPNH199002	Construction of Five Mile Road	IC	141.0	15.8										156.8
			CN		6,077.5	-210.9									5,866.6
MDT		Total		141.0	6,093.3	-210.9	0.0	0.0	0.0						6,024.4
Billings Bypass (Yellowstone River Bridge)	UPNH199003	Construction of a new bridge over the Yellowstone River	IC		416.2										416.2
			CN		11,364.2										11,364.2
			CN		5,000.0										5,000.0
			CN		5,000.0										5,000.0
			CN		15,009.8	2,110.7									17,120.5
MDT		Total		0.0	36,790.2	2,110.7	0.0	0.0	0.0						38,900.9
Billings Bypass (Johnson Lane Interchange)	UPNH199007	Reconstruction of existing Interchange	CN					2,412.4							2,412.4
			CN					6,200.0							6,200.0
			CN					3,800.0							3,800.0
			CN					15,130.5							15,130.5
			CN					15,661.7							15,661.7
MDT		Total		0.0	0.0	0.0	0.0	43,204.6	0.0						43,204.6
Billings Bypass (Railroad Overpass)	UPNH199005	Construction of new bridge over railroad	CN				21,778.4								21,778.4
MDT		Total		0.0	0.0	0.0	21,778.4	0.0	0.0						21,778.4
Billings Bypass (Johnson Lane Interchange to RR O'pass)	UPNH199006	Construction of connection from Interchange to RR O'pass	CN						8,397.6						8,397.6
MDT		Total							8,397.6						8,397.6
Billings Bypass (Five Mile Rd to US 87)	UPNH199004	Construction of connection from Five Mile to US 87	CN							18,741.7					18,741.7
MDT		Total								18,741.7					18,741.7
Totals				25,344.4	45,328.3	8,468.2	28,328.4	43,204.6	8,397.6	18,741.7	0.0	22,809.5	155,003.8		177,813.3

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.
CN estimates include CE costs

I-90 Yellowstone River Bridges

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	6,287.8	161.8	172.2									6,621.8
			RW		240.0										240.0
			IC			341.2									341.2
			CN			63,354.4									63,354.4
			CN			4,384.0									4,384.0
			CN			17,325.0									17,325.0
MDT		RP 450 to 452.7	Total	6,287.8	401.8	85,576.8	0.0	0.0	0.0	0.0					92,266.4
Totals				6,287.8	401.8	85,576.8	0.0	0.0	0.0	0.0					92,266.4

CN estimates include CE costs

Billings FFY 2020-2024 Transportation Improvement Program Amd II

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	2,073.3	29,177.0	0.0	1,082.0	0.0	225.5	2,071.1	6,739.8	723.0	2,139.5	0.0	380.7	48,491.9
FFY 2021	1,390.2	2,489.8	9,808.2	11,783.0	17,325.0	15.5	0.0	-7.9	7,888.8	63,858.2	1,632.7	960.7	0.0	300.0	117,444.2
FFY 2022	1,390.2	2,489.8	19,382.3	35,609.4	0.0	0.0	0.0	0.0	10,170.6	2,886.7	500.0	3,138.4	9,370.9	300.0	85,238.3
FFY 2023	1,390.2	2,489.8	18,699.2	5,116.4	15,130.5	0.0	0.0	0.0	500.0	1,809.8	500.0	750.0	9,370.9	300.0	56,056.7
FFY 2024	1,390.2	2,489.8	1,500.0	51,300.4	0.0	0.0	0.0	0.0	1,138.8	0.0	500.0	1,193.5	0.0	300.0	59,812.8
TOTAL	12,793.0	32,486.5	51,462.9	132,986.2	32,455.5	1,097.5	0.0	217.6	21,769.3	75,294.4	3,855.7	8,182.1	18,741.8	1,580.7	392,923.3

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		22.0					29,319.7
FFY 2020	4,733.9	1,891.4	514.0	695.1	134.6	23.8	1,739.8	313.8	2,225.5	60,763.7
FFY 2021	1,910.3	1,910.3	420.0	135.2	104.5	20.8	1,739.8	313.8	1,569.8	125,568.6
FFY 2022	1,929.3	2,548.3	420.0	105.0	160.0	29.3	1,726.8	324.8	1,585.0	94,066.8
FFY 2023	1,948.7	1,948.7	420.0	105.0	160.0	29.3	1,726.8	324.8	2,432.4	65,152.3
FFY 2024	1,968.2	1,968.2	420.0	105.0	160.1	29.3	1,726.8	324.8	1,615.6	68,130.7
TOTAL	12,490.4	10,266.7	5,612.3	1,145.3	719.2	132.5	8,660.0	1,602.0	9,428.2	443,001.9

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

Congestion Mitigation & Air Quality (CMAQ)

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	5,683.5	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>UPW4199003</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>UPW4199007</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	0.0	6,200.0	0.0	0.0	832.0	5,368.0	6,200.0
Project Adjustments/Closures												
CMAQ Totals			5,000.0	0.0	0.0	6,200.0	0.0	0.0	0.0	1,503.0	9,697.0	11,200.0
Federal			4,329.0	0.0	0.0	0.0	5,368.0	0.0				
State			671.0	0.0	0.0	0.0	832.0	0.0				
Ending Balance (Federal)			2,903.0	4,293.3	5,683.5	1,705.8	3,096.0					

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.

CN estimates include CE costs

Surface Transportation Program Urban (STPU)

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		
Sponsor										
Carryover				20,037.6	5,069.8	7,770.5	10,260.3	10,337.7		
Estimated Allocation (STPU)				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	15.8					21.0	135.7
MDT		CN		6,077.6	-211.0				787.3	5,079.3
		Total	141.0	6,093.4	-211.0	0.0	0.0	0.0	808.3	5,215.0
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River	CN		11,364.2					1,525.1	9,839.1
MDT		Total	0.0	11,364.2	0.0	0.0	0.0	0.0	1,525.1	9,839.1
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange	CN					2,412.4		323.7	2,088.7
MDT		Total	0.0	0.0	0.0	0.0	2,412.4	0.0	323.7	2,088.7
Adjustment/Closures										
				17,457.6	-211.0	0.0	2,412.4	0.0	0.0	2,657.2
				15,114.8	-182.7	0.0	2,088.7	0.0		17,142.8
				2,342.8	-28.3	0.0	323.7	0.0		19,800.0
				5,069.8	7,770.5	10,260.3	10,337.7	12,827.4		

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. CN estimates include CE costs

Interstate Maintenance (IM)

Interstate Maintenance (IM)*

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source						Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024		
Sponsor										
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	8.76%	91.24%
MDT		Total		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0
Billings Bypass - Johnson Lane Intch	UPN 4199-007 Reconstruction of existing Interchange	CN					15,661.7		1,372.0	14,289.7
MDT	I-90 RP	Total	0.0	0.0	0.0	0.0	15,661.7	0.0	0.0	14,289.7
I-90 Yellowstone River Bridges	UPN 7972 Bridge Replacement	PE	6,287.8	161.8	172.2				580.1	6,041.8
MDT		RW		240.0					21.0	240.0
		IC			319.4				28.0	291.5
		CN			4,384.0				384.0	4,384.0
MDT	I-90 RP 450.09 to 452.73	Total	6,287.8	401.8	4,875.7	0.0	0.0	0.0	1,013.1	10,552.2
Mossmain Intch - West Blgs Intch	UPN 9198 Pavement Preservation	PE	496.4	171.5	101.3				67.4	769.1
MDT	Not all locations inside MPO boundary	CN				17,882.3			1,566.5	16,315.8
	I-90 RP 437.12 to 446.7	Total	496.4	171.5	101.3	17,882.3	0.0	0.0	1,633.9	17,017.5
Lockwood Interchange - Billings	UPN 9978 Capital Construction	PE			3,331.2				291.8	3,039.4
MDT	Improvements to Lockwood Interchange	RW					768.7		67.3	701.4
		IC					768.7		67.3	701.4
	CN outside of TIP timeframe	CN							0.0	0.0
MDT	I-90 RP 450 to RP 453.5	Total	0.0	0.0	3,331.2	0.0	1,537.5	0.0	426.5	4,442.2
IM TOTAL			6,784.2	2,073.3	9,808.2	19,382.3	18,699.2	1,500.0	0.0	5,102.4
										53,144.7
										58,247.1

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. CN estimates include CE costs

Billings FFY 2020-2024 Transportation Improvement Program Amd II

National Highway (NH)*

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						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
<i>MDT</i>		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	2,444.7						695.0	4,484.0		5,179.1
UPN 4199-000		RW			3,550.0	6,550.0				1,355.4	8,744.6		10,100.0
		IC			3,019.0					405.1	2,613.8		3,019.0
<i>MDT</i>		Total	2,734.3	2,444.7	6,569.0	6,550.0	0.0	0.0	0.0	2,455.6	15,842.5		18,298.1
Billings Bypass - Yellowstone River Bridge	New construction of bridge over the Yellowstone River	IC		416.2						55.9	360.4		416.2
UPN 4199-003		CN		15,009.8	2,110.7					2,297.6	14,822.9		17,120.5
<i>MDT</i>		Total	0.0	15,426.0	2,110.7	0.0	0.0	0.0	0.0	2,353.4	15,183.3		17,536.7
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													
<i>MDT</i>		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				21,778.4				2,922.7	18,855.7		21,778.4
UPN 4199-005										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	0.0	0.0	21,778.4	0.0	0.0	0.0	2,922.7	18,855.7		21,778.4
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection from Interchange to bridge	CN						8,397.6		1,127.0	7,270.6		8,397.6
UPN 4199-006										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	8,397.6	0.0	1,127.0	7,270.6		8,397.6
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange RP 455.5	CN					3,800.0			510.0	3,290.0		3,800.0
UPN 4199-007										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	3,800.0	0.0	0.0	510.0	3,290.0		3,800.0
Exposition Dr. & 1st Ave. N Blgs	Intersection Improvements	PE	1,192.3							160.0	1,032.3		1,192.3
UPN 7908		CN						2,085.0		0.0	0.0		0.0
<i>MDT</i>		Total	1,192.3	0.0	0.0	0.0	0.0	2,085.0	0.0	439.8	2,837.4		3,277.2
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		22.2					27.1	174.8		201.9
		CN	10,698.0	539.8	495.2					1,574.6	10,158.4		12,054.8
<i>MDT</i>		Total	13,782.8	539.8	517.4	0.0	0.0	0.0	321.8	1,991.5	12,848.5		15,161.9
Underpass Ave. Improvements	Intersection Improvements	OT								0.0	0.0		0.0
UPN 8669		CN				6,255.8				839.5	5,416.3		6,255.8
<i>MDT</i>		Total	0.0	0.0	0.0	6,255.8	0.0	0.0	0.0	839.5	5,416.3		6,255.8
Main Street - Billings	Pavement Preservation with micro-surfacing	PE	668.2	130.0	-17.0					104.8	676.4		781.2
UPN 8717		RW	180.0							24.2	155.8		180.0
		IC	77.3	38.5						15.5	100.2		115.8
		CN		8,469.7						1,136.6	7,333.1		8,469.7
<i>MDT</i>		Total	925.5	8,638.2	-17.0	0.0	0.0	0.0	0.0	1,281.2	8,265.5		9,546.7
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT	295.6							39.7	255.9		295.6
UPN 8718		PE	2,229.8							299.2	1,930.6		2,229.8
		RW					61.2			8.2	53.0		61.2
		IC					153.1			20.5	132.5		153.1
		CN						7,514.6		1,008.5	6,506.1		7,514.6
<i>MDT</i>		Total	2,525.4	0.0	0.0	0.0	214.3	7,514.6	0.0	1,376.1	8,878.2		10,254.3
1st Ave. N - N9th 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						10,795.5		1,448.8	9,346.7		10,795.5
<i>MDT</i>		Total	1,746.7	0.0	1,603.0	0.0	0.0	10,795.5	0.0	1,898.3	12,246.8		14,145.1
Zoo Drive Improvements	Intersection Improvements	PE	128.2							17.2	111.0		128.2
UPN 9597		CN						2,766.1		371.2	2,394.9		2,766.1
<i>MDT</i>		Total	128.2	0.0	0.0	0.0	0.0	2,766.1	0.0	388.4	2,505.8		2,894.3
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway Major Rehab	PE		500.0						67.1	432.9		500.0
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
<i>MDT</i>		Total	0.0	500.0	0.0	25.2	0.0	0.0	0.0	70.5	454.7		525.2
1st Ave. N - Broadway to Division	Reconstruction of roadway Major Rehab	PE		500.0						67.1	432.9		500.0
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
<i>MDT</i>		Total	0.0	500.0	0.0	0.0	25.2	0.0	0.0	70.5	454.7		525.2
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE		128.2						17.2	111.0		128.2
UPN 9998	ADA compliance	RW						25.6		3.4	22.2		25.6
		IC						51.3		6.9	44.4		51.3
		CN								0.0	0.0		0.0
CN outside of TIP Timeframe 2025										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	128.2	0.0	0.0	76.9	0.0	0.0	27.5	177.6		205.2
NH TOTAL			23,035.2	29,177.0	11,783.0	35,609.4	5,116.4	51,300.4	321.8	20,938.1	135,083.3		156,343.2

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.

CN estimates include CE costs

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	
Billings Bypass (Johnson Lane Interchange) MDT	UPN4199007 Reconstruction of existing Interchange	CN					15,130.5			2,030.5	13,100.0	15,130.5
									0.0	0.0	0.0	
									0.0	0.0	0.0	0.0
			Total	0.0	0.0	0.0	0.0	15,130.5	0.0	0.0	2,030.5	13,100.0
I-90 Yellowstone River Bridges UPN 7972 MDT	Reconstruction of interstate bridges I-90 RP 450.09 to 452.73	CN			17,325.0					2,325.0	15,000.0	17,325.0
									0.0	0.0	0.0	
									0.0	0.0	0.0	0.0
			Total	0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0
NHFP TOTAL			0.0	0.0	17,325.0	0.0	15,130.5	0.0	0.0	4,355.5	28,100.0	32,455.5

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 will be subject to the obligation limitation set by the annual appropriations process.

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

CN estimates include CE costs

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

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	563.8	-64.8						67.0	432.0	499.0	
UPN 9383										0.0	0.0	0.0	
<i>MDT</i>	RP 2.4 to 2.8	Total	563.8	-64.8	0.0	0.0	0.0	0.0	0.0	67.0	432.0	499.0	
Lockwood Interchange	Interchange Improvement Study	OT	300.0	1,146.8						194.2	1,252.6	1,446.8	
UPN 9588													
<i>MDT</i>	RP 450 to 455.3	Total	300.0	1,146.8	0.0	0.0	0.0	0.0	0.0	194.2	1,252.6	1,446.8	
Jct Main & 87 to Worden	Roadway Epoxy Striping	OT			15.5					2.1	13.4	15.5	
UPN										0.0	0.0	0.0	
<i>MDT</i>	RP 0 to 2.453	Total	0.0	0.0	15.5	0.0	0.0	0.0	0.0	2.1	13.4	15.5	
TOTALS			1,938.8	1,082.0	15.5	0.0	0.0	0.0	0.0	407.5	2,628.8	3,036.3	

CN estimates include CE costs

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

CN estimates include CE costs

Railroad Crossing (RRS)

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	-7.9						0.1	1.0	1.1
UPN 9827		CN		216.5							21.7	194.9	216.5
MDT	L-56-1059 RP 0.03	Total		225.5	-7.9						21.8	195.8	217.6
TOTALS			0.0	225.5	-7.9	0.0	0.0	0.0	0.0	0.0	21.8	195.8	217.6

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

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	
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	43.5					99.2	893.2	992.5
UPN 8052		RW	975.0		555.0					153.0	1,377.0	1,530.0
		IC	278.3							27.8	250.4	278.3
	ST SEC RTE 532	CN	0.0		4,200.0					420.0	3,780.0	4,200.0
<i>MDT</i>	RP 15.4 to 15.7	Total	2,140.5	61.7	4,798.5	0.0	0.0	0.0	0.0	700.1	6,300.7	7,000.7
SF 139-CENTRAL & 56TH RNDABOUT	Intersection Improvements - Roundabout	PE	723.9	69.9	62.7					85.7	770.9	856.5
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			2,991.2				299.1	2,692.1	2,991.2
<i>MDT</i>	RP 1.7 TO RP 2.3	Total	953.9	739.9	189.7	2,991.2	0.0	0.0	0.0	487.5	4,387.2	4,874.7
SF-149 HILLCREST RT TURN	Install Right Turn Lane	PE	176.3	-51.0						12.5	112.7	125.3
UPN 8904		RW	60.0	-35.4						2.5	22.1	24.6
		IC	60.7	78.8						14.0	125.6	139.6
		CN	0.0		432.1					43.2	388.9	432.1
<i>MDT</i>	U1033 RP .9-1.3	Total	297.0	-7.6	432.1	0.0	0.0	0.0	0.0	72.1	649.3	721.4
SF 169 RIMROCK & 62ND ST W	Intersection Improvements - Roundabout	PE	0.0	750.0	158.9					90.9	818.0	908.9
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			6,679.4				667.9	6,011.5	6,679.4
<i>MDT</i>	U1034 RP 2.4-2.8	Total	0.0	750.0	1,033.9	6,679.4	0.0	0.0	0.0	846.3	7,617.0	8,463.4
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		225.0					22.5	202.5	225.0
<i>MDT</i>	RP 3.5	Total	15.8	17.7	225.0	0.0	0.0	0.0	0.0	25.9	232.7	258.5
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	4.5						11.6	104.1	115.6
<i>MDT</i>	I-90 RP 445.6-447.3	Total	132.4	7.3	0.0	0.0	0.0	0.0	0.0	14.0	125.8	139.7
SF 169 I90 W KING AVE LIGHTING	Installation of lighting and panel delineation	PE	44.8		13.9					5.9	52.8	58.7
UPN 9421		CN	0.0		695.8					69.6	626.2	695.8
<i>MDT</i>	I-90 RP 445.6-447.3	Total	44.8	0.0	709.6	0.0	0.0	0.0	0.0	75.4	679.0	754.4
SF 169 I90 SF 169 BLGS DISTRIC SFTY IMP	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					638.8		63.9	574.9	638.8
<i>MDT</i>	Various Locations	Total	0.0	0.0	0.0	0.0	0.0	638.8	0.0	63.9	574.9	638.8
HSIP Totals			3,721.8	2,071.1	7,888.8	10,170.6	500.0	1,138.8	0.0	2,549.1	22,942.0	25,491.1

CN estimates include CE costs

Bridge 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	
BBP-YELLOWSTONE RIVER	Bridge rehabs									0.0	0.0	0.0
UPN 4199-003		CN		5,000.0						671.0	4,329.0	5,000.0
<i>MDT</i>	Statewide	Total	0.0	5,000.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
2012 SCOUR MITIGATION	Bridge rehabs	PE	111.9		-2.7					14.7	94.6	109.3
UPN 7960		RW	560.0	142.0	71.0					103.7	669.3	773.0
One project in MPO	Using 20% for costs	CN		432.8	250.9					91.8	592.0	683.7
<i>MDT</i>	Statewide	Total	671.9	574.8	319.2	0.0	0.0	0.0	0.0	210.2	1,355.8	1,566.0
I-90 Yellowstone River		PE	6,287.8	161.8	172.2					888.7	5,733.2	6,621.8
UPN 7972		CN			63,354.4					8,502.2	54,852.2	63,354.4
<i>MDT</i>	RP 2.7 to 3.0	Total	6,287.8	161.8	63,526.6	0.0	0.0	0.0	0.0	9,390.8	60,585.4	69,976.2
SHILOH RD / I-90 BRIDGE - BLS	Bridge rehab	PE	309.9							41.6	268.3	309.9
UPN 9720		IC			12.4					1.7	10.7	12.4
<i>MDT</i>	U-1031 RO 5.0 to 5.3	CN				2,810.8				377.2	2,433.6	2,810.8
		Total	309.9	0.0	12.4	2,810.8	0.0	0.0	0.0	420.5	2,712.6	3,133.1
MONTANA AVE OVERPASS- BILLINGS	Bridge rehab	PE		253.1						34.0	219.1	253.1
UPN 9913		RW				38.0				5.1	32.9	38.0
		IC				38.0				5.1	32.9	38.0
<i>MDT</i>	N113 RP1.82 TO 1.92	CN					1,809.8			242.9	1,566.9	1,809.8
		Total	0.0	253.1	0.0	75.9	1,809.8	0.0	0.0	287.0	1,851.8	2,138.8
MONTANA AVE STRUCTURES - BLS	Bridge Study	OT		750.0						100.7	649.4	750.0
UPN 9914										0.0	0.0	0.0
<i>MDT</i>	N113 RP1.82 TO 1.92	Total	0.0	750.0	0.0	0.0	0.0	0.0	0.0	100.7	649.4	750.0
BR TOTAL			7,269.6	6,739.8	63,858.2	2,886.7	1,809.8	0.0	0.0	11,080.1	71,484.0	82,564.1

CN estimates include CE costs

Urban Pavement Preservation (UPP)

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		
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		13.42%	86.58%	2,500.0	
<i>MDT</i>	Various Locations	Total		500.0	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	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	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	0.0	26.3	169.8	196.1
GRAND-24TH TO ZIMMERMAN (BLGS)	Pavement Preservation	PE	77.9		6.5						11.3	73.0	84.3
UPN 9509		CN			1,126.3						151.1	975.1	1,126.3
<i>MDT</i>	U-1004 RP .8- RP2	Total	77.9	0.0	1,132.7	0.0	0.0	0.0	0.0	0.0	162.5	1,048.1	1,210.6
UPP TOTAL			175.2	723.0	1,632.7	500.0	500.0	500.0	0.0	540.9	3,489.9	4,030.9	

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)- Discretionary Program

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	State	Federal	
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		167.8	1,082.3	1,250.0
27th St - 1st Ave S to Airport	Mill and overlay	CN	5,500.0	197.1	22.4					767.6	4,951.9	5,719.5
UPN 7910	HWAY RT 53/MT3 RP1.1 TO 3.0	Total	5,500.0	197.1	22.4	0.0	0.0	0.0	0.0	767.6	4,951.9	5,719.5
<i>MDT</i>												
Underpass Ave. Improvements	Intersection Improvements	PE	1,167.6							156.7	1,010.9	1,167.6
UPN 8669		IC/RW		110.0	188.3					40.0	258.3	298.3
<i>MDT</i>	RP .51 to .72	CN				955.4				128.2	827.2	955.4
		Total	1,167.6	110.0	188.3	955.4	0.0	0.0	0.0	324.9	2,096.3	2,421.3
Main Street - Billings	Pavement Preservation with micro-surfacing	CN		1,000.0						134.2	865.8	1,000.0
UPN 8717	RP 1.08 to 4.66	Total	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0	134.2	865.8	1,000.0
<i>MDT</i>												
Mossmain Intch-West Blgs Inch	Pavement Preservation	CN				443.5				59.5	384.0	443.5
UPN 9198	Not all locations inside MPO boundary	Total	0.0	0.0	0.0	443.5	0.0	443.5	0.0	59.5	384.0	443.5
<i>MDT</i>	I-90 RP 437.12 to 446.7											
LAUREL ROAD SIGNALS - BILLINGS	INT UPGRADE/SIGNALS	PE	51.2	82.4						17.9	115.6	133.6
UPN 9568		IC				6.5				0.9	5.6	6.5
Route N-113	RP .6 and 1.3	CN				983.1				131.9	851.1	983.1
<i>MDT</i>	Various Locations	Total	51.2	82.4	0.0	989.6	0.0	0.0	0.0	150.7	972.4	1,123.1
		Total	6,718.8	2,139.5	960.7	3,138.4	750.0	1,193.5	0.0	1,940.2	12,517.2	14,457.4

CN estimates include CE costs

Transportation Alternatives

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													
<i>MDT/Locals</i>	Various Locations	All		300.0	300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0	0.0
	Total		0.0	300.0	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	81.4						131.4		847.6	979.0
<i>MDT/Locals</i>	Various Locations	Total	1,136.3	80.7	0.0	0.0	0.0	0.0	0.0	163.3	0.0	1,053.7	1,217.0
TA TOTALS			1,136.3	380.7	300.0	300.0	300.0	300.0	300.0	163.3	201.3	2,352.4	2,717.0
Federal			983.8	329.6	259.7	259.7	259.7	259.7	259.7				
Local			152.5	51.1	40.3	40.3	40.3	40.3	40.3				

Funding dependent on the outcome of a competitive process and funding availability.
 CN estimates include CE costs

Earmarks

EARMARKS

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project		
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal			
Sponsor														
Billings Bypass	UPN4199000	Environmental Impact Statement Preliminary Engineering Right of Way Acquisition	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
GRAND- 24TH TO ZIMMERMAN (BLGS)		Pavement Preservation												
UPN 9509			CN	84.4								11.3	73.1	84.4
<i>MDT</i>		U-1004 RP .8- RP2	Total	84.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	73.1	84.4
			Total	25,264.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,390.5	21,873.8	25,264.3

CN estimates include CE costs

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source				Total Estimated Obligation FY2020-2024	
			2020	2021	2022	2023	2024	City	County	State	Federal		
Sponsor													
Inner Belt Loop UPN	New Construction of Roadway				7,310.2	7,310.2		7,000.0				7,620.4	
<i>MDT</i>		Total	0.0	0.0	7,310.2	7,310.2	0.0	7,000.0	0.0	0.0	7,620.4	14,620.4	
Skyline Trail UPN	Construction of Multi Use Path				2,060.7	2,060.7		85.0				4,036.4	
		Total	0.0	0.0	2,060.7	2,060.7	0.0	85.0	0.0	0.0	4,036.4	4,121.4	
BUILD TOTAL			0.0	0.0	9,370.9	9,370.9	0.0	7,085.0	0.0	0.0	11,656.8	18,741.8	

CN estimates include CE costs

Federal Transit Administration Section 5307 CARES Act*

Federal Transit Administration Section 5307 CARES Act*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source		Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 0%	Federal 100%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0			
<i>Allocation</i>			2,842.6	0.0	0.0	0.0	0.0			
Bus Purchases <i>MET Transit</i>	Purchase six (6) replacement ADA Heavy Duty Buses							0.0	0.0	0.0
		Total	2,249.8	0.0	0.0	0.0	0.0	0.0	2,249.8	2,249.8
Facility Improvement <i>MET Transit</i>	Training Lot Construction									
		Total	500.0					0.0	500.0	500.0
Bus Technology <i>MET Transit</i>	Electronic Fare System							0.0	0.0	0.0
		Total	92.8	0.0	0.0	0.0	0.0	0.0	92.8	92.8
SECTION 5307 CARES TOTALS*			2,842.6	0.0	0.0	0.0	0.0	0.0	2,842.6	2,842.6
Federal			2,842.6	0.0	0.0	0.0	0.0			
Local			0.0	0.0	0.0	0.0	0.0			
Ending Balance (Federal)			0.0	0.0	0.0	0.0	0.0			

*FTA administered CARES ACT funds are subject to the section 5307 regulations regarding eligible projects and expenses. These projects are 100% federal funds with no requirement for local match. Only funds utilized for capital projects that involve a substantial change to the function, location, or capacity of the system are required to be reflected in this plan.

Federal Transit Administration Section 5307*

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY 2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i>			0.0	0.0	1,237.8	0.0	0.0				
<i>5311 Transfer from State(Fed Share)</i>				1,237.8							
<i>Allocation (Estimated)(Fed Share)</i>			1,891.4	1,910.3	1,929.3	1,948.7	1,968.2				
Bus & Passenger Amenities	Recurring Purch.										0.0
Automated Passenger Counter System								0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
<i>Met Transit</i>		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	5,096.6	3,897.3	3,936.3	10,266.7		10,266.7	20,533.4
Purchase buses	Recurring Purch.										0.0
Expansion Cutaway								0.0		0.0	0.0
Replacement Buses								0.0		0.0	0.0
<i>Met Transit</i>		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	5,096.6	3,897.3	3,936.3	10,266.7	0.0	10,266.7	20,533.4
Federal			1,891.4	1,910.3	2,548.3	1,948.7	1,968.2				
Local			1,891.4	1,910.3	2,548.3	1,948.7	1,968.2				
Ending Balance (Federal)			0.0	1,237.8	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.

CARES Act is 100% federally funded

Federal Transit Administration Section 5339

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 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							0.0		0.0	0.0
<i>Met Transit</i>	85/15 for ada		4,124.8	0.0	0.0	0.0	0.0	618.7		3,506.1	4,124.8
Automated Passenger Counter	Upgrade										
<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										
<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										
<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										
<i>Met Transit</i>	buses, add technology		0.0	676.0	525.0	525.0	525.0	450.2		1,800.8	2,251.0
		Total	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	0.0	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				

Federal Transit Administration Section 5310

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 15/20%	State	Federal 85/80%	
Sponsor											
<i>Carryover</i>			22.0	47.3	102.8	102.9	102.9				
<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	Purch. Purch.						0.0 0.0		0.0 0.0	0.0 0.0
<i>Met Transit and Coordination Group</i>			158.4	85.5	170.9	170.9	170.9 ✓	0.0		0.0 ✓	0.0 ✓
Traditional and Non-Trad Projects	Projects to support identified community needs but may be also be used for vehicles	Purch. Purch. Purch. Purch.						0.0 0.0 0.0 0.0		0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0
<i>Coordination Members</i>			0.0	0.0	18.4	18.4	18.5 ✓	0.0		0.0 ✓	0.0 ✓
		Purch. Purch. Purch. Purch. Purch.						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
AWARE	Mini van w/ ramp		0.0	39.8	0.0 ✓	0.0 ✓	0.0 ✓	0.0		0.0	0.0
SECTION 5310 TOTALS			158.4	125.3	189.3	189.3	189.4	0.0		0.0	0.0
	Federal		134.6	104.5	160.0	160.0	160.1				
	Local		23.8	20.8	29.3	29.3	29.3				
	Balance		47.3	102.8	102.9	102.9	102.8				

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

TRANSADE (STATE FUNDED)

TRANSADE(STATE FUNDED)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						State Funded	Total Estimated Obligation FY2020- 2024
			2020	2021	2022	2023	2024	100%	
<i>Carryover</i>			0.0	9.5	24.8	40.0	55.3		
<i>Allocation (Estimated)</i>			109.5	115.3	115.3	115.3	115.3	570.6	570.6
Transit Operations <i>Met Transit</i>	Operating		100.0	100.0	100.0	100.0	100.0	500.0	
			100.0	100.0	100.0	100.0	100.0	500.0	500.0
STATE TOTALS			9.5	24.8	40.0	55.3	70.6	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, October 14, 2021
Attendance at Meeting: TAC Members, Planning Staff
Public Comment period |
| YC Planning Board: | Tuesday, November 9, 2021
Attendance at Meeting: Planning Board members, Planning Staff
Public Comment period |
| Billings City Council: | Monday, October 25, 2021
Attendance at Meeting: City Council Members, Staff
Public Comment period |
| YC Board of Commissioners: | Monday, October 19, 2021
Attendance at Meeting: Commissioners, Staff
Public Comment period |
| Policy Coordinating Committee: | Tuesday, November 16, 2021
Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period |

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

Woody Woods, Planning Board President /Date

City Council Work Session

Date: 10/18/2021
Title: Solid Waste Operations Update
Presented by: Debi Meling
Department: Public Works
Presentation: Yes

RECOMMENDATION

This information is being provided to update the City Council on the Solid Waste operations. No formal decisions will be made at the meeting.

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

For several years, Solid Waste operations have been evaluated to try to provide service to a growing community without just raising the fees. There have not been routes added since 2011. Not only does Solid Waste serve additional customers since that time, they have also expanded services to include yard waste and extra pickup for curbside customers. On a regular basis, it is important that the services are evaluated to determine how to provide services for a good value. In addition, council directed staff to evaluate a Pay-As-You-Throw (Pay-T) structure. Pay-T is a rate structure that helps to ensure people pay for the service they receive. At this time, all residential customers pay the same amount. A property owner who has one bag of garbage in the black container pays the exact same as a property owner who fills a black container, yard waste green barrel, and as much "extra" pick up as they need. With the existing rate structure, the person who only uses the one black barrel subsidizes the person who uses all of the services. Staff will present the existing services and rate structure, the steps that would need to be taken to implement a Pay-T system, and recommendations for the program.

ALTERNATIVES

No formal action is required at this time, therefore no alternatives were analyzed.

FISCAL EFFECTS

No formal action is required at this time, therefore there are no fiscal impacts to this item.

City Council Work Session

Date: 10/18/2021
Title: Marijuana Regulations Update
Presented by: Gina Dahl
Department: Legal
Presentation: Yes

RECOMMENDATION

Staff is providing an update following the direction Council has provided in previous work sessions and is seeking direction from Council regarding the following:

1. Dispensary Caps;
2. Canopy Caps; and
3. THC Potency regulations.

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

On October 25, 2021, Council will consider a proposed ordinance containing regulations for marijuana and marijuana businesses. At previous work sessions, Council provided direction to staff to consider including caps on the number of dispensaries and canopies. On October 4, 2021, Council asked staff to look into the possibility of regulating THC potency. Staff has located studies which provide the following information:

Potency:

While there is accumulating evidence suggesting that the potency of cannabis being used may be a critical factor when it comes to psychiatric risk for disorders like schizophrenia, this potentially important dimension has not been as well studied with regard to cognition. *Di Forti M, Quattrone D, Freeman TP, et al. The contribution of cannabis use to variation in the incidence of psychotic disorder across europe (eu-gei): a multicentre case-control study. Lancet Psychiatry. 2019;6(5):427--36.*

In London, a study of 780 people between the ages of 18 and 65 years with 410 experiencing a first episode of psychosis and 370 healthy controls demonstrated that high potency cannabis use was associated with a triple risk for psychosis. *Di Forti M, et al. Proportion of patients in south London with first-episode psychosis attributable to use of high potency cannabis: a case-control study. Lancet Psychiatry. 2015;2:233--8.*

In the past decade, more than two-thirds of US states and the District of Columbia have legalized medical marijuana, and more than one-third of these have also legalized cannabis for recreational use. This has significantly expanded availability and public access to an increasingly wide array of cannabis products that have significantly higher potency than the cannabis available pre-legalization [1-5]. A number of research studies have reported an association between cannabis use and psychotic disorders as well as mood and anxiety disorders [6]. ***In most of these studies, the associations were based on the use of much lower potency cannabis products available prior to legalization.***

1. Murray RM, Englund A, Abi-Dargham A, Lewis DA, Di Forti M, Davies C, et al. Cannabis-associated psychosis: neural substrate and clinical impact. *Neuropharmacology. 2017;124:89--104.*
2. ElSohly MA, Mehmedic Z, Foster S, Gon C, Chandra S, Church JC. Changes in Cannabis potency over the last 2 decades (1995--2014): analysis of current data in the United States. *Biol Psychiatry. 2016;79(7):613--9.*
3. Smart R, Caulkins JP, Kilmer B, Davenport S, Midgette G. Variation in cannabis potency and prices in a newly legal market: evidence from 30 million cannabis sales in Washington state. *Addiction. 2017;112(12):2167--77.*
4. Leafly Staff. A Guide to Cannabis Concentrates: Part 4, Cannabis Concentrates for Experts [Internet]. [updated 2019 June 14; cited 2019 Sept 6]. Available from: <https://www.leafly.com/news/strains-products/marijuana-extracts-dabs-for-experts>.
5. Bennett P. THCA and CBD Crystalline: Cannabinoids at Their Purest 2018 [Internet]. [updated 2018 Mar 22; cited 2019 Sept 6]. Available from: <https://www.leafly.com/news/strains-products/what-are-thca-cbda-crystalline-cannabinoids>.
6. Sidel L, Quigley H, La Cascia C, Murray RM. Cannabis use and the risk of psychosis and affective disorders. *J Dual Diagn. 2019;16:22--42.*

In the 1960s, both cannabis plant material (marijuana) and resin (hashish) contained 3% THC or less [7], with a very modest increase in potency through the mid-1990s. In 1995, the average THC content in samples confiscated by the DEA was 4%, and only 0.6% of the samples were high potency, containing more than 12% THC. In 2014, shortly after Colorado and Washington became the first two states to legalize recreational cannabis, the average THC content of DEA-confiscated samples was 11.8%, and 41.2% of the samples contained more than 12% THC [8].

7. Murray RM, Englund A, Abi-Dargham A, Lewis DA, Di Forti M, Davies C, et al. Cannabis-associated psychosis: neural substrate and clinical impact. *Neuropharmacology*. 2017;124:89--104.

8. ElSohly MA, Mehmedic Z, Foster S, Gon C, Chandra S, Church JC. Changes in Cannabis potency over the last 2 decades (1995--2014): analysis of current data in the United States. *Biol Psychiatry*. 2016;79(7):613--9.

A prospective study of first episode psychosis patients in South London found former regular cannabis users who quit had the lowest relapse rate (24%), while people who continued to use high-potency cannabis had the highest rate (58%) [9]. There were also significant effects of cannabis use on number of relapses and time to relapse [9], as well as length of relapse [10]. Some of these effects were mediated by negative effects of cannabis use on medication adherence [10]. Clearly, **much more research is needed** to understand the relationship between risk of psychosis and cannabis potency, especially with regard to the extremely high THC concentrations found in cannabis concentrates (e.g., BHO, shatter, wax, etc.) increasingly available post-legalization, about which little is known. Some studies suggest that CBD may have a protective effect against elevated risk of psychosis driven by THC [11--14]. Post-legalization trends in commercially marketed cannabis have seen dramatic increases in THC concentration, while CBD content has been removed or significantly reduced in most commercial cannabis products [15].

9. Schoeler T, Petros N, Di Forti M, Klamerus E, Foglia E, Ajnakina O, et al. Effects of continuation, frequency, and type of cannabis use on relapse in the first 2 years after onset of psychosis: an observational study. *Lancet Psychiatry*. 2016;3(10):947--53.

10. Schoeler T, Petros N, Di Forti M, Klamerus E, Foglia E, Murray R, et al. Poor medication adherence and risk of relapse associated with continued cannabis use in patients with first-episode psychosis: a prospective analysis. *Lancet Psychiatry*. 2017;4(8):627--33.

11. Morgan CJ, Curran HV. Effects of cannabidiol on schizophrenia-like symptoms in people who use cannabis. *Br J Psychiatry*. 2008;192(4):306--7.

12. Schubart CD, Sommer IE, van Gastel WA, Goetgebuer RL, Kahn RS, Boks MP. Cannabis with high cannabidiol content is associated with fewer psychotic experiences. *Schizophr Res*. 2011;130(1--3):216--21.

13. Leweke FM, Piomelli D, Pahlisch F, Muhl D, Gerth CW, Hoyer C, et al. Cannabidiol enhances anandamide signaling and alleviates psychotic symptoms of schizophrenia. *Transl Psychiatry*. 2012;2:e94.

14. McGuire P, Robson P, Cubala WJ, Vasile D, Morrison PD, Barron R, et al. Cannabidiol (CBD) as an adjunctive therapy in schizophrenia: a multicenter randomized controlled trial. *Am J Psychiatry*. 2018;175(3):225--31.

15. Sideli L, Quigley H, La Cascia C, Murray RM. Cannabis use and the risk of psychosis and affective disorders. *J Dual Diagn*. 2019;16:22--42.

While there is a lack of solid research at this early stage, those in the field of Substance Use Disorder treatment and professionals who work with the cannabis-dependent patient will often cite the increased potency and presence of THC (Tetrahydrocannabinol) in the marketplace as a major contributor to their patient's psychosis. *To illustrate the radical shift, one must remember that the majority of our valid research relies on cannabis that contains under 10% THC and often some level of CBD (Cannabidiol) which is thought to mute the effects of THC on mental health.* Products being produced, such as "distillates" have been tested to be as pure as 99% THC with no trace of CBD. The majority of evidence pointed to for "high-potency" marijuana comes from an ongoing study taking place in England and published regularly in *The Lancet* journal, *this study, and most other countries, consider "high-potency" marijuana to be anything above 10% THC* [16]. As the body of research grows, it does suggest that higher concentrations of THC are associated and or lead to higher instances of psychosis [16].

16. Di Forti M, Quattrone D, Freeman TP, et al. The contribution of cannabis use to variation in the incidence of psychotic disorder across Europe (EU-GEI): a multicentre case-control study. *Lancet Psychiatry*. 2019;6:427--36.

The change in potency and methods of delivery during the time period of cannabis legalization has altered patient presentations seen with acute marijuana toxicity. Cannabis potency has dramatically increased [17]. Current commercialized cannabis is now over 20% tetrahydrocannabinol (THC), up from a concentration that was around 2% before 1990. This tenfold increase in potency does not take in to account other ways of using marijuana such as oils, edibles, waxes, and dabs, which can reach levels of 80--95% THC. These formulations

are obtained when THC is extracted with a hydrocarbon solvent to create concentrated oils which can then be used in cooking to create edibles, further concentrated into waxes, and those waxes again heated and the vapor inhaled in the form of dabs. Vaping is able to generate higher drug potency and symptoms than smoking [18]. Edibles have been made to mimic products that people regularly consume such as chocolates or gummy bears. This gives a sense of safety that can lead to inadvertent overdose. First-pass metabolism often gives unpredictable onset of action. As a result, there has been a significant increase in the accidental exposure/overdoses, especially in children [19]. Young children and the elderly are more susceptible and frequently display more dramatic and life-threatening symptoms [20, 21].

17. *The health and social effects of non-medical cannabis use*. 2016.

<http://apps.who.int/iris/bitstream/10665/251056/1/9789241510240-eng.pdf?ua=1>.

18. Spindle TR, Cone EJ, Schlienz NJ. *Acute effects of smoked and vaporized cannabis in healthy adults who infrequently use cannabis. A crossover trial*. *JAMA Netw Open*. 2018;1(7):e184841.

19. Wang GS, et al. *Unintentional pediatric exposures to marijuana in Colorado, 2009-2015*. *JAMA Pediatr*. 2016;170(9):e160971.

20. Macnab A, Anderson E, Susak L. *Ingestion of cannabis, a cause of coma in children*. *Pediatr Emerg Care*. 1989;5:238--9.

21. Cao D, Srisuma S, Bronstein AC, Hoyate CO. *Characterization of edible marijuana product exposures reported to United States poison centers*. *Clin Toxicol (Phila)*. 2016;54(9):840--6. Epub 15 Jul 2016.

There are two well-known methods to get THC quickly into the user's bloodstream, namely, by either vaping or dabbing. A "dab" is the product resulting from the solvent extraction of the THC from the marijuana plant. The extracted product is highly concentrated and therefore has a much greater potency (80%+ THC). Vaping and dabbing both require the use of heat in the form of an electrically energized coil (for vaping) or a manually heated "nail" composed of either ceramic, titanium, quartz, or glass (for dabbing) [22].

22. Nails D. *SmokeCartel.com*, <https://www.smokecartel.com/collections/titanium-ceramicquartz-nails-and-dabber-tools>.

Relying on the sources that have previously been provided, staff would like to have discussion and additional direction from Council regarding whether Council would like to impose a cap on dispensaries and if so, what that number should be. Some of the information previously provided is cited below.

Dispensary Caps:

EM Everson et al., Post-Legalization Opening of Retail Cannabis Stores and Adult Cannabis Use in Washington State, 2009-2016, American Journal of Public Health. 2019;109(9):1294-1301.

The above peer reviewed publication published results of a study that found that increasing cannabis retail access was associated with increased current and frequent use and noted "regardless of how cannabis is consumed, frequent use--such as daily or near-daily use--is likely of more concern than occasional use and has recently been identified as a risk. The study found that local retail access, but not state legalization of possession itself, was associated with increased cannabis use and that local jurisdictions may be able to limit increased use through enacting policies such as retail bans, moratoriums, caps on retail license numbers, or density or zoning restrictions. This was the case even for jurisdictions that bordered communities with less stringent policies given that use significantly increased in areas located within 0.8 miles of a retailer. This publication is copyrighted, but is available for purchase through the following link: ajph.aphapublications.org/doi/10.2105/AJPH.2019.305191

The Montana Department of Revenue Cannabis Control Division indicates that there are 39 medical marijuana licensed businesses in "Billings." Internet available information and a few of the city-county maps confirmed that 2 dispensaries are within the city limits, 27 are outside the city limits but within the county, and addresses could not be located for the remaining licensed businesses. The regional inspector for the state confirmed that there are only two dispensaries within City limits, as did an attorney from the Department of Revenue.

Staff has conferred with attorneys in Kalispell, Bozeman, and Great Falls regarding their approaches towards new marijuana businesses authorized by state law:

Great Falls: Great Falls will continue to prohibit marijuana businesses based upon the illegality of such businesses under federal law. We do not believe that this is a viable option because the Montana Medical Marijuana Act is being repealed and House Bill 701 does not allow for local prohibitions without the vote of electors.

Bozeman: Bozeman voters approved recreational marijuana by over 70%. Bozeman currently caps their medical marijuana dispensaries at 20, issued on a first-come, first-served basis. This process worked well for the first several years and licenses were still available, notwithstanding the 20 dispensary cap. However, in the last two years, all

licenses were "snapped up" in anticipation of the roll-out of recreational marijuana. Well funded businesses would buy out the owners of existing licenses and then would come in together with the current licensee surrendering their license, immediately followed by someone buying that license. This was the work-around the prohibition against transferring licenses. The situation became frustrating, and Bozeman will likely eliminate all caps and amend their ordinances to treat all marijuana sales equally. The businesses are restricted to only certain zones and prohibited in the downtown area. Bozeman has ordinances requiring certain retail aesthetics, which are by definition incompatible with state laws for marijuana retail businesses (clear windows into businesses versus no public view of marijuana products and plants). These limitations combined with high real estate prices will likely push dispensaries out of city limits and into the county.

Kalispell: Kalispell plans to regulate through zoning, with marijuana businesses being limited to a relatively small geographic area in retail, industrial, and warehouse districts, and excluded from the downtown area. In addition, marijuana businesses will require an administrative conditional use permit. The contemplated zoning includes a residential buffer, a buffer from sensitive areas, and a buffer between businesses, but the specific distances for each have not been finalized. Just outside of Kalispell city limits is what can be characterized as a medical marijuana corridor. Kalispell anticipates that medical marijuana licensees throughout the state will seek to open retail dispensaries in Flathead County beginning 1/1/2022. Kalispell staff have also experienced difficulty in reaching staff in the Department of Revenue.

Canopy size:

The state has provided for the licensing of indoor marijuana cultivation by size (also referred to as "tiers"). The state's allowed tiers exceed 50,000 square feet. The state also grandfathered current outdoor cultivation. It is difficult to obtain information on the size of any cultivation that may be occurring in the City of Billings as information from the state has proven difficult to obtain.

Montana is unique in that indoor cultivation has been mandated to protect the state's hemp crop from destruction through cross-pollination with cannabis. However, some studies are available that discuss the impact of outdoor cultivation on the environment and indoor cultivation on human health. These two studies are attached for your consideration. [Potential regional air quality impacts of cannabis cultivation facilities in Denver, Colorado](#) ; [Health Effects Associated with Indoor Marijuana Grow Operations](#)

Because marijuana remains prohibited at the federal level, the City cannot rely on federal agencies such as OSHA for the protection of marijuana cultivation workers; nor may the City rely upon the Environmental Protection Agency to regulate emissions from marijuana cultivation operations. Although the City may regulate to provide containment of noxious cultivation smells, and has provided for such in the staff-recommended ordinances, the adequacy of this protection, especially for marijuana cultivation workers, remains questionable. Further, given the paucity of information staff has been able to obtain from state government, staff cannot recommend that the City take a hands-off approach to regulating these issues in deference to state regulation as local residents working in marijuana cultivation would bear the risk of scarce scientific research and even more scarce safety regulation. Staff recommends that the City cap the size of marijuana cultivation tiers somewhere between Tier 5 and Tier 7, but absolutely no more than Tier 9. Tier measurements are below:

- (1) a micro tier canopy license allows for a canopy of up to 250 square feet at one indoor cultivation facility.
- (2) a tier 1 canopy license allows for a canopy of up to 1,000 square feet at one indoor cultivation facility.
- (3) a tier 2 canopy license allows for a canopy of up to 2,500 square feet at up to two indoor cultivation facilities.
- (4) a tier 3 canopy license allows for a canopy of up to 5,000 square feet at up to three indoor cultivation facilities.
- (5) a tier 4 canopy license allows for a canopy of up to 7,500 square feet at up to four indoor cultivation facilities.
- (6) a tier 5 canopy license allows for a canopy of up to 10,000 square feet at up to five indoor cultivation facilities.
- (7) a tier 6 canopy license allows for a canopy of up to 13,000 square feet at up to five indoor cultivation facilities.
- (8) a tier 7 canopy license allows for a canopy of up to 15,000 square feet at up to five indoor cultivation facilities.
- (9) a tier 8 canopy license allows for a canopy of up to 17,500 square feet at up to five indoor cultivation facilities.
- (10) a tier 9 canopy license allows for a canopy of up to 20,000 square feet at up to six indoor cultivation facilities.

Tier 10 raises the permitted cultivation to 30,000 square feet, a 50% increase from Tier 9. Larger canopies also increase the volume of pesticides that must be regulated by our city departments, increase water usage which is a scarce regional resource, and require increased energy use.

ALTERNATIVES

This is an informational update and no formal action is required at this time.

FISCAL EFFECTS

The issue of local excise tax is also before the voters on November 2, 2021, so any revenue impact is uncertain at

this time.

City business licensing fees to defray licensing expenses will need to be established by separate resolution and are expected to vary according to the types of regulations implemented.

SUMMARY

This is presented to update Council on the progress of staff in developing regulations. The studies provided during previous work sessions provide additional information for Council to review in order to make informed policy decisions. No formal action is required, but staff desires specific input on the whether Council wants to impose a cap on dispensaries, canopies, or THC content.

City Council Work Session

Date: 10/18/2021
Title: Violent Crime Reduction Partnership
Presented by: Chris Kukulski, City Administrator
Department: Finance
Presentation: Yes

RECOMMENDATION

During the October 25 City Council meeting the Council will be asked to adopt a resolution of intention to partner with Yellowstone County and the State of Montana to invest funds locally to combat increases in violent crime in our community. The work session this evening will provide City Council with an update on the potential program and the desired outcomes of this partnership.

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

Attorney General Knudsen and former Budget Director Kurt Alme's offices recently met with representatives from the City and County to positively impact the surge in violent crime in Billings. This goal will be accomplished by freeing up space in the jail to house criminals and to fight violent crimes tied to drugs and domestic violence. The idea is to have each of the three entities commit to increasing resources to accomplish these priorities. We have discussed a partnership investing a total of \$4,000,000 to assist victims and hold criminals accountable to reduce violent crime in Billings over the next three years. Yellowstone County and the City will each commit \$1,000,000 of investment to match \$2,000,000 from the State over the next three years. This program is being implemented with one-time money, and the commitment is expected to end after three years. The State will be making their request to a legislative sub-committee in late October. We believe it is beneficial to make our local commitment prior to the October 27 hearing.

The City is coordinating with the Attorney General and Governor's offices, Yellowstone County Attorney Twito, Sheriff Linder and the County Commissioners to prioritize freeing up jail space and preventing and prosecuting violent crimes connected to drug and domestic violence with these one-time additional resources. We plan to create teams of city, county and state personnel to collaboratively address these two key areas of violent crime. The City can accomplish its commitment by adding one (1) major case agent, one (1) prosecutor and one (1) victim witness specialist for an estimated cost of approx. \$1.14M over three years. In addition to the areas identified above, the State will increase its capacity to provide public defenders so that criminal cases can be adjudicated through the criminal justice system. This last step is critical to freeing up space at the jail.

The City's resolution of intention, as well as support from the County will be presented along with the State's funding request to the legislative ARPA Commission on 10/27/2021. If approved by the commission and the Governor, the State, County, and City will begin implementing investments to reduce violent crime in our community as soon as possible.

ALTERNATIVES

No Council decision will be made at this meeting. Council will be asked at the regular City Council Meeting on 10/25/2021 to approve a resolution of intention to support this investment of funds

FISCAL EFFECTS

The anticipated costs to the City of Billings over the next 3 years is approximately \$1.14M. If voters approve the 2021 Public Safety Mill Levy, much of the additional resources identified in that levy will be used to kickstart this program and no new funding will be needed, as the goals are identical.

If the levy is not approved, City staff will ask City Council to use either ARPA funds or cash reserves to fund this program for 3 years.

Fiscal Year	2nd half 2022	2023	2024	1st half 2025	Total
Major Case Agent (Detective)	55,976	115,311	118,770	61,166	351,223
Prosecutor	67,065	138,153	142,297	73,283	420,798
Victim Witness Specialist	46,209	95,191	98,046	50,494	289,940
Total Salary & Benefit Costs	169,250	348,654	359,114	184,943	1,061,961
O&M	12,895	22,000	22,000	22,000	78,895
Total Costs	\$ 182,145	\$ 370,654	\$ 381,114	\$ 206,943	\$ 1,140,856

DRAFT Resolution

RESOLUTION 21-__

**A RESOLUTION OF INTENT TO COMMIT FUNDS DIRECTED TO A
PUBLIC SAFETY PLAN IN CONCERT WITH YELLOWSTONE COUNTY
AND THE STATE OF MONTANA TO ADDRESS VIOLENT CRIME IN
BILLINGS, YELLOWSTONE COUNTY, MONTANA**

WHEREAS, violent crime in Billings has increased by over 70% during the COVID-19 pandemic in both 2020 and 2021; and,

WHEREAS, the Courts are experiencing backlogs due to this increased crime and due to COVID-19 related processes; and,

WHEREAS, these court backlogs have resulted in criminal defendants remaining in pretrial or pre-revocation hearing status longer, resulting in more criminal defendants being released pretrial ore pre-revocation hearing because of jail occupancy limits and because defendants are released into the community for a longer time.

WHEREAS, the National Police Services Survey conducted between October 2020 and December 2020 indicates that only 31% of 3000 households in Billings felt safe in downtown Billings at night compared to 74% who felt safe in their neighborhood at night; and,

WHEREAS, a Billings Chamber of Commerce survey between April 2021 and May 2021 indicates that 89% of businesses responded that their business was impacted by public safety issues and concerns and 53% were impacted moderately or greatly; and,

WHEREAS, Billings is experiencing economic instability related to an increase in COVID-19 related crime, including violent crime; and,

WHEREAS, more law enforcement is needed to address the crime increase and more prosecutors and more criminal defense attorneys are needed to reduce case backlogs; and,

WHEREAS, considering these challenges, the State of Montana has indicated a willingness to aid Billings and Yellowstone County by dedicating up to \$2 million of its ARPA funds to local agencies for the next three years to address pandemic-related issues resulting in increased crime, court backlogs, and extended pre-trial or pre-revocation hearing status of defendants; and,

WHEREAS, the Billings City Council intends to work cooperatively with the State of Montana and Yellowstone County to address these issues by committing an additional

\$1 million to fund resources for law enforcement and prosecution services over the next three years.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

The City Council intends to dedicate an additional \$1 million to fund resources for law enforcement and prosecution services over the next three years starting January 1, 2022, in coordination with Yellowstone County dedicating an additional \$1 million and the State dedicating \$2 million of its ARPA funds to temporarily provide for supplemental resources within the criminal justice systems of the City of Billings and Yellowstone County.

APPROVED AND PASSED by the Billings City Council this _____ day of _____, 2021.

CITY OF BILLINGS

By: _____
William A. Cole, Mayor

ATTEST:

By: _____
Denise R. Bohlman, City Clerk

City Council Work Session

Date: 10/18/2021
Title: Council Holiday Schedule
Presented by: Chris Kukulski, City Administrator
Department: City Hall Administration
Presentation: No

RECOMMENDATION

Staff recommends Council direct staff to replace the second work session of the month (December 20th) with the second regular business meeting and vacate the December 27th Regular Business meeting date.

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

Per Billings, Montana City Code, Sec. 2-211, City Council shall hold regular business meetings on the second and fourth Mondays of each month, unless the meeting would fall on a day recognized as a holiday, then the meeting would be held on the following day (Tuesday). Any regular business meeting may be canceled or rescheduled by majority vote of the Council at any time prior to the date scheduled for such meetings. Traditionally, during the month of December, Councilmembers and staff are on extended holiday leave during the week of Christmas. Therefore, the second work session meeting of the month (third Monday) is vacated in order to hold the second regular business meeting.

This year Christmas is on Friday of the fourth week. Staff is asking for Council's direction whether to replace the second work session (December 20th) with the second regular business meeting and vacate the December 27th meeting date, or leave it as is.

ALTERNATIVES

City Council may:

- Approve staff's recommendation to alter meeting schedule; or
- Disapprove staff's recommendation to alter the December meeting schedule and leave it as is with 2 Work Sessions in December and 2 Regular Business meetings.

FISCAL EFFECTS
