



# YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND  
YELLOWSTONE COUNTY, MONTANA



## AGENDA

OCTOBER 26, 2021 MEETING TIME: 6:00 p.m.  
1st Floor Large Conference Room, Miller Building  
2825 3rd Avenue North, Billings, Montana 59101

### NOTICE TO THE PUBLIC

**\*\*ATTENTION\*\***

**\*\***In the event a quorum of the Council is present, no City-related decisions will be made during this meeting or event.

Due to the COVID-19 health concerns, this meeting will be held in a virtual videoconferencing environment. The Yellowstone County Board of Planning members will attend the meeting via a remote location, using a virtual meeting method. The regular meeting rooms will be closed during the meeting. In order to honor the Right of Participation and the Right to Know in Article II, sections 8 and 9, of the Montana Constitution, the City/County Planning Division is making every effort to meet the requirements of the open meeting laws.

Citizens are invited to:

- Review the Agenda Packet on the City's website at: <https://ci.billings.mt.us/117/Agendas-Minutes>
- View the meeting live online at Facebook: <https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260>

Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to Board via email before 10:00 AM on the meeting date. All emails received prior to this time will be read into the record for the public hearing. Comments may be submitted by:

- Mail: City/County Planning Division, 2825 3rd Ave N 4th Floor, Billings, MT 59101
  - Email: [deinest@billingsmt.gov](mailto:deinest@billingsmt.gov)
- Call in during the Public Comment periods as indicated on the agenda:
  - Citizens may call in during specific Public Comment periods at **406.237.6165**. All callers will be placed in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be limited to 3 minutes of testimony as is customary. Future delivery methods may be explored as best practice is learned.

Please direct questions to Tammy Deines, Planning Clerk at [deinest@billingsmt.gov](mailto:deinest@billingsmt.gov) or 406247-8610. Thank you!

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.
2. **APPROVAL OF AGENDA\*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
3. **MEETING MINUTES:** October 12, 2021
4. **PUBLIC COMMENT PERIOD** – As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
  - 4a) **Comments on items not on agenda and requests to add items to future agendas**
  - 4b) **Comments on items on the non-public hearing agenda items**
5. **DISCLOSURE OF CONFLICT OF INTEREST:**
6. **DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available at the Sign-In and Agenda station.
7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).
  - a. **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: Address the Planning Board directly. You must state your name and address before commenting. This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). Please see the attached guidelines for the criterion. Thank you for participating!
    1. **Public Hearing. Motion/Recommendation to BOCC. Still River Estates Subdivision, County Major Subdivision, CDW Construction, applicant. Taylor Kasperick, Performance Engineering, agent. Planner Dave Green, Planner II, presenting.**
8. **NEW BUSINESS:** (Agenda items new to this meeting).
  - a. **Presentation/Discussion.** MDT project updates and update on the Exposition & 1st Ave Intersection project. Mike Taylor, MDT District Office, presenting.

2. **Public Hearing. Staff Presentation. Board Discussion. 2020-2024 TIP Amendment 2. Scott Walker, Transportation Coordinator, presenting.**
9. **OTHER BUSINESS:**
  - a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.
10. **ADJOURNMENT**

**FUTURE AGENDA ITEMS FOR TUESDAY, NOVEMBER 9, 2021**

- a. Motion/Recommendation to Policy Coordinating Committee, (PCC). 2020-2024 TIP Amendment 2. Scott Walker, Transportation Coordinator, presenting.

## Public Hearing Participation Guidelines

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

1. Be informed of the process and the requirements of the Board. If you are commenting about a subdivision, please limit your comments to the review criteria.

**By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). These criteria include:**

- Effect on agriculture and agricultural water user facilities
- Effect on local services
- Effect on the natural environment
- Effect on wildlife and wildlife habitat
- Effect on public health and safety

2. Provide specific information about why you are concerned about the pending application, how the decision will impact the review criteria listed above, and provide suggestions on how to minimize or eliminate the impact.
3. Respect the right of others to participate. Wait until the previous speaker has completed their comments before making your own comments. Do not talk over the person commenting or with other people in attendance.
4. The public hearing is not an opportunity to question or accuse the applicant or their agent. If you have questions of the Board, the applicant or the agent, ask the question directly to the Board during the public hearing portion of the meeting. The Board will respond or request the applicant or agent to respond after the public comment portion of the hearing is closed.
5. After the public comment portion of the hearing is closed, no further comments are allowed unless you are addressed directly by a Board member.
6. You should expect the Board to make a balanced recommendation in accordance with its statutory responsibilities. The Board's ability to make reasonable and thoughtful recommendations is dependent on a fair consideration of everyone's interests.

*Thank you for participating.*

**Planning Board Meeting 2 (4th Tuesday)**

**Meeting Date:** 10/26/2021

---

**Information**

**Subject**

**MEETING MINUTES:** October 12, 2021

---

**Attachments**

PlnBMinutes\_2021\_10\_12\_DRAFT

---

# CITY/COUNTY PLANNING BOARD

*“Serving Billings, Broadview and Yellowstone County”*

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

	Position	01/12/2021	01/26/2021	02/09/2021	02/23/2021	03/09/2021	03/23/2021	04/13/2021	04/28/2021	05/11/2021	** 05/27/2021	06/09/2021	06/22/2021	07/13/2021	07/27/2021	08/10/2021	08/24/2021	09/14/2021	09/22/2021	10/12/2021	10/27/2021	11/10/2021	11/24/2021	12/08/2021
<b>Teresa Larsen</b>	Mayor/Billings Ward I	1	1	1	1	1	1	1	E	1	E	-	1	1	E	E	1	1	E	1				
<b>Heidi Jensen-Christison</b>	Mayor/Billings Ward II	1	1	E	1	1	E	1	E	1	E	-	E	R	-	-	-	-	-	-				
<b>Dennie Stephenson</b>	Mayor/Billings Ward III	1	1	1	1	1	1	1	1	1	1	-	E	1	1	1	1	1	1	1				
<b>Darell Tunnickliff</b>	Mayor/Billings Ward IV	1	1	1	1	1	1	1	1	1	1	-	1	1	1	E	E		1	1				
<b>Jon Thompson</b>	Mayor/Billings Ward V	1	E	1	1	E	1	1	1	E	1	-	1	E	1	E	E	1	E	E				
<b>Troy Boucher</b>	YC District 1	1	1	1	E	1	E	1	1	A	E	-	1	E		1	E	E	1	A				
<b>Dennis Cook</b>	YC District 2	1	1	1	1	1	1	1	1	1	1	-	A	1	E	1	E	1	1	E				
<b>Vacant</b>	YC District 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
<b>Vacant</b>	YC District 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
<b>Woody Woods</b>	YC District 5	1	1	1	1	1	1	1	1	1	1	-	1	1	1	1	1	1	1	1				
<b>Vacant</b>	YC District 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
<b>Jarett Hillius</b>	YC District 7	1	1	1	E	1	1	E	1	1	1	-	1	E	1	1	1	1	1	E				
<b>Vacant</b>	Y County Cons. District	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E	-	-	-	-				
<b>Scott Reiter</b>	Ex-Officio SD2	-	-	-	1	E		E	E	A	1	-	E	E	E	1		E	E	1				

---

## CITY/COUNTY PLANNING BOARD

*"Serving Billings, Broadview and Yellowstone County"*

**October 12, 2021**

*DRAFT- To be approved by a motion on October 26, 2021*

### **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.**

As legally advertised, The Yellowstone County Board of Planning met on October 12, 2021 in the Miller Building 1<sup>st</sup> Floor Conference Room.

Citizens are invited to:

→Review the Agenda Packet on the City's website at: <https://ci.billings.mt.us/117/Agendas-Minutes>

→View the meeting live online at Facebook: <https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260>

Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to Board via email before 10:00 AM on the meeting date. All emails received prior to this time will be read into the record for the public hearing. Comments may be submitted by:

- Mail: City/County Planning Division, 2825 3rd Ave N 4th Floor, Billings, MT 59101
  - Email: [deinest@billingsmt.gov](mailto:deinest@billingsmt.gov)
- Call in during the Public Comment periods as indicated on the agenda:
  - Citizens may call in during specific Public Comment periods at **406.237.6165**. All callers will be placed in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be limited to 3 minutes of testimony as is customary. Future delivery methods may be explored as best practice is learned.

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

President Woods called the meeting to order at 6:00 p.m. on Tuesday, October 12, 2021.

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

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

**Participating Planning staff members:** Monica Plecker, Planning Division Manager; Scott Walker, Transportation Coordinator; Dave Green, Planner II; Tammy Deines, Planning Clerk

**Others in Attendance:** Chad Wagenhals, ACK Holdings; Taylor Kasperick, Performance Engineering; Lisa Olmsted, DOWL Consulting; Doug Enderson, DOWL Consulting

### **Approval of the October 12, 2021 Agenda**

**Board members moved and seconded the motion to approve the October 12, 2021 meeting agenda. The motion carried with a unanimous voice vote.**

---

## CITY/COUNTY PLANNING BOARD

*"Serving Billings, Broadview and Yellowstone County"*

**Approval of Minutes:** September 28, 2021

### **Motion**

**Board members moved and seconded the motion to accept the September 28, 2021 meeting minutes as submitted.**

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

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

**Disclosure of Outside (Ex Parte) Communication or Conflicts of Interest– Board Members and Planning Staff. –** There were no disclosures of outside communication or conflict of interest from the members of the Board.

**7. OLD BUSINESS:** There is no Old Business

**8. NEW BUSINESS:**

**8a. Plat Review. Planning Board Discussion. Still River Estates Subdivision, County Major Subdivision. Chad Wagenhals, CDW Construction, applicant. Taylor Kasperick, Performance Engineering, agent. Dave Green, Planner II, presenting.**

Planner Dave Green opened this agenda item with the staff presentation below.

**RECOMMENDATION** Staff proposes the Planning Board recommend to the Board of County Commissioners the preliminary plat of Still River Estates Subdivision be conditionally approved and adopt the Findings of Fact as presented in the staff report.

### **BACKGROUND**

On September 1, 2021, Performance Engineering, agent for CDW Construction, applied for preliminary major plat approval for Still River Estates Subdivision. The proposed subdivision creates 75 lots for residential development. The subject property is generally located on the east side of South 64th Street West and north of Hesper Road. The property is not located within the county's zoning jurisdictional boundary.

### **VARIANCES REQUESTED**

The applicant is not requesting a variance from the subdivision regulations.

### **PROPOSED CONDITIONS OF APPROVAL**

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

---

## CITY/COUNTY PLANNING BOARD

*"Serving Billings, Broadview and Yellowstone County"*

1. To protect public health and safety, prior to final plat approval, the applicant will receive approval from the MDEQ for the proposed water systems, septic systems and the proposed storm water management.
2. To protect public health and safety and provide for future road maintenance, prior to final plat approval, the applicant will create an RSID for the new public roads within the subdivision with the ability to expand with each new phase. All temporary street names will have permanent names determined.
3. To protect public health and safety with proper fire suppression, prior to final plat approval, the applicant will submit construction drawings to Billings Fire Department for review and approval of the dry hydrant system. Once installed the applicant will request the Billings Fire Department to test the system to ensure it works correctly and get a sign off from Billings Fire Department. The applicant will also create an RSID to maintain the dry hydrant system.
4. To protect public health and safety and provide the needed facilities for emergency vehicles, prior to final plat approval, the applicant will provide either temporary cul-de-sac ends for Skycrest Drive and Road B (temporary road name) or connect the two roads with a gravel surface road that will support fire apparatus vehicles of 40 tons in all weather conditions.
5. To protect public health and safety and to ensure public access the private parks, prior to final plat approval, the applicant will submit easement documents outlining the maintenance of the parks and outline allowed public access to the private parks.
6. To minimize the effects on local service, prior to final plat approval, the applicant will coordinate with the USPS for locating and providing the correct amount of space for safely delivering the mail to the residents.
7. To minimize effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be completed by the County Weed Department.
8. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
9. The final plat shall comply with all requirements of the Yellowstone County Subdivision Regulations, rules, regulations, policies, and resolutions of Yellowstone County, and the laws and Administrative Rules of the State of Montana.

## CITY/COUNTY PLANNING BOARD

*"Serving Billings, Broadview and Yellowstone County"*

### Discussion

Planning Board President Woody Woods called for questions and discussion. There were no questions for for planning staff. President Woods called for presentation by the applicant.

### Taylor Kasperick, Performance Engineering, 608 N 29th Street, Billings, MT

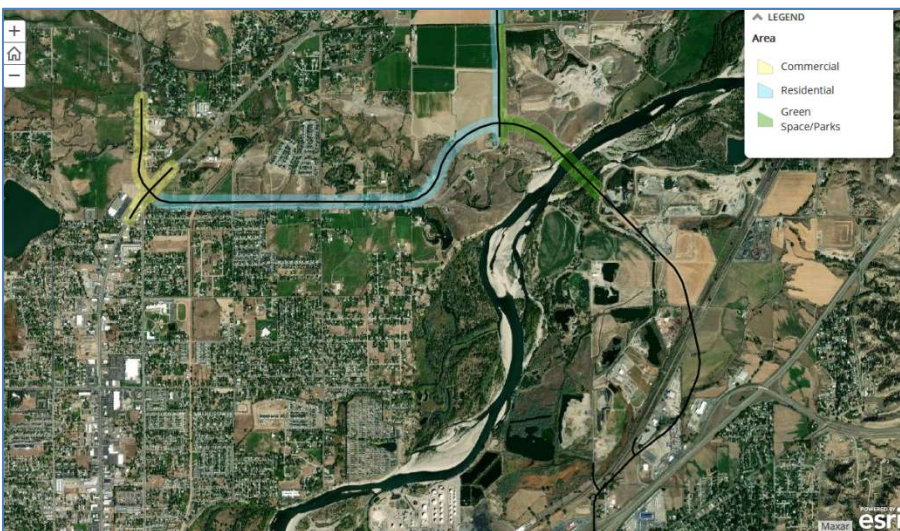
Mr. Taylor Kasperick of Performance Engineering, agent for the applicant, gave a few more details about the project. He stated the applicant will most likely be installing the dry hydrant tank with Phase 1. He also stated they will be most likely doing a gravel surface road rather than cul-de-sac ends on the Phase 1 roads to eliminate two long dead ends. Mr. Kasperick stated they will be installing sidewalks on the interior side of the roads to facilitate pedestrian movement.

Boardmember Tunncliff asked what can be done with the parks when they have infrastructure in them. Mr. Kasperick stated there will only be one park with well-heads in it. Those three well-heads will be sticking out of the ground about 18-inches. Infrastructure in the other parks will all be subsurface systems. Parks will have sod planted in them and irrigation systems. The HOA will take care of maintenance of the parks.

\*\* A public hearing for Still River Estates Subdivision will be held during the Tuesday, October 26, 2021 Planning Board meeting.

**8b. Presentation. Billings ByPass Corridor Study Presentation. Scott Walker, Transportation Coordinator, Consultant Lisa Olmsted, DOWL Consulting, presenting**  
Lisa Olmsted, DOWL, opened this agenda item with the overview below. Doug Enderson, DOWL Consulting is also in attendance this evening.

The Billings Bypass Corridor Study will evaluate the proposed alignment of the Billings Bypass project, which will ultimately connect Lockwood and the Heights. The study would address future access options as development occurs along the roadway, potential intersections, storm water management, bicycle and pedestrian access and transportation safety along the corridor. This



includes future potential intersections, utility and storm water management, bicycle and pedestrian access, and transportation safety within and adjacent to the corridor.

---

## CITY/COUNTY PLANNING BOARD

*"Serving Billings, Broadview and Yellowstone County"*

**Project Team:** MPO-Study Lead; Supported by: City of Billings, MDT; Consultant: DOWL Consulting

### **Study Goals & Objectives:**

- Plan for future growth resulting from the new roadway and corresponding connectivity on the northwest portion of the Billings Bypass.
- Facilitate actionable public and stakeholder involvement
- Develop a guidance document that integrates existing infrastructure plans and future development plans

**Guiding Documents:** Billings Bypass EIS, City Growth Policy and Annexation Policy, Billings Heights Neighborhood Plan, Billings Waste/Wastewater Master Plan, Project Re:Code, Innerbelt Loop Corridor Study, Billings Area Bikeway and Trail Master Plan, Billings Urban Area LRTP, Billings Fire Dept Long Range Master Plan, MPO Travel Demand Model, *Visit Billings* Tourism Research

Ms. Olmstead presented and reviewed the Annexation map, public utilities connections for existing sewer and water, floodplain areas and drainage, and irrigation.

### **Roads & Intersections Under Construction:**

- New roadway bisecting Dover Park and bridge over the Yellowstone River
- New roundabout connecting the roadway through Dover Park to Five Mile Road, Mary Street and future road.

### **Roads & Intersections Future Improvements**

- New roadway north of Mary Street
- Reconstructed intersection at Main/US 87 (anticipated construction in 2025).

### **Pedestrian/Bike Facilities Existing**

Bike lane on Five Mile Road, Dover Park trails, Kiwanis Trail connection to Mary Street

### **Pedestrian/Bike Facilities Under Construction**

10-foot mixed use path on Yellowstone River Bridge will connect to Dover Park trails

**Next Steps:** Public Open House #1 (June 17, 2021) Independent School; Stakeholder Meetings, Draft Billings ByPass Corridor Study, Public Open House #2, Final Billings Bypass Corridor Study

Consultant Olmstead asked the Board to consider these questions. *What is important to you as it relates to the new corridor? How would you like to use the areas adjacent to the new corridor? What do you want to see on the new corridor?* Board members discussed the opportunities for commercial and residential development with the new connection between Lockwood and the Billings Heights. Planning Board President Woods thanked Ms. Olmstead and staff for their presentation.

---

**CITY/COUNTY PLANNING BOARD**

*“Serving Billings, Broadview and Yellowstone County”*

**9. OTHER BUSINESS**

**Announcement:** The next Planning Board meeting will be held Tuesday, October 26, 2021, and will be held in person in the Miller Building 1<sup>st</sup> Floor Conference Room, 2825 3<sup>rd</sup> Ave N. at 6:00 PM.

**ADJOURNMENT 7:03 PM**

**DRAFT—TO BE APPROVED BY A MOTION- October 26, 2021**

*--Tamara L Deines, Planning Clerk*

**Planning Board**

**Date:** 10/26/2021  
**Title:** Still River Estates Subdivision - Preliminary Major Plat - Public Hearing  
**Presented by:** David Green  
**Department:** Planning & Community Services  
**Presentation:** Yes

**Information****RECOMMENDATION**

Staff proposes the Planning Board recommend to the Board of County Commissioners the preliminary plat of Still River Estates Subdivision be conditionally approved and the Findings of Fact be adopted as presented in the staff report.

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

On September 1, 2021, Performance Engineering, agent for CDW Construction, applied for preliminary major plat approval for Still River Estates Subdivision. The proposed subdivision creates 75 lots for residential development. The subject property is generally located on the east side of South 64th Street West and north of Hesper Road. The property is not located within the county's zoning jurisdictional boundary.

**VARIANCES REQUESTED**

The applicant is not requesting a variance from the subdivision regulations.

**PROPOSED CONDITIONS OF APPROVAL**

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

1. To protect public health and safety, prior to final plat approval, the applicant will receive approval from the MDEQ for the proposed water systems, septic systems and the proposed storm water management.
2. To protect public health and safety and provide for future road maintenance, prior to final plat approval, the applicant will create an RSID for the new public roads within the subdivision with the ability to expand with each new phase. All temporary street names will have permanent names determined.
3. To protect public health and safety with proper fire suppression, prior to final plat approval, the applicant will submit construction drawings to Billings Fire Department for review and approval of the dry hydrant system. Once installed the applicant will request Billing Fire Department test the system to ensure it works correctly and get a sign off from Billings Fire Department. The applicant will also create an RSID to maintain the dry hydrant system.
4. To protect public health and safety and provide the needed facilities for emergency vehicles, prior to final plat approval, the applicant will provide either temporary cul-de-sac ends for Skycrest Drive and Road B (temporary road name) or connect the two roads with a gravel surface road that will support fire apparatus vehicles of 40 tons in all weather conditions.
5. To protect public health and safety and to ensure public access the private parks, prior to final plat approval, the applicant will submit easement documents outlining the maintenance of the parks and outline allowed public access to the private parks.
6. To minimize the effects on local service, prior to final plat approval, the applicant will coordinate with the USPS for locating and providing the correct amount of space for safely delivering the mail to the residents.
7. To minimize effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be completed by the County Weed Department.
8. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
9. The final plat shall comply with all requirements of the Yellowstone County Subdivision Regulations, rules, regulations, policies, and resolutions of Yellowstone County, and the laws and Administrative Rules of the State of Montana.

**PROCEDURAL HISTORY**

- Pre-application meeting July 15, 2021
- Preliminary plat application submitted to Planning Division on September 1, 2021
- Departmental review meeting September 16, 2021
- Preliminary plat re-submittal September 23, 2021
- Planning Board plat review October 12, 2021
- Planning Board public hearing October 26, 2021
- Preliminary plat to Board of County Commissioners November 16, 2021
- 60 working-day preliminary plat review period ends November 29, 2021

**PLAT INFORMATION**

**General location:** On the east side of South 64th Street West and north of Hesper Road  
**Legal Description:** S17, T01 S, R25 E, S2S2NW  
**Owner/Subdivider:** CDW Construction  
**Engineer and Surveyor:** Performance Engineering  
**Existing Zoning:** Outside zoning  
**Existing land use:** Farm Land  
**Proposed land use:** Residential  
**Gross and Net area:** 39.50 acres / 23.92 acres  
**Proposed number of lots:** 75

Lot size: Max: 0.53 acres  
Min.: 0.258 acres

Parkland requirements: Parkland dedication required for this subdivision is 2.59 acres, the subdivider is proposing to provide 6.84 acres of open space/parkland. The parks will be privately owned and maintained by the subdivision HOA.

## STAKEHOLDERS

There are no stakeholder responses at this time. On October 26th, at a regularly scheduled meeting of the Planning Board, public comment will be formally received during a public hearing.

At the Planning Board Plat Review of this subdivision held October 12, staff gave a brief presentation to the board about the proposed subdivision. Planning staff stood for questions from the board, there were none for planning staff.

Mr. Taylor Kasperick of Performance Engineering, agent for the applicant, gave a few more details about the project. He stated the applicant will most likely be installing the dry hydrant tank with Phase 1. He also stated they will be most likely doing a gravel surface road rather than cul-de-sac ends on the Phase 1 roads to eliminate two long dead ends. Mr. Kasperick stated they will be installing sidewalks on the interior side of the roads to facilitate pedestrian movement. Board member Tunnick asked what can be done with the parks when they have infrastructure in them. Mr. Kasperick stated there will only be one park with well-heads in it. Those three well-heads will be sticking out of the ground about 18 inches. Infrastructure in the other parks will all be subsurface systems. Parks will have sod planted in them and irrigation systems. The HOA will take care of maintenance of the parks.

## ALTERNATIVES

In accordance with state law, the Board of County Commissioners has 60 working days to act upon this major preliminary plan. The 60 working day review period for the proposed subdivision ends on November 29, 2021. State and County subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The County may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated. Within the 60 working day review period, the Board of County Commissioners is required to:

1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plan

## FISCAL EFFECTS

This plat will have no fiscal impacts on the City/County Planning Division.

## SUMMARY

One of the purposes of the County's subdivision review process is to identify potential negative effects of property being subdivided. When negative effects are identified it is the subdivider's responsibility to mitigate those effects. Various County departments, private service/utility providers and the affected school district(s), have reviewed this application and provided input on effects and mitigation. The Findings of Fact, which are presented as an attachment, discuss potential negative impacts of the subdivision and conditions of approval are recommended as measures to further mitigate any impacts. In this case, there were found to be some impacts from this proposed subdivision that required mitigation through conditions.

---

## Attachments

Findings of Fact  
Proposed Plat  
SIA Draft

## **FINDINGS OF FACT**

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

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

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

The subject property is currently used for agricultural purposes. There are no water rights or shares that will be available for the future property owners in this subdivision. Any surrounding ditches will be left in place with access to them for maintenance purposes. This proposed subdivision will have minimal impact on water users' facilities.

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

a. **Water and Septic** – This subdivision will have community well systems in place to supply water to individual homes. It will be built in compliance with the requirements outlined in Section 4.9 of the Yellowstone County Subdivision Regulations and the DEQ. The water will be distributed by underground pipes to each lot for connection to the system. The operation and maintenance of the system will be either contracted to a third-party provider by the subdivider or HOA.

There will be three community septic systems in the subdivision, each system will support 19 lots for a total of 57 lots on the community septic system. The remaining 18 lots will be on individual septic systems. It will be built in compliance with the requirements outlined in Section 4.8 of the Yellowstone County Subdivision Regulations and the DEQ. The community system will be maintained by the HOA. Individual systems will be maintained by the individual lot owner.

Both the proposed water and septic systems will be reviewed and approved by MDEQ with a copy of the approval provided with the final plat. **(Condition #1)**

All private utilities, power, telephone, gas and cable television, if available to the subdivision will be installed in the public right of way prior to paving of roads.

b. **Streets and roads** – Roads within the subdivision will be built in 60-foot-wide right of ways with a 24-foot paved surface and 2-foot-wide shoulders on each side. Drainage ditches will be installed along the sides as required by MDEQ for stormwater management. South 64<sup>th</sup> Street West is classified as a principle arterial road, an additional 30 feet of right of way will be dedicated for that street by the subdivision. South 60<sup>th</sup> Street West is a collector road this subdivision is providing 60 feet of right of way and there is 30 feet of right of way from the Woodgate Estates Subdivision on the east shared

boundary. The applicant will be required to create an RSID for maintenance of roads within the subdivision. All temporary street names will have permanent names determined by final plat. **(Condition #2)**

c. **Fire and Police services** – The property is within the Billings Urban Fire Service Area (BUFSA). Phase 1 of this subdivision will be close enough to an existing 30,000-gallon dry hydrant in Dewitt Subdivision that the applicant will not have to install a tank for Phase 1. With the construction of Phase 2 the applicant will be installing a 30,000-gallon dry hydrant for the remainder of the subdivision. Construction drawings will be submitted to Billings Fire Department for review and approval prior to its installation. An RSID will be created to maintain the dry hydrant and a public easement will be created for the dry hydrant and enough area for fire equipment to access the tank. An RSID will be created for maintenance of the dry hydrant system. **(Condition #3)**

With Phase 1 of this subdivision Skycrest Drive and Road B (temporary road name) will be required to either have temporary cul-de-sac ends for the emergency vehicles to use to turn around or, build a gravel surface road that connects the two roads as road layout is shown in Phase 2 of the proposed subdivision. This language will be included in the SIA under the heading IV Emergency Service. **(Condition #4)**

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

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

e. **Storm water drainage** – Proposed Storm water drainage shall be submitted to the MDEQ for review and approval prior to final plat. All proposed stormwater systems shall meet the requirements of Section 4.7 of Yellowstone County Subdivision Regulation's and the requirements of MDEQ. **(Condition #1)**

f. **School facilities** – The proposed subdivision is located within Elder Grove School District for K through 8. West High School will provide education for students in 9 through 12, School Districts #2. Elder Grove has additional capacity for students, West High School is currently over capacity.

g. **Parks and recreation** – This proposed subdivision is required to provide parkland. The required amount of parkland for this subdivision is 2.59 acres. The applicant is proposing to provide 6.84 acres. All parks will be private parks maintained by the HOA within the subdivision. They will have easements on them to allow for public uses. Those easement documents will be submitted with the final plat. **(Condition #5)**

h. **Postal Service** – The applicant will coordinate with the USPS to provide areas for Central Box Units for the subdivision and enough area for the postal delivery person to safely deliver the mail. **(Condition #6)**

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

j. **Phasing of Development** - The applicant is proposing to develop this subdivision in phases. They are proposing three phases. Those phases are outlined in the SIA under the heading, X. Phasing of Improvements.

**3. Effects on the natural environment**

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. As required by County Subdivision Regulations Section 4.15 all county subdivisions are required to apply for and obtain a weed management plan with the County Weed Department. That plan will be submitted with final plat approval. **(Condition #7)**

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

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

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

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

Plans and designs for the water and septic system will not be reviewed at this time, there is no proposal to develop the lots at this size. Both lots are over 20 acres and do not require review.

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

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

An environmental assessment was required for this subdivision. Because the current use of the land is for farming purposes the natural habitat has been disrupted long ago. There are no known endangered species on the land. Impact to habitat should be minimal.

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

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

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

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

*There are several large subdivisions currently being proposed or under construction in the area. This proposal is consistent with the type of development under way in the surrounding area.*

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

*This proposal is consistent with the type of development under way in the surrounding area.*

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

*The developer shall complete a weed management plan and shall provide a re-vegetation plan as required by County Subdivision Regulations.*

## **2. 2018 Billings Urban Area Long Range Transportation Plan**

The subject property maintains the road study area of the Transportation Plan. As proposed, the internal streets are neighborhood streets associated with this subdivision. South 60<sup>th</sup> Street west, part of Phase 3, is a future collector street.

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

South 64<sup>th</sup> Street West is identified as a proposed long-range bike lane. This subdivision is providing additional right of way for South 64<sup>th</sup> Street West for future road/trail expansion. This subdivision will not be required to build any trail as part of the development.

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

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

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

The subdivider must receive approval from the MDEQ prior to final approval. New parcels, without existing septic systems, are subject to MDEQ review.

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

The proposed subdivision is outside County Zoning Jurisdiction. There are no Yellowstone County zoning regulations on the subject property.

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

Should the private utility companies require easements the applicant will be required to coordinate the easements needed with the private utility companies.

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

Legal and physical access will be provided for the new proposed lots from South 64<sup>th</sup> Street West and the proposed internal streets to each lot.

**CONCLUSIONS OF FINDINGS OF FACT**

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

**RECOMMENDATION**

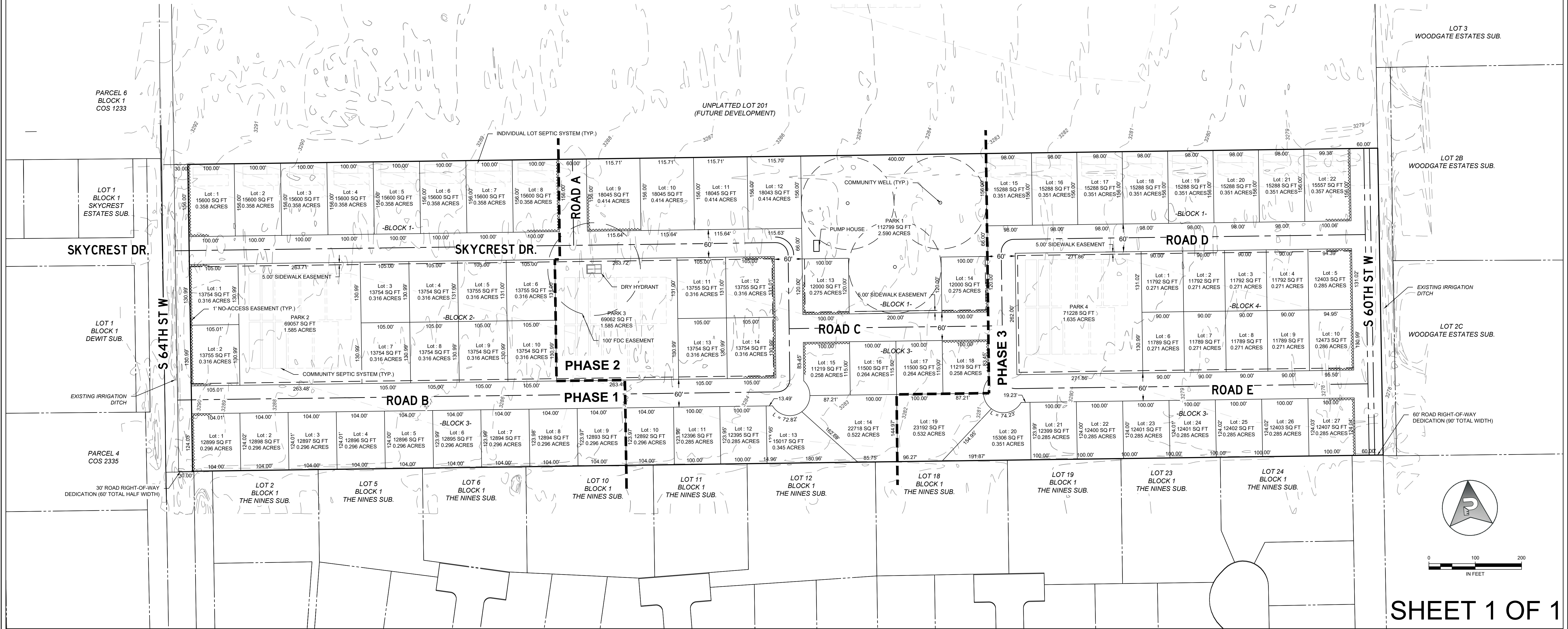
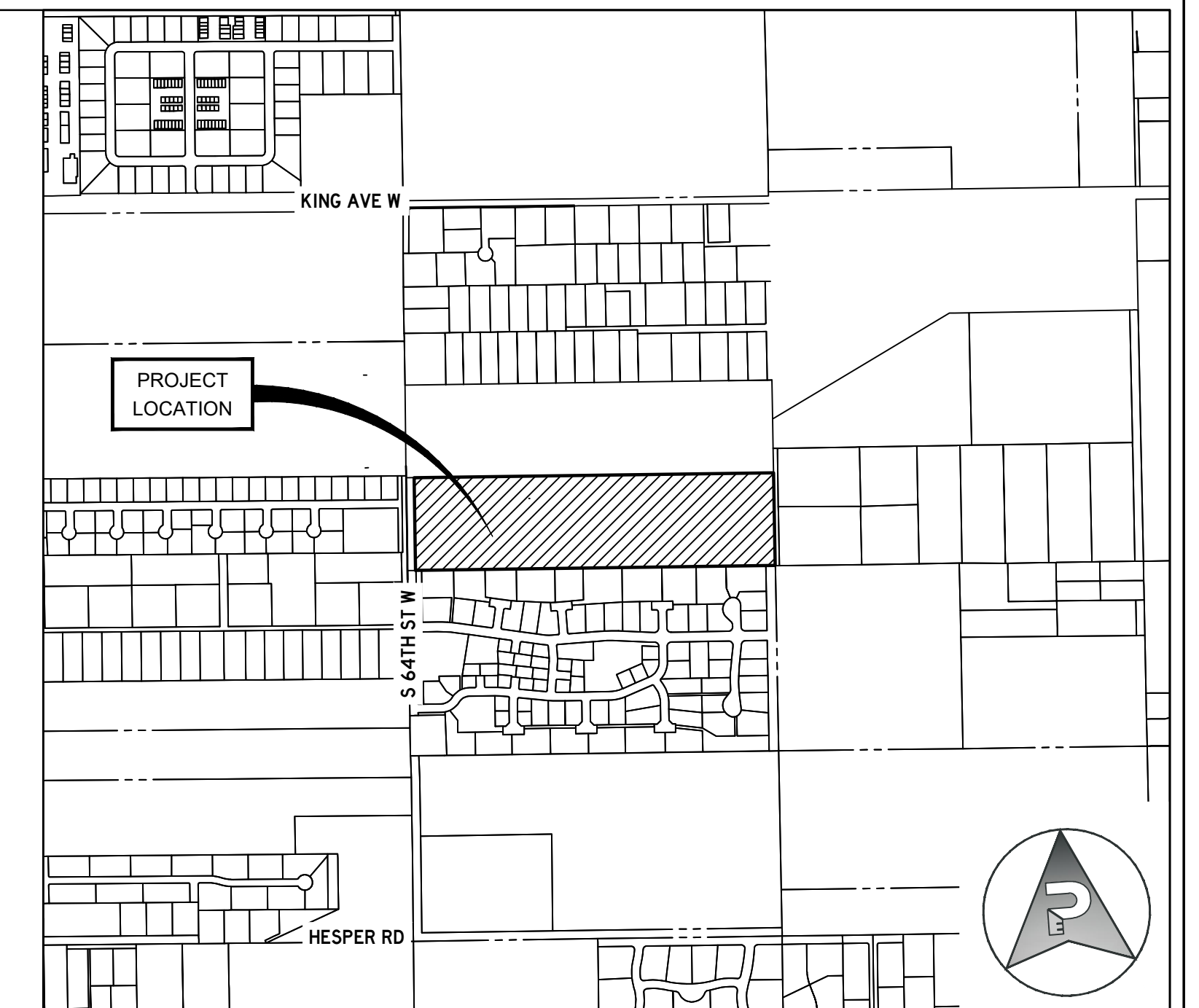
The Planning Division recommends conditional approval of Still River Estates Subdivision preliminary plat, to the Planning Board and adopt the Findings of Fact as presented in the staff report, the SIA and Waiver. The Planning Board recommendation will be forwarded to the Board of County Commissioners.

PRELIMINARY PLAT OF  
**STILL RIVER ESTATES SUBDIVISION**  
 BEING AN UNPLATTED TRACT LOCATED IN THE SOUTH 1/2 OF THE SOUTH 1/2  
 OF THE NORTHWEST 1/4 OF SECTION 17, TOWNSHIP 1 SOUTH, RANGE 25 EAST  
 YELLOWSTONE COUNTY, MONTANA P.M.M.

PREPARED FOR : CDW CONSTRUCTION  
 PROPERTY OWNER: ACK HOLDINGS, INC.  
 PREPARED BY : PERFORMANCE ENGINEERING, LLC  
 DATE: AUGUST 2021



SITE DATA	
# OF LOTS	73
MAXIMUM LOT AREA	± 23,192 SF
MINIMUM LOT AREA	± 11,219 SF
PARKLAND AREA REQUIRED	± 2.53 AC
PARKLAND AREA PROVIDED	± 7.39 AC
LINEAL FEET OF STREETS	± 6,122 LF
NET LOT ACREAGE	± 23.36 AC
GROSS ACREAGE	± 39.50 AC
EXISTING ZONING	UNZONED
EXISTING LAND USE	AGRICULTURE
PROPOSED LAND USE	RESIDENTIAL
SANITARY SEWER	INDIVIDUAL & SHARED SEPTIC
WATER	COMMUNITY WELL
FIRE SERVICE AREA	BUFSA



**SUBDIVISION IMPROVEMENTS AGREEMENT  
STILL RIVER ESTATES SUBDIVISION**

**Table of Contents  
(Yellowstone County)**

I.	VARIANCES.....	2
II.	CONDITIONS THAT RUN WITH THE LAND.....	2
III.	TRANSPORTATION.....	3
	A. Streets.....	3
	B. Sidewalks .....	4
	C. Traffic Control Devices .....	4
	D. Access .....	4
	E. Billings Area Bikeways and Trail Master Plan (BABTMP) .....	5
IV.	EMERGENCY SERVICE .....	5
V.	STORM DRAINAGE.....	5
VI.	UTILITIES.....	6
	A. Water.....	6
	B. Septic System.....	6
	C. Power, Telephone, Gas, and Cable Television .....	7
VII.	PARKS/OPEN SPACE.....	7
VIII.	IRRIGATION .....	7
IX.	SOILS/GEOTECHNICAL STUDY .....	7
X.	PHASING OF IMPROVEMENTS.....	8
XI.	FINANCIAL GUARANTEES .....	9
XII.	LEGAL PROVISIONS.....	9

# SUBDIVISION IMPROVEMENTS AGREEMENT

## Still River Estates Subdivision

**This agreement** is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by and between *ACK Holdings, Inc.*, whose address for the purpose of this agreement is **3132 Western Bluffs Blvd., Billings, MT 59106**, hereinafter referred to as “Subdivider,” and **YELLOWSTONE COUNTY**, Montana, hereinafter referred to as “County.”

### WITNESSETH:

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

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

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

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

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

### **I. VARIANCES**

Subdivider has requested, and the County hereby grants, the following variances by the Board of County Commissioners from the strict interpretation of the County’s Subdivision Regulations (Chapter 11, Yellowstone County Subdivision Regulations):

1. No variances requested.

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

- A.** Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.

- B.** Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.
- C.** No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.
- D.** There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned by the completion of the conditions set forth in the Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.
- E.** Culverts and associated drainage swales shall not be filled in or altered by the Subdivider or subsequent lot owners.
- F.** When required by road improvements, all fences and irrigation ditches in the public right-of-way adjacent to this subdivision shall be removed or relocated outside of the public right-of-way and any relocation outside of the public right-of-way shall be subject to securing and recording easements.
- G.** Future maintenance of all public (or common) improvements shall be done through one (1) or more RSID(s) created as part of the SIA for this subdivision.
- H.** Lot owners or their agent will obtain an Access Permit from County Public Works prior to any construction on any lot within the subdivision. The application will include a site plan showing the desired location of the access and show that it meets the requirements outlined by the DEQ storm water requirements for the subdivision. Failure to do so will result in the lot owner or their agent removing what has been installed and locating the access in an approved location at the lot owner's expense.
- I.** It is the obligation of the property owners within this subdivision to pay for the maintenance of the community water system whether it is handled by a third-party contractor or through the HOA.

### **III. TRANSPORTATION**

#### **A. Streets**

*Right-of-way Widths:* All internal streets within Still River Estates Subdivision are public roadways and have a minimum right-of-way width of 60 feet. South 64th Street

West is a public roadway classified as a principal arterial road and shall have a minimum right-of-way width of 120 feet. South 60<sup>th</sup> Street West is classified as a collector road, for which 60 feet of right-of-way is dedicated. An additional 30 feet of right-of-way has been dedicated adjacent to the property on the east side as part of Woodgate Estates Subdivision providing a total right-of-way width of 90 feet.

*Pavements Widths and Surface Types:* All streets shall be built to grade with a satisfactory engineered subbase, base course, and asphalt surface. All internal roads shall have a minimum pavement width of 24 feet with 2-foot gravel shoulders. The engineered designed cross-sections of said streets shall be submitted to the Yellowstone County Public Works Department.

*Other Required Street Improvements:* Drainage ditches shall be constructed adjacent to the roadways in accordance with Yellowstone County Public Works standards and DEQ requirements to convey stormwater. Culverts shall be provided to convey stormwater across roadways and driveways.

## **B. Sidewalks**

Individual lot owners, and the Subdivision HOA in instances of open spaces/parks, are responsible for the installation of sidewalks within the designated private sidewalk easements located along lot frontages as shown on the plat. Sidewalks shall be 5' wide and installed at the time of lot development. The subdivision HOA will be responsible for the maintenance and repair of sidewalks following initial installation.

## **C. Traffic Control Devices**

*Traffic Control Devices:* Subdivider shall furnish the necessary traffic control devices within and adjacent to the subdivision as required by the County. Traffic control devices shall comply with the Manual on Uniform Traffic Control Devices (MUTCD) and County standards.

*Street Name Signs:* Subdivider shall furnish and install street name signs for streets within the subdivision, or located immediately adjacent thereto, in accordance with the specifications of the County Publics Works and Fire Departments.

## **D. Access**

Access to Still River Estates Subdivision shall be provided by two primary access points off South 64<sup>th</sup> Street West. A 60-foot minimum right-of-way shall be dedicated to the public by Subdivider for all internal streets.

No Access strips shall be provided along the frontages of South 64<sup>th</sup> Street West with exception to the primary access point depicted on the Plat.

#### **E. Billings Area Bikeways and Trail Master Plan (BABTMP)**

The subdivision is located within the planning area of the Billings Area Bikeway and Trail Master Plan. The plan identifies proposed long-range bike lane and shared use path along 64th Street West. Sufficient right-of-way (120 feet total) is being dedicated to help facilitate the implementation of this plan in the future.

#### **IV. EMERGENCY SERVICE**

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply in place to allow for fire suppression requirements. Prior to the construction using combustible materials (i.e. lumber, plywood, wood trusses, etc.), fire apparatus access roads and water supply requirements shall be provided in accordance with the Billings Fire Department.

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150 feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of twenty (20) feet wide.
- The subdivision shall install a 30,000-gallon water storage tank with dry hydrant according to the specification of the Billings Fire Department at the time of development of Phase II. The system design shall be reviewed and approved by the Billings Fire Department prior to construction of the system. The dry hydrant shall be inspected, acceptance tested, and approved by the Billings Fire Department prior to any construction with combustible materials occurring in Phase II. No structure is to be constructed within 100 feet from the edge of the proposed dry hydrant. The tank and dry hydrant require the formation of a new RSID for maintenance thereof. The new RSID will consist of all proposed lots within the Subdivision.
- Prior to Phase II, the Subdivision will be serviced by an existing dry hydrant located on Elder Grove Lane which is within ½ road mile from each lot in Phase I.

The above requirements do not alter or effect the current minimum subdivision requirements for apparatus access and water supply.

#### **V. STORM DRAINAGE**

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

## **VI. UTILITIES**

### **A. Water**

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

- The Subdivision shall be supplied by community wells. Water will be conveyed to the individual lots utilizing a water distribution system.
- The community water supply system shall conform to the standards set forth by the Yellowstone City-County Health Department and MDEQ.
- The operation and maintenance of the community water system shall be provided by the Subdivision Home Owners Association(s) or Subdivider, either performed by themselves in accordance with MDEQ and Yellowstone City-County Health Department or by a licensed third-party provider contracted by the association. The costs for such operation and maintenance shall be recuperated from individual lot owners as determined by the Association and its bylaws.
- A MDEQ approval letter will be submitted with the final plat.

### **B. Septic System**

In accordance with Section 4.8 of the Yellowstone County Subdivision Regulations, all sanitary sewer systems must obtain approval by the Montana Department of Environmental Quality, or its designee.

The Subdivider will construct three community sanitary sewer systems in the form of community septic tanks, dosing tanks, and drainfields. Each community system will support 19 lots. The remaining 16 lots will be served with individual wastewater disposal systems as approved by Montana Department of Environmental Quality and as installed by each individual lot owner. These systems shall be located and installed as shown on the site layout approved by Montana Department of Environmental Quality submitted with the final plat.

Lot owners will be responsible for the construction of individual septic tanks, dosing tanks, and drainfields on those lots not identified as being connected to the community wastewater systems. Lot owners with individual septic systems will provide operation and maintenance for their own systems at their own cost. Should it be noted the owners fail to provide proper operation and maintenance of their systems, the Subdivision Home Owners Association(s) reserves the right to perform necessary operation and maintenance, or to have it contracted, at the individual lot owner's expense.

Lot owners of those lots identified as connecting to the community wastewater systems will be responsible for providing the necessary dosing tank and pump system to discharge effluent via the low pressure force main to the designated community wastewater system. Maintenance of the community wastewater systems will be provided by the Subdivision Home Owners Association(s) or Subdivider. The costs for such operation and maintenance shall be recuperated from individual lot owners as

determined by the Association and its bylaws. Power, Telephone, Gas, and Cable Television

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

All power, natural gas, telephone, and cable (where said utilities are actually available and existing to the subdivision) shall be installed prior to street paving. Extension of private utilities into each lot shall be the responsibility of the individual lot owners. The location of all such off-site facilities within the existing public rights-of-way shall be subject to approval of the County Public Works Department and shall be installed underground. The Subdivider shall coordinate installation with various utility companies.

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

Section 76-3-621 of the Montana Subdivision and Platting Act covers the park dedication requirement. Per 10.2(A) of the Yellowstone County Subdivision Regulations:

- Lots 0.50 acres or less, 11% dedication: 22.31 acres x 11% = 2.45 acres
- Lots 0.50 – 1.0 acres, 7.5% dedication: 1.05 acres x 7.5% = 0.08 acres
- Lots 1.0 acres – 3.0 acres, 5% dedication: 0.00 acres x 5% = 0.00 acres
- Lots greater than 3.0 acres, 2.5% dedication: 0.00 acres x 2.5% = 0.00 acres

Section 76-3-621 of the Montana Subdivision and Platting Act covers the park dedication requirement. Required parkland dedication is 2.53 acres, with the Subdivider proposing to provide 7.39 acres of open space parkland area with an easement for public use. Said parkland will remain privately owned and provided for public use. Maintenance of the open space parkland will be paid for by the Subdivision HOA and provided by the same HOA or designated third party.

## **VIII. IRRIGATION**

Subdivider agrees there will be no irrigation water available to land owners in this Subdivision. No water shares will be transferred to the individual lot owners. Irrigation of individual lots can be conducted by lot owners utilizing the water service connection dedicated to each lot. Access to the existing ditches and drains on the perimeter of the property for maintenance and operation shall remain. Any modification to the ditches or drains shall be agreed upon by the respective ditch and drain owners.

## **IX. SOILS/GEOTECHNICAL STUDY**

A geotechnical study is not required by the Yellowstone County Subdivision Regulations as part of this plat. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that

there could be potential limitation for proposed construction on the lots, which may require a geotechnical survey prior to construction.

## **X. PHASING OF IMPROVEMENTS**

Improvements for the subdivision are to be developed in three (3) phases. The phases or defined as follows:

### **A. Phase I**

- Lots 1-8, Block 1; Lots 1-10, Block 2; Lots 1-9, Block 3
- Portions of Skycrest Dr. and Road B to be constructed to Phase 1 extents. Temporary turnarounds and/or approved emergency access must be provided at the terminus of Skycrest Drive and Road B, and a gravel access drive must be provided to the pump house and water system. In lieu of temporary turnarounds at the terminus points of Skycrest Drive and Road B, a temporary access road loop may be constructed to tie Skycrest Drive and Road B together for emergency access. Park 1 and Park 2 will be laid out with the community wells and community septic system number 1, respectively.

### **B. Phase II – Opened by 2026**

- Lots 9-14, Block 1; Lots 11-14, Block 2; Lots 10-18, Block 3
- Skycrest Drive, Road A, Road B, and Road C to be completed. Park 3 to be laid out with the community septic system number 2.
- At the time Phase II is opened, a dry fire hydrant will be constructed on Park 3. Said dry fire hydrant shall be inspected, tested, and approved by the Billings Fire Department.
- A fire apparatus turnaround shall be constructed at the end of Road C at the Phase II/III boundary line. This turnaround can include a hammerhead or cul-de-sac as approved by the Billings Fire Department.

### **C. Phase III – Opened by 2031**

- Lots 15-22, Block 1; Lots 19-27, Block 3; Lots 1-10, Block 4
- Road D, Road E, and South 60<sup>th</sup> Street West to be constructed within Subdivision extents. Park 4 to be laid out with the community septic system number 3.

Utilities for each lot will be constructed at the time of phase development.

## **XI. FINANCIAL GUARANTEES**

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

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

## **XII. LEGAL PROVISIONS**

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

- G.** Subdivider agrees to create any required (or expansion of existing) RSID(s) for future maintenance of all public (or common) constructed improvements prior to final plat approval.

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

“SUBDIVIDER”

*ACK Holdings, Inc.*

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

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

STATE OF MONTANA     )  
  : ss  
County of Yellowstone     )

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

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

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

“COUNTY”  
COUNTY OF YELLOWSTONE  
MONTANA

County of Yellowstone  
Board of County Commissioners

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

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Commissioner

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

STATE OF MONTANA     )  
  : ss  
County of Yellowstone     )

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

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

# Waiver of Right to Protest

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more Rural Special Improvement Districts (RSID's), for a period of no more than twenty years from the recording of this waiver, which Yellowstone County may require.

This Waiver and Agreement is independent from all the other agreements and is supported by sufficient independent consideration to which the undersigned are parties, and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

The real property hereinabove mentioned is more particularly describe as follows:

## Still River Estates Subdivision

Signed and dated this \_\_\_\_ day of \_\_\_\_\_, 20\_\_

*ACK Holdings, Inc.*

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

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

STATE OF MONTANA     )  
                                      : ss  
County of Yellowstone    )

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

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

**Planning Board**

**Date:** 10/26/2021  
**Title:** Draft 2020-2024 Transportation Improvement Program (TIP) Amendment 2  
**Presented by:** Scott Walker  
**Department:** Planning & Community Services  
**Presentation:** Yes

---

**Information****RECOMMENDATION**

Staff recommends the Planning Board approve the 2020-2024 TIP Amendment 2 and forward the recommendation to PCC through its designee, President Woods. The PCC is scheduled to meet on November 16 for action on this item. The Planning Board first reviewed this TIP Amendment and conducted a public hearing at its first meeting on October 12. The Board is scheduled to take action at this meeting and make a recommendation to the PCC.

**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 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 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 Planning Board for review due to timing and cost updates to several projects. Staff has attached to this report a quick reference indicating what new projects are included.

**2020-2024 TIP Amendment #2 Highlights**

- Billings Bypass - Updated project cost
- Yellowstone River Bridges -- Updated project cost
- Numerous Safety Projects - Updated project cost
- MET Transit - Funds Added to the Program

All monetary adjustments to the document are at the request of the Montana Department of Transportation and the Federal Transit Administration.

**STAKEHOLDERS**

The Planning Board first reviewed this TIP Amendment and conducted a public hearing at its first meeting on October 12. There was no public comment on the TIP at the hearing on. The Board is scheduled to take action at this meeting and make a recommendation to the PCC.

**ALTERNATIVES**

The current TIP includes updates of federal funding for several projects in the Billings area.

- The Planning Board 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 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**

27<sup>th</sup> St – 1<sup>st</sup> 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 & 56<sup>th</sup> 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 24<sup>th</sup> to Zimmerman (9509) – PE, CN adjusted to awarded amounts

**MACI**

27th St 1<sup>st</sup> 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**

	<b>2020-2024</b>	<b>2020-2024 Amd I</b>	<b>2020-2024 Amend II</b>
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**

	<b>2020-2024</b>	<b>2020-2024 Amd I</b>	<b>2020-2024 Amend II</b>
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.

# Table of Contents

## **Table of Contents**

<b>APPROVALS</b> .....	<b>1</b>
REVIEWED BY.....	1
APPROVED BY.....	1
<b>Table of Contents</b> .....	<b>2</b>
<b>Acronyms</b> .....	<b>4</b>
<b>Introduction</b> .....	<b>6</b>
Preface.....	6
About the Transportation Improvement Program .....	6
TIP Process and Development .....	6
Federal Regulations .....	6
Financial Resources .....	7
Funding Sources.....	7
<b>AIR QUALITY CONSISTENCY</b> .....	<b>8</b>
Conformity of the Billings Area Transportation Improvement Program with the 1990 Clean Air Act .....	8
Transportation Control Measures .....	9
TIP Conformity.....	9
Regionally Significant Projects .....	9
Energy Conservation Considerations.....	9
PROGRAMMING OF NON-URBAN SYSTEM, FEDERAL AID, AND STATE FUNDING .....	10
Performance Measures.....	10
Safety .....	10
Pavement and Bridge Condition .....	11
System Performance.....	11
FREIGHT-NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)* .....	11
Congestion Mitigation and Air Quality (CMAQ).....	11
Advancement of Projects.....	12
PRIVATE ENTERPRISE PARTICIPATION.....	12
The required TIP documentation related to the PEP process is as follows: .....	12
<b>FEDERAL TRANSIT ADMINISTRATION PROJECTS</b> .....	<b>13</b>
Major Federally Funded Project Summary.....	13
Understanding the TIP Funding Tables.....	14
<b>Projects that are Regionally Significant</b> .....	<b>15</b>
<b>Billings MPO Project List</b> .....	<b>16</b>
<b>Billings MPO Project List, (Continued)</b> .....	<b>17</b>
<b>Projects with Multiple Funding</b> .....	<b>18</b>
Billings ByPass .....	18
I-90 Yellowstone River Bridges .....	18
<b>Estimated Revenue</b> .....	<b>19</b>
<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b> .....	<b>20</b>
<b>Surface Transportation Program Urban (STPU)</b> .....	<b>21</b>
<b>Interstate Maintenance (IM)</b> .....	<b>21</b>
<b>National Highway (NH)*</b> .....	<b>22</b>
<b>National Highway Freight Program (NHFP)*</b> .....	<b>23</b>
<b>Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction, (SFCN)</b> .....	<b>24</b>
<b>Surface Transportation Program Primary (STPP)</b> .....	<b>25</b>

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

---

---

<b>Railroad Crossing (RRS) .....</b>	<b>26</b>
<b>Highway Safety Improvement Program (HSIP) .....</b>	<b>27</b>
<b>Bridge Program .....</b>	<b>28</b>
<b>Urban Pavement Preservation (UPP) .....</b>	<b>29</b>
<b>Montana Air and Congestion Initiative (MACI)-Discretionary Program .....</b>	<b>30</b>
<b>Transportation Alternatives .....</b>	<b>31</b>
<b>Earmarks .....</b>	<b>32</b>
<b>Better Utilizing Investments to Leverage Development (BUILD) Grant Program .....</b>	<b>33</b>
<b>Federal Transit Administration Section 5307 CARES Act* .....</b>	<b>34</b>
<b>Federal Transit Administration Section 5307* .....</b>	<b>35</b>
<b>Federal Transit Administration Section 5339 .....</b>	<b>36</b>
<b>Federal Transit Administration Section 5310 .....</b>	<b>37</b>
<b>TRANSADE (STATE FUNDED).....</b>	<b>38</b>
<b>Public Comment .....</b>	<b>39</b>
<b>Public Participation Plan City of Billings MET Transit.....</b>	<b>40</b>
<b>Certification .....</b>	<b>41</b>

# **Acronyms**

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

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

---

---

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

# **Introduction**

## **Preface**

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

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

## **About the Transportation Improvement Program**

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

## **TIP Process and Development**

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

## **Federal Regulations**

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

## Billings FFY 2020-2024 Transportation Improvement Program Amd II

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.

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

### **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)

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

### **Energy Conservation Considerations**

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

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

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

---

---

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

## Billings FFY 2020-2024 Transportation Improvement Program Amd II

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	
<b>NHFP TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>17,325.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,325.0</b>	<b>15,000.0</b>	<b>17,325.0</b>	

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

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

\*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.

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

---

---

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.

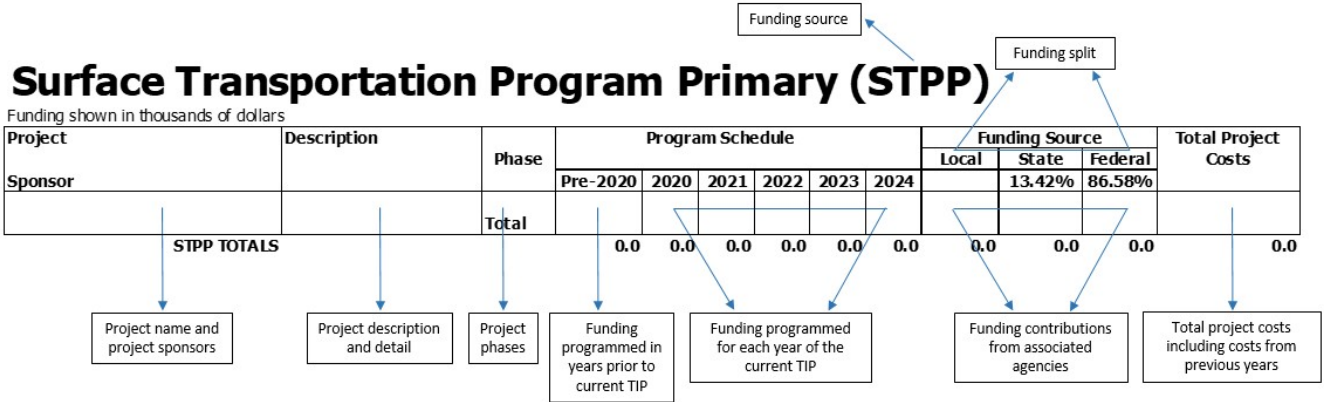
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will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

# Projects that are Regionally Significant

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

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

# Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
<b>CMAQ</b>			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
<b>STPU</b>			
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
<b>SRTS</b>			
<b>IM</b>			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design	
<b>NH</b>			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
Main St. - Billings	8717	Pavement Preservation	
27th St. - 1st Ave S. to Airport Rd	7910	Pavement Preservation	
Billings Bypass	4199-001	New Construction	Covers PE & IC
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad	
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass	
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87	
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements	
1st Ave. 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	
<b>NHFP</b>			
I-90 Yellowstone River - Billings		Bridge Replacement	
<b>STPX, STPS, SFCN</b>			
27th Street RR Crossing	9354	Railroad Crossing Study	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvement Study	
Blue Creek Road - Billings	9503	Pavement Preservation	
Lockwood Interchange	9588	Interchange Improvements Study	
Jct Main & 87 to Worden		Roadway Striping	
<b>STPP</b>			
<b>RRS</b>			

# **Billings MPO Project List, (Continued)**

<b>HSIP</b>			
Various Safety Projects			Plug to allow project nominations
SF 149 Hillcrest Right Turn Ln	8904	Intersection Improvements	
SF 169 Frontage Rd. Wise Ln Intersection	9384	Intersection Improvements	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvements	Roundabout
SF 169 Blgs. Area Safety Improvements	9420	Signing	
SF 169 I-90 W. King Ave Lighting	9421	Roadway Lighting	
Zoo Drive Improvements	9597	Intersection Improvements	
SF 169 Blgs. District Safety Improvements	9423	Signage	Only portion in MPO bdry
<b>BR</b>			
2012 Scour Mitigation	7960	Mitigation	
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
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	
<b>UPP</b>			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
<b>MACI</b>			
MDT MACI		Statewide CMAQ - Various	Plug to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Plug to allow project nominations
MDT MACI		Equipment Purchases	
Underpass Ave. Improvements	8669	Intersection Improvements	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Laurel Road Signals - Billings	9568	Signal Improvements	
<b>CITY TA</b>			
<b>EARMARK</b>			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
Grand - 24th to Zimmerman	9509	Pavement Preservation	
<b>BUILD</b>			
Inner Belt Loop		Road Construction	
Skyline Trail		Multi Use Path Construction	
<b>FTA 5307</b>			
<b>FTA 5339</b>			
<b>FTA 5310</b>			
<b>FTA 5311</b>			
<b>100 % LOCALLY FUNDED PROJECTS</b>			
BBWA Canal Connection	Local	Bike Pedestrian Path	Recreational Trails Program \$44,355 Local (In-Kind) \$84,652
Various Projects		Annual Operation and Maintenance	
<b>State Funded Maintenance</b>			
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 <i>UPNH199000</i>	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK	660.2	4,259.4		4,919.6
	Preliminary Engineering	PE	9,679.0							EARMARK	1,298.9	8,380.1		9,679.0
	Preliminary Engineering	PE	2,734.3	2,444.7						NH	695.0	4,484.0		5,179.1
	Right of Way Acquisition	RW	7,870.5		3,549.5	6,550.0				MT/NH	2,411.6	15,558.4		17,970.0
	Utility Moves	IC			3,019.0					NH	405.1	2,613.8		3,019.0
<i>MDT</i>	<b>Total</b>		<b>25,203.5</b>	<b>2,444.7</b>	<b>6,568.5</b>	<b>6,550.0</b>	<b>0.0</b>	<b>0.0</b>			<b>5,470.9</b>	<b>35,295.8</b>		<b>40,766.7</b>
Billings Bypass (Five Mile Road) <i>UPNH199002</i>	Construction of Five Mile Road	IC	141.0	15.8						STPU	21.0	135.8		156.8
		CN		6,077.5	-210.9					STPU	787.3	5,079.3		5,866.6
	<i>MDT</i>	<b>Total</b>	<b>141.0</b>	<b>6,093.3</b>	<b>-210.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>808.3</b>	<b>5,215.1</b>		<b>6,023.4</b>
Billings Bypass (Yellowstone River Bridge) <i>UPNH199003</i>	Construction of a new bridge over the Yellowstone River	IC		416.2						NH	55.9	360.4		416.2
		CN		11,364.2						STPU	1,525.1	9,839.1		11,364.2
		CN		5,000.0						CMAQ	671.0	4,329.0		5,000.0
		CN		5,000.0						BRIDGE	671.0	4,329.0		5,000.0
		CN		15,009.8	2,110.7					NH	2,297.6	14,822.9		17,120.5
<i>MDT</i>	<b>Total</b>	<b>0.0</b>	<b>36,790.2</b>	<b>2,110.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>5,220.5</b>	<b>33,680.4</b>		<b>38,900.9</b>	
Billings Bypass (Johnson Lane Interchange) <i>UPNH199007</i>	Reconstruction of existing Interchange	CN					2,412.4			STPU	323.7	2,088.7		2,412.4
		CN					6,200.0			CMAQ	832.0	5,368.0		6,200.0
		CN					3,800.0			NH	510.0	3,290.0		3,800.0
		CN					15,130.5			NHFP	1,513.1	13,617.5		15,130.5
		CN					15,661.7			IM	1,566.2	14,095.5		15,661.7
<i>MDT</i>	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43,204.6</b>	<b>0.0</b>	<b>0.0</b>		<b>4,745.0</b>	<b>38,459.6</b>		<b>43,204.6</b>	
Billings Bypass (Railroad Overpass) <i>UPNH199005</i>	Construction of new bridge over railroad	CN				21,778.4				NH	2,922.7	18,855.7		21,778.4
	<i>MDT</i>	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21,778.4</b>	<b>0.0</b>	<b>0.0</b>		<b>2,922.7</b>	<b>18,855.7</b>		<b>21,778.4</b>	
	Billings Bypass (Johnson Lane Interchange to RR O'pass) <i>UPNH199006</i>	Construction of connection from Interchange to RR O'pass	CN						8,397.6		NH	1,127.0	7,270.6	
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,397.6</b>		<b>1,127.0</b>	<b>7,270.6</b>		<b>8,397.6</b>	
Billings Bypass (Five Mile Rd to US 87) <i>UPNH199004</i>	Construction of connection from Five Mile to US 87	CN							18,741.7	NH	2,515.1	16,226.6		18,741.7
	<i>MDT</i>	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18,741.7</b>		<b>2,515.1</b>	<b>16,226.6</b>		<b>18,741.7</b>	
<b>Totals</b>			<b>25,344.4</b>	<b>45,328.3</b>	<b>8,468.2</b>	<b>28,328.4</b>	<b>43,204.6</b>	<b>8,397.6</b>		<b>0.0</b>	<b>22,809.5</b>	<b>155,003.8</b>		<b>177,813.3</b>

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.  
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 <i>UPN 7972</i>	Reconstruction of Interstate bridges over the Yellowstone River	PE	6,287.8	161.8	172.2					BRIDGE	888.7	5,733.2		6,621.8
		RW		240.0						IM	24.0	216.0		240.0
		IC			341.2					IM	34.1	307.1		341.2
		CN			63,354.4					BRIDGE	8,502.2	54,852.2		63,354.4
		CN			4,384.0					IM	384.0	4,000.0		4,384.0
		CN			17,325.0					NHFP	2,325.0	15,000.0		17,325.0
<i>MDT</i>	RP 450 to 452.7	<b>Total</b>	<b>6,287.8</b>	<b>401.8</b>	<b>85,576.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>12,158.0</b>	<b>80,108.5</b>		<b>92,266.4</b>
<b>Totals</b>			<b>6,287.8</b>	<b>401.8</b>	<b>85,576.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>12,158.0</b>	<b>80,108.5</b>		<b>92,266.4</b>

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				
<b>Billings Bypass (Yellowstone River Bridge)</b> <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
<b>Total</b>			<b>0.0</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>Billings Bypass (Johnson Lane Interchange)</b> <i>UPW4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN					6,200.0			832.0	5,368.0	6,200.0
<b>Total</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>832.0</b>	<b>5,368.0</b>	<b>6,200.0</b>
Project Adjustments/Closures												
<b>CMAQ Totals</b>			<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,503.0</b>	<b>9,697.0</b>	<b>11,200.0</b>
<b>Federal</b>			<b>4,329.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,368.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>State</b>			<b>671.0</b>	<b>0.0</b>	<b>0.0</b>	<b>832.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Ending Balance (Federal)</b>			<b>2,903.0</b>	<b>4,293.3</b>	<b>5,683.5</b>	<b>1,705.8</b>	<b>3,096.0</b>					

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

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

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				
<b>Sponsor</b>												
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				
<b>Billings Bypass (Five Mile Road)</b>	UPN4199002 Construction of Five Mile Road	IC	141.0	15.8					21.0	135.7	156.8	
MDT		CN		6,077.6	-211.0				787.3	5,079.3	5,866.6	
		<b>Total</b>	<b>141.0</b>	<b>6,093.4</b>	<b>-211.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>808.3</b>	<b>5,215.0</b>	<b>6,023.4</b>	
<b>Billings Bypass (Yellowstone River Bridge)</b>	UPN4199003 Construction of a new bridge over the Yellowstone River	CN		11,364.2					1,525.1	9,839.1	11,364.2	
MDT		<b>Total</b>	<b>0.0</b>	<b>11,364.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,525.1</b>	<b>9,839.1</b>	<b>11,364.2</b>	
<b>Billings Bypass (Johnson Lane Interchange)</b>	UPN4199007 Reconstruction of existing Interchange	CN					2,412.4		323.7	2,088.7	2,412.4	
MDT		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,412.4</b>	<b>0.0</b>	<b>323.7</b>	<b>2,088.7</b>	<b>2,412.4</b>	
<b>Adjustment/Closures</b>												
				<b>17,457.6</b>	<b>-211.0</b>	<b>0.0</b>	<b>2,412.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2,657.2</b>	<b>17,142.8</b>	<b>19,800.0</b>
				<b>15,114.8</b>	<b>-182.7</b>	<b>0.0</b>	<b>2,088.7</b>	<b>0.0</b>				
				<b>2,342.8</b>	<b>-28.3</b>	<b>0.0</b>	<b>323.7</b>	<b>0.0</b>				
				<b>5,069.8</b>	<b>7,770.5</b>	<b>10,260.3</b>	<b>10,337.7</b>	<b>12,827.4</b>				

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process. 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				
<b>Sponsor</b>												
<b>MDT-PREVENTATIVE MAINTENANCE - IM</b>	Maintenance	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	8.76%	91.24%	7,500.0	
MDT		<b>Total</b>		<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>657.0</b>	<b>6,843.0</b>	<b>7,500.0</b>
<b>Billings Bypass - Johnson Lane Intch</b>	UPN 4199-007 Reconstruction of existing Interchange	CN					15,661.7		1,372.0	14,289.7	15,661.7	
MDT	I-90 RP	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,661.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1,372.0</b>	<b>14,289.7</b>	<b>15,661.7</b>
<b>I-90 Yellowstone River Bridges</b>	UPN 7972 Bridge Replacement	PE	6,287.8	161.8	172.2				580.1	6,041.8	6,621.8	
MDT		RW		240.0					21.0	219.0	240.0	
		IC			319.4				28.0	291.5	319.4	
		CN			4,384.0				384.0	4,000.0	4,384.0	
MDT	I-90 RP 450.09 to 452.73	<b>Total</b>	<b>6,287.8</b>	<b>401.8</b>	<b>4,875.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,013.1</b>	<b>10,552.2</b>	<b>11,565.3</b>	
<b>Mossmain Intch - West Blgs Intch</b>	UPN 9198 Pavement Preservation	PE	496.4	171.5	101.3				67.4	701.7	769.1	
MDT	Not all locations inside MPO boundary	CN				17,882.3			1,566.5	16,315.8	17,882.3	
	I-90 RP 437.12 to 446.7	<b>Total</b>	<b>496.4</b>	<b>171.5</b>	<b>101.3</b>	<b>17,882.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1,633.9</b>	<b>17,017.5</b>	<b>18,651.4</b>	
<b>Lockwood Interchange - Billings</b>	UPN 9978 Capital Construction	PE			3,331.2				291.8	3,039.4	3,331.2	
MDT	Improvements to Lockwood Interchange	RW					768.7		67.3	701.4	768.7	
		IC					768.7		67.3	701.4	768.7	
	CN outside of TIP timeframe	CN							0.0	0.0	0.0	
MDT	I-90 RP 450 to RP 453.5	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>3,331.2</b>	<b>0.0</b>	<b>1,537.5</b>	<b>0.0</b>	<b>0.0</b>	<b>426.5</b>	<b>4,442.2</b>	<b>4,868.7</b>
<b>IM TOTAL</b>			<b>6,784.2</b>	<b>2,073.3</b>	<b>9,808.2</b>	<b>19,382.3</b>	<b>18,699.2</b>	<b>1,500.0</b>	<b>0.0</b>	<b>5,102.4</b>	<b>53,144.7</b>	<b>58,247.1</b>

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process. \*IM is a state sub-allocated program funded by the federal National Highway Performance Program. 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		
<b>Sponsor</b>													
<b>MDT-PREVENTATIVE MAINTENANCE - NH</b>	Maintenance	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0		5,000.0
<i>MDT</i>		<b>Total</b>		<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>		<b>671.0</b>	<b>4,329.0</b>		<b>5,000.0</b>
<b>Billings Bypass</b>	New construction	PE	2,734.3	2,444.7						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>		<b>Total</b>	<b>2,734.3</b>	<b>2,444.7</b>	<b>6,569.0</b>	<b>6,550.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,455.6</b>	<b>15,842.5</b>		<b>18,298.1</b>
<b>Billings Bypass - Yellowstone River Bridge</b>	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>		<b>Total</b>	<b>0.0</b>	<b>15,426.0</b>	<b>2,110.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,353.4</b>	<b>15,183.3</b>		<b>17,536.7</b>
<b>Billings Bypass - Five Mile Rd to US 87</b>	Construction of connection from Five Mile to US 87	CN						18,741.7		2,515.1	16,226.6		18,741.7
UPN 4199-004		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18,741.7</b>	<b>0.0</b>	<b>2,515.1</b>	<b>16,226.6</b>		<b>18,741.7</b>
<b>Billings Bypass - RR O'pass</b>	New construction of RR O'pass	CN				21,778.4				2,922.7	18,855.7		21,778.4
UPN 4199-005		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21,778.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,922.7</b>	<b>18,855.7</b>		<b>21,778.4</b>
<b>Billings Bypass - Johnson Ln. Intch - RR O'pass</b>	New construction of connection from Interchange to bridge	CN						8,397.6		1,127.0	7,270.6		8,397.6
UPN 4199-006		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,397.6</b>	<b>0.0</b>	<b>1,127.0</b>	<b>7,270.6</b>		<b>8,397.6</b>
<b>Billings Bypass - Johnson Lane Intch</b>	Reconstruction of existing Interchange RP 455.5	CN					3,800.0			510.0	3,290.0		3,800.0
UPN 4199-007		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>510.0</b>	<b>3,290.0</b>		<b>3,800.0</b>
<b>Exposition Dr. &amp; 1st Ave. N Blgs</b>	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>		<b>Total</b>	<b>1,192.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,085.0</b>	<b>0.0</b>	<b>439.8</b>	<b>2,837.4</b>		<b>3,277.2</b>
<b>27th St - 1st Ave S to Airport</b>	Mill and overlay	PE	2,132.5							286.2	1,846.3		2,132.5
UPN 7910		RW	772.6							103.7	668.9		772.6
		IC	179.8		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>		<b>Total</b>	<b>13,782.8</b>	<b>539.8</b>	<b>517.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>321.8</b>	<b>1,991.5</b>	<b>12,848.5</b>		<b>15,161.9</b>
<b>Underpass Ave. Improvements</b>	Intersection Improvements	CN				6,255.8				839.5	5,416.3		6,255.8
UPN 8669		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6,255.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>839.5</b>	<b>5,416.3</b>		<b>6,255.8</b>
<b>Main Street - Billings</b>	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>		<b>Total</b>	<b>925.5</b>	<b>8,638.2</b>	<b>-17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,281.2</b>	<b>8,265.5</b>		<b>9,546.7</b>
<b>Airport Rd. &amp; Main St. - Blgs</b>	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>		<b>Total</b>	<b>2,525.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>214.3</b>	<b>7,514.6</b>	<b>0.0</b>	<b>1,376.1</b>	<b>8,878.2</b>		<b>10,254.3</b>
<b>1st Ave. N - N9th to RR Xing</b>	Reconstruction of roadway Major Rehab	PE	1,746.7		1,483.3					433.5	2,796.5		3,230.0
UPN 9022		RW			59.8					8.0	51.8		59.8
		IC			59.8					8.0	51.8		59.8
		CN						10,795.5		1,448.8	9,346.7		10,795.5
<i>MDT</i>		<b>Total</b>	<b>1,746.7</b>	<b>0.0</b>	<b>1,603.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,795.5</b>	<b>0.0</b>	<b>1,898.3</b>	<b>12,246.8</b>		<b>14,145.1</b>
<b>Zoo Drive Improvements</b>	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>		<b>Total</b>	<b>128.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,766.1</b>	<b>0.0</b>	<b>388.4</b>	<b>2,505.8</b>		<b>2,894.3</b>
<b>1st Ave. N - RR Xing to Broadway</b>	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		<b>Total</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>25.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.5</b>	<b>454.7</b>		<b>525.2</b>
<b>1st Ave. N - Broadway to Division</b>	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		<b>Total</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.2</b>	<b>0.0</b>	<b>0.0</b>	<b>70.5</b>	<b>454.7</b>		<b>525.2</b>
<b>Montana Ave Crosswalks - BLGS</b>	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		<b>Total</b>	<b>0.0</b>	<b>128.2</b>	<b>0.0</b>	<b>0.0</b>	<b>76.9</b>	<b>0.0</b>	<b>0.0</b>	<b>27.5</b>	<b>177.6</b>		<b>205.2</b>
<b>NH TOTAL</b>			<b>23,035.2</b>	<b>29,177.0</b>	<b>11,783.0</b>	<b>35,609.4</b>	<b>5,116.4</b>	<b>51,300.4</b>	<b>321.8</b>	<b>20,938.1</b>	<b>135,083.3</b>		<b>156,343.2</b>

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.  
 Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.  
 \*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)  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
									0.0	0.0	0.0	0.0
MDT		<b>Total</b>	0.0	0.0	0.0	0.0	15,130.5	0.0	0.0	2,030.5	13,100.0	15,130.5
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	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	<b>Total</b>	0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0
<b>NHFP TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>17,325.0</b>	<b>0.0</b>	<b>15,130.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4,355.5</b>	<b>28,100.0</b>	<b>32,455.5</b>

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

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

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

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		
<b>Sponsor</b>													
<b>27th Street RR Crossing</b>	Railroad crossing study	OT	1,075.0							144.3	930.7	1,075.0	
UPN 9354		RW								0.0	0.0	0.0	
<i>MDT</i>	RP 1 to 1.6	<b>Total</b>	<b>1,075.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>144.3</b>	<b>930.7</b>	<b>1,075.0</b>	
<b>SF 169 Rimrock &amp; 62nd St. W</b>	Intersection Improvement 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	<b>Total</b>	<b>563.8</b>	<b>-64.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67.0</b>	<b>432.0</b>	<b>499.0</b>	
<b>Lockwood Interchange</b>	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	<b>Total</b>	<b>300.0</b>	<b>1,146.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>194.2</b>	<b>1,252.6</b>	<b>1,446.8</b>	
<b>Jct Main &amp; 87 to Worden</b>	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	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>13.4</b>	<b>15.5</b>	
<b>TOTALS</b>			<b>1,938.8</b>	<b>1,082.0</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>407.5</b>	<b>2,628.8</b>	<b>3,036.3</b>	

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													
<b>STPP TOTALS</b>		<b>Total</b>	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		
<b>Sponsor</b>													
<b>RRXING - STEFFES RD - BILLINGS</b>	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	<b>Total</b>		<b>225.5</b>	<b>-7.9</b>						<b>21.8</b>	<b>195.8</b>	<b>217.6</b>
<b>TOTALS</b>			<b>0.0</b>	<b>225.5</b>	<b>-7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.8</b>	<b>195.8</b>	<b>217.6</b>

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	
<b>SAFETY PROJECTS</b>	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
<i>MDT</i>		<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>250.0</b>	<b>2,250.0</b>	<b>2,500.0</b>
<b>SF 129 - Rndabout King 56th</b>	Intersection Improvements - Roundabout	PE	887.3	61.7	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	<b>Total</b>	<b>2,140.5</b>	<b>61.7</b>	<b>4,798.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>700.1</b>	<b>6,300.7</b>	<b>7,000.7</b>
<b>SF 139-CENTRAL &amp; 56TH RNDABOUT</b>	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	<b>Total</b>	<b>953.9</b>	<b>739.9</b>	<b>189.7</b>	<b>2,991.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>487.5</b>	<b>4,387.2</b>	<b>4,874.7</b>
<b>SF-149 HILLCREST RT TURN</b>	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	<b>Total</b>	<b>297.0</b>	<b>-7.6</b>	<b>432.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72.1</b>	<b>649.3</b>	<b>721.4</b>
<b>SF 169 RIMROCK &amp; 62ND ST W</b>	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	<b>Total</b>	<b>0.0</b>	<b>750.0</b>	<b>1,033.9</b>	<b>6,679.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>846.3</b>	<b>7,617.0</b>	<b>8,463.4</b>
<b>SF 169 FRNTG RD WISE LN INTX</b>	Intersection warning system	PE	15.8	17.7						3.3	30.1	33.5
UPN 9384		CN	0.0		225.0					22.5	202.5	225.0
<i>MDT</i>	RP 3.5	<b>Total</b>	<b>15.8</b>	<b>17.7</b>	<b>225.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.9</b>	<b>232.7</b>	<b>258.5</b>
<b>SF 169 BLGS AREA SFTY IMPRV</b>	Installation of lighting and panel delineation	PE	21.3	2.8						2.4	21.7	24.1
UPN 9420		CN	111.1	4.5						11.6	104.1	115.6
<i>MDT</i>	I-90 RP 445.6-447.3	<b>Total</b>	<b>132.4</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.0</b>	<b>125.8</b>	<b>139.7</b>
<b>SF 169 I90 W KING AVE LIGHTING</b>	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	<b>Total</b>	<b>44.8</b>	<b>0.0</b>	<b>709.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.4</b>	<b>679.0</b>	<b>754.4</b>
<b>SF 169 I90 SF 169 BLGS DISTRIC SFTY IM</b>	Installation of signage and panel delination	PE	13.0							1.3	11.7	13.0
UPN 9423		CN	124.3	2.1						12.6	113.7	126.4
<i>MDT</i>	Various Locations	<b>Total</b>	<b>137.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>125.4</b>	<b>139.4</b>
<b>ZOO DRIVE IMPROVEMENTS - BLGS</b>	Safety Improvements for Traffic Opera	PE	0.0							0.0	0.0	0.0
UPN 9597		CN	0.0					638.8		63.9	574.9	638.8
<i>MDT</i>	Various Locations	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>638.8</b>	<b>0.0</b>	<b>63.9</b>	<b>574.9</b>	<b>638.8</b>
<b>HSIP Totals</b>			<b>3,721.8</b>	<b>2,071.1</b>	<b>7,888.8</b>	<b>10,170.6</b>	<b>500.0</b>	<b>1,138.8</b>	<b>0.0</b>	<b>2,549.1</b>	<b>22,942.0</b>	<b>25,491.1</b>

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	
<b>BBP-YELLOWSTONE RIVER</b>	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	<b>Total</b>	<b>0.0</b>	<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>671.0</b>	<b>4,329.0</b>	<b>5,000.0</b>
<b>2012 SCOUR MITIGATION</b>	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	<b>Total</b>	<b>671.9</b>	<b>574.8</b>	<b>319.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>210.2</b>	<b>1,355.8</b>	<b>1,566.0</b>
<b>I-90 Yellowstone River</b>		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	<b>Total</b>	<b>6,287.8</b>	<b>161.8</b>	<b>63,526.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,390.8</b>	<b>60,585.4</b>	<b>69,976.2</b>
<b>SHILOH RD / I-90 BRIDGE - BLS</b>	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
		<b>Total</b>	<b>309.9</b>	<b>0.0</b>	<b>12.4</b>	<b>2,810.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>420.5</b>	<b>2,712.6</b>	<b>3,133.1</b>
<b>MONTANA AVE OVERPASS- BILLINGS</b>	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
		<b>Total</b>	<b>0.0</b>	<b>253.1</b>	<b>0.0</b>	<b>75.9</b>	<b>1,809.8</b>	<b>0.0</b>	<b>0.0</b>	<b>287.0</b>	<b>1,851.8</b>	<b>2,138.8</b>
<b>MONTANA AVE STRUCTURES - BLS</b>	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	<b>Total</b>	<b>0.0</b>	<b>750.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.7</b>	<b>649.4</b>	<b>750.0</b>
<b>BR TOTAL</b>			<b>7,269.6</b>	<b>6,739.8</b>	<b>63,858.2</b>	<b>2,886.7</b>	<b>1,809.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11,080.1</b>	<b>71,484.0</b>	<b>82,564.1</b>

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		
<b>URBAN PAVEMENT PRESERVATION</b>		ALL		500.0	500.0	500.0	500.0	500.0		13.42%	86.58%	2,500.0	
<i>MDT</i>	Various Locations	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>SHILOH ROAD - BILLINGS</b>	Pavement Preservation	PE	45.4	-30.2							2.0	13.2	15.2
UPN 9502		CN		53.4							7.2	46.2	53.4
<i>MDT</i>	U-1031 RP 4.4-5.4	<b>Total</b>	<b>45.4</b>	<b>23.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.2</b>	<b>59.4</b>	<b>68.6</b>
<b>KING AVE E - BILLINGS</b>	Pavement Preservation	PE	26.0	-12.7							1.8	11.5	13.3
UPN 9505		CN		42.4							5.7	36.7	42.4
<i>MDT</i>	U-1026 RP 1.7-2.2	<b>Total</b>	<b>26.0</b>	<b>29.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>48.2</b>	<b>55.7</b>
<b>HARDIN ROAD - BILLINGS</b>	Pavement Preservation	PE	26.0	-10.5							2.1	13.4	15.5
UPN 9506		CN		180.6							24.2	156.4	180.6
<i>MDT</i>	U-1028 RP 0-2.1	<b>Total</b>	<b>26.0</b>	<b>170.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.3</b>	<b>169.8</b>	<b>196.1</b>
<b>GRAND-24TH TO ZIMMERMAN (BLGS)</b>	Pavement Preservation	PE	77.9		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	<b>Total</b>	<b>77.9</b>	<b>0.0</b>	<b>1,132.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>162.5</b>	<b>1,048.1</b>	<b>1,210.6</b>
<b>UPP TOTAL</b>			<b>175.2</b>	<b>723.0</b>	<b>1,632.7</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>540.9</b>	<b>3,489.9</b>	<b>4,030.9</b>	

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	
<b>ADA COMPLIANCE</b>		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	<b>Total</b>		<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>	<b>500.0</b>		<b>335.5</b>	<b>2,164.5</b>	<b>2,500.0</b>
<b>TRAFFIC MITIGATION</b>		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	<b>Total</b>		<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>		<b>167.8</b>	<b>1,082.3</b>	<b>1,250.0</b>
<b>27th St - 1st Ave S to Airport</b>	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	<b>Total</b>	<b>5,500.0</b>	<b>197.1</b>	<b>22.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>767.6</b>	<b>4,951.9</b>	<b>5,719.5</b>
<i>MDT</i>												
<b>Underpass Ave. Improvements</b>	Intersection Improvements	PE	1,167.6							156.7	1,010.9	1,167.6
UPN 8669		IC/RW		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
		<b>Total</b>	<b>1,167.6</b>	<b>110.0</b>	<b>188.3</b>	<b>955.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>324.9</b>	<b>2,096.3</b>	<b>2,421.3</b>
<b>Main Street - Billings</b>	Pavement Preservation with micro-surfacing	CN		1,000.0						134.2	865.8	1,000.0
UPN 8717	RP 1.08 to 4.66	<b>Total</b>	<b>0.0</b>	<b>1,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>134.2</b>	<b>865.8</b>	<b>1,000.0</b>
<i>MDT</i>												
<b>Mossmain Intch-West Blgs Inch</b>	Pavement Preservation	CN				443.5				59.5	384.0	443.5
UPN 9198	Not all locations inside MPO boundary	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>443.5</b>	<b>0.0</b>	<b>443.5</b>	<b>0.0</b>	<b>59.5</b>	<b>384.0</b>	<b>443.5</b>
<i>MDT</i>	I-90 RP 437.12 to 446.7											
<b>LAUREL ROAD SIGNALS - BILLINGS</b>	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	<b>Total</b>	<b>51.2</b>	<b>82.4</b>	<b>0.0</b>	<b>989.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>150.7</b>	<b>972.4</b>	<b>1,123.1</b>
		<b>Total</b>	<b>6,718.8</b>	<b>2,139.5</b>	<b>960.7</b>	<b>3,138.4</b>	<b>750.0</b>	<b>1,193.5</b>	<b>0.0</b>	<b>1,940.2</b>	<b>12,517.2</b>	<b>14,457.4</b>

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%		
<b>Sponsor</b>													
<b>Transportation Alternatives</b>													
<i>MDT/Locals</i>	<b>Various Locations</b>	All		300.0	300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0	0.0
		<b>Total</b>	<b>0.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>0.0</b>	<b>201.3</b>	<b>1,298.7</b>	<b>1,500.0</b>
<b>BECRAFT LANE SIDEWALK-LOCKWOOD</b>	Install sidewalks	PE	238.7	-0.6						31.9		206.1	238.0
UPN 9158		CN	897.6	81.4						131.4		847.6	979.0
<i>MDT/Locals</i>	<b>Various Locations</b>	<b>Total</b>	<b>1,136.3</b>	<b>80.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>163.3</b>	<b>0.0</b>	<b>1,053.7</b>	<b>1,217.0</b>
<b>TA TOTALS</b>			<b>1,136.3</b>	<b>380.7</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>163.3</b>	<b>201.3</b>	<b>2,352.4</b>	<b>2,717.0</b>
<b>Federal</b>			<b>983.8</b>	<b>329.6</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>	<b>259.7</b>				
<b>Local</b>			<b>152.5</b>	<b>51.1</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>	<b>40.3</b>				

Funding dependent on the outcome of a competitive process and funding availability.  
 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			
<b>Sponsor</b>														
<b>Billings Bypass</b>	<b>UPN4199000</b>	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>			<b>Total</b>	<b>25,179.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,379.1</b>	<b>21,800.8</b>	<b>25,179.9</b>
<b>GRAND- 24TH TO ZIMMERMAN (BLGS)</b>		Pavement Preservation												
UPN 9509			CN	84.4								11.3	73.1	84.4
<i>MDT</i>		U-1004 RP .8- RP2	<b>Total</b>	<b>84.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>73.1</b>	<b>84.4</b>
			<b>Total</b>	<b>25,264.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,390.5</b>	<b>21,873.8</b>	<b>25,264.3</b>

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		
<b>Sponsor</b>													
<b>Inner Belt Loop</b> UPN	New Construction of Roadway				7,310.2	7,310.2		7,000.0				7,620.4	
<i>MDT</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>7,310.2</b>	<b>7,310.2</b>	<b>0.0</b>	<b>7,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,620.4</b>	<b>14,620.4</b>	
<b>Skyline Trail</b> UPN	Construction of Multi Use Path				2,060.7	2,060.7		85.0				4,036.4	
		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2,060.7</b>	<b>2,060.7</b>	<b>0.0</b>	<b>85.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,036.4</b>	<b>4,121.4</b>	
<b>BUILD TOTAL</b>			<b>0.0</b>	<b>0.0</b>	<b>9,370.9</b>	<b>9,370.9</b>	<b>0.0</b>	<b>7,085.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11,656.8</b>	<b>18,741.8</b>	

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			
<b>Bus Purchases</b> <i>MET Transit</i>	Purchase six (6) replacement ADA Heavy Duty Buses							0.0	0.0	0.0
		<b>Total</b>	<b>2,249.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,249.8</b>	<b>2,249.8</b>
<b>Facility Improvement</b> <i>MET Transit</i>	Training Lot Construction									
		<b>Total</b>	<b>500.0</b>					<b>0.0</b>	<b>500.0</b>	<b>500.0</b>
<b>Bus Technology</b> <i>MET Transit</i>	Electronic Fare System							0.0	0.0	0.0
		<b>Total</b>	<b>92.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92.8</b>	<b>92.8</b>
<b>SECTION 5307 CARES TOTALS*</b>			<b>2,842.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,842.6</b>	<b>2,842.6</b>
<b>Federal</b>			<b>2,842.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Local</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Ending Balance (Federal)</b>			<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			

\*FTA administered 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				
<b>Bus &amp; Passenger Amenities</b>	Recurring Purch.										0.0
Automated Passenger Counter System								0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
<i>Met Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>Transit Operations***</b>											
<i>Met Transit</i>		<b>Total</b>	<b>3,782.7</b>	<b>3,820.5</b>	<b>5,096.6</b>	<b>3,897.3</b>	<b>3,936.3</b>	<b>10,266.7</b>		<b>10,266.7</b>	<b>20,533.4</b>
<b>Purchase buses</b>	Recurring Purch.									0.0	0.0
Expansion Cutaway										0.0	0.0
Replacement Buses										0.0	0.0
<i>Met Transit</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5307 TOTALS*</b>			<b>3,782.7</b>	<b>3,820.5</b>	<b>5,096.6</b>	<b>3,897.3</b>	<b>3,936.3</b>	<b>10,266.7</b>	<b>0.0</b>	<b>10,266.7</b>	<b>20,533.4</b>
<b>Federal</b>			<b>1,891.4</b>	<b>1,910.3</b>	<b>2,548.3</b>	<b>1,948.7</b>	<b>1,968.2</b>				
<b>Local</b>			<b>1,891.4</b>	<b>1,910.3</b>	<b>2,548.3</b>	<b>1,948.7</b>	<b>1,968.2</b>				
<b>Ending Balance (Federal)</b>			<b>0.0</b>	<b>1,237.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				

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

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

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

# 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%	
<b>Sponsor</b>											
<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				
<b>Paratransit Vehicles</b>	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	<b>170.9</b>	<b>170.9</b>	<b>170.9</b> ✓	<b>0.0</b>		<b>0.0</b> ✓	<b>0.0</b> ✓
<b>Traditional and Non-Trad Projects</b>	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>			<b>0.0</b>	<b>0.0</b>	<b>18.4</b>	<b>18.4</b>	<b>18.5</b> ✓	<b>0.0</b>		<b>0.0</b> ✓	<b>0.0</b> ✓
		Purch. 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	<b>0.0</b> ✓	<b>0.0</b> ✓	<b>0.0</b> ✓	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>SECTION 5310 TOTALS</b>			<b>158.4</b>	<b>125.3</b>	<b>189.3</b>	<b>189.3</b>	<b>189.4</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
	<b>Federal</b>		<b>134.6</b>	<b>104.5</b>	<b>160.0</b>	<b>160.0</b>	<b>160.1</b>				
	<b>Local</b>		<b>23.8</b>	<b>20.8</b>	<b>29.3</b>	<b>29.3</b>	<b>29.3</b>				
	<b>Balance</b>		<b>47.3</b>	<b>102.8</b>	<b>102.9</b>	<b>102.9</b>	<b>102.8</b>				

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	<b>570.6</b>	<b>570.6</b>
<b>Transit Operations</b> <i>Met Transit</i>	Operating		100.0	100.0	100.0	100.0	100.0	<b>500.0</b>	
			<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>500.0</b>	<b>500.0</b>
<b>STATE TOTALS</b>			<b>9.5</b>	<b>24.8</b>	<b>40.0</b>	<b>55.3</b>	<b>70.6</b>	<b>500.0</b>	<b>500.0</b>

# **Public Comment**

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

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

- |                                |   |
|--------------------------------|---|
| Technical Advisory Committee:  | Thursday, October 14, 2021<br>Attendance at Meeting: TAC Members, Planning Staff<br>Public Comment period           |
| YC Planning Board:             | Tuesday, November 9, 2021<br>Attendance at Meeting: Planning Board members, Planning Staff<br>Public Comment period |
| Billings City Council:         | Monday, October 25, 2021<br>Attendance at Meeting: City Council Members, Staff<br>Public Comment period             |
| YC Board of Commissioners:     | Monday, October 19, 2021<br>Attendance at Meeting: Commissioners, Staff<br>Public Comment period                    |
| Policy Coordinating Committee: | Tuesday, November 16, 2021<br>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](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