



YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

NOVEMBER 9, 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

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
- 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.
 - **In the event a quorum of the Council is present, no City-related decisions will be made during this meeting or event.
 - Please direct questions to Tammy Deines, Planning Clerk at deinest@billingsmt.gov or 406-247-8610. 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 26, 2021

Attachments

PlnBMinutes_2021_10_26_DRAFT

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

Attachments

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

- b. Presentation/Discussion. MDT project updates and update on the Exposition & 1st Ave Intersection project. Mike Taylor, MDT District Office, presenting.
8. **NEW BUSINESS:** (Agenda items new to this meeting).

- a. Plat Review. Discussion. Ridgeline Subdivision. City Major. Craig Dalton, PEC Engineering, agent. Dave Green, Planner II, presenting.

Attachments

Findings of Fact
Proposed Plat
SIA Draft

- b. Plat Review. Board Discussion. Annafeld Subdivision 4th Filing. McCall Development, Owner/Developer. Gary Owen, Sanderson Stewart, agent. Dave Green, Planner II, presenting.

Attachments

Findings of Fact
Proposed Plat
SIA Draft

9. **OTHER BUSINESS:**

- a. Planning Board Nomination Committee, 2022 Planning Board Officers. Woody Woods, Planning Board President.
- b. (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 23, 2021

- a. Public Hearing. Motion/Recommendation to City Council. Annafeld Subdivision 4th Filing. McCall Development, Owner/Developer. Gary Owen, Sanderson Stewart, agent. Dave Green, Planner II, presenting
- b. Public Hearing. Motion/Recommendation to City Council. Ridgeline Subdivision. City Major. Craig Dalton, PEC Engineering, agent. Dave Green, Planner II, presenting.

Planning Board Meeting I (2nd Tuesday)

3.

Meeting Date: 11/09/2021

Information

Subject

MEETING MINUTES: October 26, 2021

Attachments

PlnBMinutes_2021_10_26_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
Teresa Larsen	Mayor/Billings Ward I	1	1	1	1	1	1	1	E	1	E	-	1	1	E	E	1	1	E	1	1			
Heidi Jensen-Christison	Mayor/Billings Ward II	1	1	E	1	1	E	1	E	1	E	-	E	R	-	-	-	-	-	-	-			
Dennie Stephenson	Mayor/Billings Ward III	1	1	1	1	1	1	1	1	1	1	-	E	1	1	1	1	1	1	1	1			
Darell Tunnickliff	Mayor/Billings Ward IV	1	1	1	1	1	1	1	1	1	1	-	1	1	1	E	E		1	1	1			
Jon Thompson	Mayor/Billings Ward V	1	E	1	1	E	1	1	1	E	1	-	1	E	1	E	E	1	E	E	1	-		
Troy Boucher	YC District 1	1	1	1	E	1	E	1	1	A	E	-	1	E		1	E	E	1	A	A			
Dennis Cook	YC District 2	1	1	1	1	1	1	1	1	1	1	-	A	1	E	1	E	1	1	E	1			
Vacant	YC District 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Vacant	YC District 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Woody Woods	YC District 5	1	1	1	1	1	1	1	1	1	1	-	1	1	1	1	1	1	1	1	1			
Vacant	YC District 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Jarett Hillius	YC District 7	1	1	1	E	1	1	E	1	1	1	-	1	E	1	1	1	1	1	E	1			
Vacant	Y County Cons. District	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E	-	-	-	-	-			
Scott Reiter	Ex-Officio SD2	-	-	-	1	E		E	E	A	1	-	E	E	E	1		E	E	1	E			

CITY/COUNTY PLANNING BOARD

"Serving Billings, Broadview and Yellowstone County"

October 26, 2021

DRAFT- To be approved by a motion on November 9, 2021

PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.

As legally advertised, The Yellowstone County Board of Planning met on October 26, 2021 in the Miller Building 1st 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>

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Call the Meeting to Order

President Woods called the meeting to order at 6:00 p.m. on Tuesday, October 26, 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: Wyeth Friday, Planning & Community Service Director; Scott Walker, Transportation Coordinator; Dave Green, Planner II; Tammy Deines, Planning Clerk

Others in Attendance: Taylor Kasperick, Performance Engineering, Chad Wagenhals, CDW Construction; Robert Germany, CDW Construction

Approval of the October 26, 2021 Agenda

President Woods announced that he MDT presentation will be moved to the Tuesday, November 9, 2021 Planning Board meeting. **Board member Cook moved and Board member Stephenson seconded the motion to approve the October 26, 2021 meeting agenda with the delay for New Business Item 8a., *Presentation MDT project updates*. The motion carried with a unanimous voice vote.**

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Approval of Minutes: September 28, 2021

Motion

Board member Hillius moved and Board member Cook seconded the motion to accept the September 28, 2021 meeting minutes as submitted. The motion carried with a unanimous voice vote.

Approval of Minutes: October 12, 2021

Motion

Board member Tunncliff moved and Board member Stephenson seconded the motion to accept the October 12, 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:

8a. Public Hearing. Motion/Recommendation to BOCC. 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. 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. This proposal is for a residential development of 75 lots with a maximum lot size of .53 acres. This parcel is within the Elder Grove School District. Dave pointed out the proposed Phased development site plan. The dry hydrant will be installed with Phase 1. He pointed out the location of sidewalk that will be installed on the interior of the subdivision to provide access to the parkland. Stormwater management will be overseen through Yellowstone County and DEQ.

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.

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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 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.

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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.

Discussion

Planning Board President Woody Woods called for questions and discussion. Board member Thompson suggested combining proposed Park #2 and Park #3 into one park, which would approach the size needed for a neighborhood park.

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

Mr. Taylor Kasperick is the agent for the applicant. He said the parks are separated to spread out the community septic systems planned for the subdivision. They feel having the separated parks would provide homeowners more access to parkland. Board member Thompson said he understands the reasoning but feels the combined area would require less maintenance and provide a larger park area. In response to question by Board member Cook, Mr. Kasperick stated the septic system will be a pressure dosed subsurface system. There will be three community wells tied to a common pump and disinfection system. Each park will have its own well for irrigation. Board member Tunnicliff thanked the developer for being safety conscious and not locating the parkland adjacent to a busy street. President Woods expressed his appreciation for the developer's plan to install internal sidewalks even though it is not required. Per request of Board member Larsen, Mr. Kasperick gave the pumping pressure statistics for the three wells.

Public Hearing

President Woods opened the public hearing and asked if there is anyone wishing to speak in favor of Still River Estates Subdivision. There was none.

President Woods called for opponents to Still River Estates Subdivision.

Matt Haugen, 6407 Skycrest Drive, Billings, MT

Mr. Haugen addressed the Board via the public phone line for his testimony this evening.

Mr. Haugen spoke to the large volumes of traffic and inquired about the possibility of installing a 4-way four stop sign at the intersection of 64th Street West and Skycrest Drive. Darin Swenson, Yellowstone County Public Works, said due to the size of this subdivision, a traffic impact study will be required. Taylor Kasperick said he understands the concerns, but a traffic impact study was conducted and a traffic signal was not warranted.

There were no other comments in favor or against Still River Estates Subdivision. President Woods closed the public hearing at 6:22 pm. and called for a motion.

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Motion

Board member Tunncliff made a motion and Board member Larsen seconded the motion that 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. The motion carried with a unanimous voice vote.

8b. Public Hearing. Staff Presentation. 2020-2024 TIP Amendment 2. Scott Walker, Transportation Coordinator presenting.

Scott Walker opened this agenda item and explained this document provides tracking of funding and scope of projects. He noted that MET has negotiated a new tire contract and CARES funding projects.

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

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.

Projects Modified Due to Change in Funding/ Scope: (Multiple Funding)

Billings Bypass

- Updated Right of Way Cost
- Five Mile Road - Cost Savings
- Yellowstone River Bridge – Updated Cost
- Johnson Lane Interchange – Updated Cost and Moved to FY 23
- Railroad Overpass – Moved to FY 22

I-90 Yellowstone River Bridges

- Bridge PE Cost Update

Lockwood Interchange-Project Added – All Phases

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Projects Modified due to change in Funding/Scope (NH)

(These are near-term projects with projected completion dates next summer through 2022).

- **27th St, 1st Ave S. to Airport – Updated Cost**
- **Underpass Ave. - Updated Construction Cost**
- **Main Street - Cost Savings**
- **Airport Road & Main Street – Updated Cost**
- **Montana Ave. Crosswalks – Project Added**
- **Steffes Road, R.R. Crossing – Updated Cost**
- **King & 56th, Roundabout – Updated Cost**
- **Central & 56th, Roundabout – Updated Cost**
- **Hillcrest, Right Turn Lane – Updated Cost**
- **Frontage Road/Wise Lane Intersection – Updated Cost**
- **I-90/King Avenue, Lighting – Updated Cost**
- **Rimrock Road/62nd Roundabout – Updated Cost**
- **Zoo Drive Improvements – Updated Cost**
- **Grand Avenue, 24th to Zimmerman – Updated Cost**
- **Scour Mitigation, Various Bridges – Updated Cost**
- **Bike/Ped Path, Rose Park – Project Added**
- **MET Transit – Tire Contract & Cares Act Transfer**

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

2020-2024 TIP Review Schedule

Review Body	Date
Technical Advisory Committee	Thursday, October 14 1:30 p.m.
Planning Board Discussion	Tuesday, October 26
Planning Board Action	Tuesday, November 9
City Council Work Session	Monday, 10/18
City Council Meeting	Monday, 10/25
Commissioners Discussion	Monday, 10/18
Commission Action	Tuesday, 10/19
Policy Coordinating Committee	Tuesday, 11/16

Discussion

President Woods called for questions and discussion from the members of the Board.

Per request of Board member Thompson, Scott Walker provided clarification on the location of the bike path project in Rose Park which will provide a connection to the new Catholic School.

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Public Hearing

President Woods opened the public hearing and asked if there is anyone wishing to speak in favor or against the 2020-2024 Transportation Improvement Program Amendment II. There was none. President Woods closed the public hearing.

** The Planning Board will forward a motion of recommendation to the Policy Coordinating Committee during the November 9, 2021 Planning Board meeting.

9. OTHER BUSINESS

9a. Director Friday gave updates on the upcoming ballot items for the Public Safety Levy and Recreational Marijuana for the City of Billings.

9b. The next Planning Board meeting will be held Tuesday, November 9, 2021, and will be held in person in the Miller Building 1st Floor Conference Room, 2825 3rd Ave N. at 6:00 PM.

ADJOURNMENT 7:03 PM

DRAFT—TO BE APPROVED BY A MOTION- November 9, 2021

--Tamara L Deines, Planning Clerk

Planning Board

Date: 11/09/2021
Title: Draft 2020-2024 Transportation Improvement Program (TIP) Amendment 2
Presented by: Scott Walker
Department: Planning & Community Services
Presentation: No

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.

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 Council for review due to timing and cost updates to several projects. Staff has included as an attachment 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 held a public hearing for this item at its October 23rd meeting. Staff provided an overview of the TIP amendments and generally answered questions from the board. There was no public testimony received during the hearing. The Planning Board will take action on its recommendation at this meeting.

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. 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

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

Underpass Ave (8669) – CN cost estimate adjusted

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

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

RW, IC moved to new programming years

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

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

RRS

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

HSIP

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

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

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

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

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

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

Bridge

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

UPP

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

MACI

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

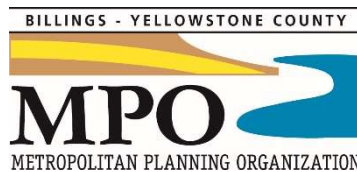
Underpass Ave Improvements (8669) – IC costs adjusted; they were higher than estimate

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

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

**Federal Fiscal Years
FFY 2020 – 2024**

Amendment II
October 14, 2021



Prepared by:

Billings Metropolitan Planning Organization

Yellowstone County Board of Planning

In cooperation with:

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

APPROVALS

REVIEWED BY

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

APPROVED BY

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

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

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
GROWTH	Flexible state CMAQ funds distributed to high growth urban areas
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
PE	Preliminary Engineering
PLH	Public Lands Highways
PLHD	Public Land Highways Discretionary Fund
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off-System
TA	Transportation Alternatives Program

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

Introduction

Preface

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

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

About the Transportation Improvement Program

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

TIP Process and Development

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

Federal Regulations

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

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

Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

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

Funding Sources

- Surface Transportation Program Off System (STPX)
- Secondary (STPS)
- State Funded Construction (SFCN)
- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway (NH)
- National Highway System (NHS)
- National Highway Freight (NHFP)
- Interstate Maintenance (IM)
- Railroad Crossing (RRS)
- Highway-Railway Crossing Program (RRX)
- Highway Safety Improvement Program (HSIP)
- Bridge Replacement and Rehabilitation Program (HBRRP)
- Urban Pavement Preservation (UPP)
- Transportation Alternatives Program (TAP)
- State Funded Construction (SFC)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- FTA Section 5339 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9); FTA Section 5307 CARES Act
- FTA Section 5310 (Formerly Sec. 16)
- Transade (State Funded)
- Congressionally Directed Funds (MT, NCPD, DEMO)

AIR QUALITY CONSISTENCY

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

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

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

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

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

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

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

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Transportation Control Measures

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

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

TIP Conformity

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

Regionally Significant Projects

There are no new regionally significant projects in this 2020-2024 Billings Urban Area TIP.

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

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

Energy Conservation Considerations

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

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

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

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

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

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

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

Performance Measures

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

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

Safety

The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off-System, Secondary, and State

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Funded Construction funding sources support projects with the intent to improve safety measures.

Pavement and Bridge Condition

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

System Performance

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

FREIGHT-NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)*

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

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase								Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	CN			17,325.0						2,325.0	15,000.0	17,325.0
											0.0	0.0	0.0
											0.0	0.0	0.0
											0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	Total	0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0	
NHFP TOTAL			0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0	

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

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

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

CN estimates include CE costs

Congestion Mitigation and Air Quality (CMAQ)

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

Advancement of Projects

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

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

PRIVATE ENTERPRISE PARTICIPATION

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

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

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

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

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The Yellowstone County-City of Billings Planning Division has and will continue to follow its adopted policy and procedures regarding private sector participation. The mailing list of private providers has been updated and used to provide notice about TAC and PCC meetings, including those that deal with the Unified Planning Work Program, (UPWP), projects and process as well as the TIP process. Through these mailings the private providers are aware of the development of the proposed transit capital and operating projects as well as the proposed paratransit capital projects for the five years covered in the TIP.

FEDERAL TRANSIT ADMINISTRATION **PROJECTS**

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

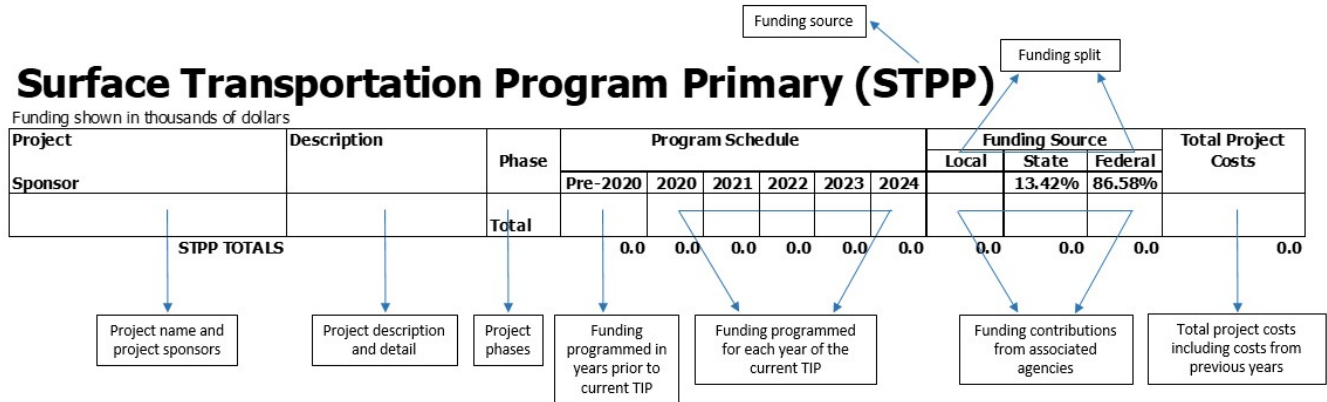
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will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

Major Federally Funded Project Summary

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

Understanding the TIP Funding Tables

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



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

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

Projects that are Regionally Significant

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

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Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
CMAQ			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
STPU			
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
SRTS			
IM			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design	
NH			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
Main St. - Billings	8717	Pavement Preservation	
27th St. - 1st Ave S. to Airport Rd	7910	Pavement Preservation	
Billings Bypass	4199-001	New Construction	Covers PE & IC
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad	
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass	
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87	
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements	
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction	
Underpass Ave. Improvements	8669	Intersection Improvements	
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements	
Zoo Drive Improvements	9597	Intersection Improvements	
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction	
1st Ave. N - Broadway to Division	9881	Major Reconstruction	
Montana Ave Crosswalks - Billings	9998	Sidewalk Improvements ADA Compliance	
NHFP			
I-90 Yellowstone River - Billings		Bridge Replacement	
STPX, STPS, SFCN			
27th Street RR Crossing	9354	Railroad Crossing Study	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvement Study	
Blue Creek Road - Billings	9503	Pavement Preservation	
Lockwood Interchange	9588	Interchange Improvements Study	
Jct Main & 87 to Worden		Roadway Striping	
STPP			
RRS			

Billings MPO Project List, (Continued)

HSIP			
Various Safety Projects			Plug to allow project nominations
SF 149 Hillcrest Right Turn Ln	8904	Intersection Improvements	
SF 169 Frontage Rd. Wise Ln Intersection	9384	Intersection Improvements	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvements	Roundabout
SF 169 Blgs. Area Safety Improvements	9420	Signing	
SF 169 I-90 W. King Ave Lighting	9421	Roadway Lighting	
Zoo Drive Improvements	9597	Intersection Improvements	
SF 169 Blgs. District Safety Improvements	9423	Signage	Only portion in MPO bdry
BR			
2012 Scour Mitigation	7960	Mitigation	
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge Study	
MONTANA AVE STRUCTURES - BLGS	9914	Bridge Rehab	
UPP			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
MACI			
MDT MACI		Statewide CMAQ - Various	Plug to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Plug to allow project nominations
MDT MACI		Equipment Purchases	
Underpass Ave. Improvements	8669	Intersection Improvements	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Laurel Road Signals - Billings	9568	Signal Improvements	
CITY TA			
EARMARK			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
Grand - 24th to Zimmerman	9509	Pavement Preservation	
BUILD			
Inner Belt Loop		Road Construction	
Skyline Trail		Multi Use Path Construction	
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED PROJECTS			
BBWA Canal Connection	Local	Bike Pedestrian Path	Recreational Trails Program \$44,355 Local (In-Kind) \$84,652
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

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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>		Total	25,203.5	2,444.7	6,568.5	6,550.0	0.0	0.0			5,470.9	35,295.8		40,766.7
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
		Total	141.0	6,093.3	-210.9	0.0	0.0	0.0			808.3	5,215.1		6,023.4
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>		Total	0.0	36,790.2	2,110.7	0.0	0.0	0.0		5,220.5	33,680.4		38,900.9	
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>		Total	0.0	0.0	0.0	0.0	43,204.6	0.0		4,745.0	38,459.6		43,204.6	
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
		Total	0.0	0.0	0.0	21,778.4	0.0	0.0			2,922.7	18,855.7		21,778.4
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		8,397.6
		Total						8,397.6			1,127.0	7,270.6		8,397.6
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
		Total							18,741.7		2,515.1	16,226.6		18,741.7
Totals			25,344.4	45,328.3	8,468.2	28,328.4	43,204.6	8,397.6		0.0	22,809.5	155,003.8		177,813.3

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

I-90 Yellowstone River Bridges

I-90 Yellowstone River Bridges															
Funding shown in thousands of dollars															
Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs		
			Pre-2020	2020	2021	2022	2023	2024						2024+	
Sponsor: MDT															
I-90 Yellowstone River Bridges <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	Total	6,287.8	401.8	85,576.8	0.0	0.0	0.0	0.0		12,158.0	80,108.5		92,266.4	
Totals			6,287.8	401.8	85,576.8	0.0	0.0	0.0	0.0		12,158.0	80,108.5		92,266.4	

CN estimates include CE costs

Billings FFY 2020-2024 Transportation Improvement Program Amd II

Estimated Revenue

Estimated Revenue

Amounts shown in thousands of dollars

Federal Fiscal Year	STP/S*/X*													SUBTOTAL	
	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	BUILD**		TA*
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 Fiscal Year	FTA 5307		FTA 5339		FTA 5310		GAS TAX			TOTAL
	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	
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

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NOTES:

These estimates are based on historical data and projections.

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

** Reflective of federal share only.

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

Congestion Mitigation & Air Quality (CMAQ)

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% Match

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%	
<i>Carryover (Federal)</i>				5,841.8	2,903.0	4,293.3	5,683.5	1,705.8				
<i>Estimated allocation (Federal)</i>				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
Billings Bypass (Yellowstone River Bridge) <i>UPW4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN		5,000.0						671.0	4,329.0	5,000.0
Total			0.0	5,000.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
Billings Bypass (Johnson Lane Interchange) <i>UPW4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN					6,200.0			832.0	5,368.0	6,200.0
Total			0.0	0.0	0.0	0.0	6,200.0	0.0	0.0	832.0	5,368.0	6,200.0
Project Adjustments/Closures												
CMAQ Totals			5,000.0	0.0	0.0	6,200.0	0.0	0.0	0.0	1,503.0	9,697.0	11,200.0
Federal			4,329.0	0.0	0.0	5,368.0	0.0	0.0	0.0			
State			671.0	0.0	0.0	832.0	0.0	0.0	0.0			
Ending Balance (Federal)			2,903.0	4,293.3	5,683.5	1,705.8	3,096.0					

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

CN estimates include CE costs

Surface Transportation Program Urban (STPU)

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding Source						Total Project Costs			
			Pre-2020	2020	2021	2022	2023	2024				
Carryover				20,037.6	5,069.8	7,770.5	10,260.3	10,337.7				
Estimated Allocation (STPU)				2,489.8	2,489.8	2,489.8	2,489.8	2,489.8				
Billings Bypass (Five Mile Road)	UPN4199002 Construction of Five Mile Road	IC	141.0	15.8					21.0	135.7	156.8	
MDT		CN		6,077.6	-211.0				787.3	5,079.3	5,866.6	
		Total	141.0	6,093.4	-211.0	0.0	0.0	0.0	808.3	5,215.0	6,023.4	
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River	CN		11,364.2					1,525.1	9,839.1	11,364.2	
MDT		Total	0.0	11,364.2	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2	
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange	CN					2,412.4		323.7	2,088.7	2,412.4	
MDT		Total	0.0	0.0	0.0	0.0	2,412.4	0.0	323.7	2,088.7	2,412.4	
Adjustment/Closures												
			STPU Totals	17,457.6	-211.0	0.0	2,412.4	0.0	0.0	2,657.2	17,142.8	19,800.0
			Federal	15,114.8	-182.7	0.0	2,088.7	0.0				
			State	2,342.8	-28.3	0.0	323.7	0.0				
			Balance	5,069.8	7,770.5	10,260.3	10,337.7	12,827.4				

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

Interstate Maintenance (IM)

Interstate Maintenance (IM)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Funding Source						Total Project Costs			
			Pre-2020	2020	2021	2022	2023	2024				
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		8.76%	91.24%	7,500.0
MDT		Total		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0	6,843.0	7,500.0
Billings Bypass - Johnson Lane Intch	UPN 4199-007 Reconstruction of existing Interchange	CN					15,661.7			1,372.0	14,289.7	15,661.7
MDT	I-90 RP	Total	0.0	0.0	0.0	0.0	15,661.7	0.0	0.0	1,372.0	14,289.7	15,661.7
I-90 Yellowstone River Bridges	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	Total	6,287.8	401.8	4,875.7	0.0	0.0	0.0	0.0	1,013.1	10,552.2	11,565.3
Mossmain Intch - West Blgs Intch	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	Total	496.4	171.5	101.3	17,882.3	0.0	0.0	0.0	1,633.9	17,017.5	18,651.4
Lockwood Interchange - Billings	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	Total	0.0	0.0	3,331.2	0.0	1,537.5	0.0	0.0	426.5	4,442.2	4,868.7
	IM TOTAL		6,784.2	2,073.3	9,808.2	19,382.3	18,699.2	1,500.0	0.0	5,102.4	53,144.7	58,247.1

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Billings FFY 2020-2024 Transportation Improvement Program Amd II

National Highway (NH)*

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
MDT-PREVENTATIVE MAINTENANCE - NH	Maintenance	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0		5,000.0
<i>MDT</i>		Total		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0		5,000.0
Billings Bypass	New construction	PE	2,734.3	2,444.7						695.0	4,484.0		5,179.1
UPN 4199-000		RW			3,550.0	6,550.0				1,355.4	8,744.6		10,100.0
		IC			3,019.0					405.1	2,613.8		3,019.0
<i>MDT</i>		Total	2,734.3	2,444.7	6,569.0	6,550.0	0.0	0.0	0.0	2,455.6	15,842.5		18,298.1
Billings Bypass - Yellowstone River Bridge	New construction of bridge over the Yellowstone River	IC		416.2						55.9	360.4		416.2
UPN 4199-003		CN		15,009.8	2,110.7					2,297.6	14,822.9		17,120.5
<i>MDT</i>		Total	0.0	15,426.0	2,110.7	0.0	0.0	0.0	0.0	2,353.4	15,183.3		17,536.7
Billings Bypass - Five Mile Rd to US 87	Construction of connection from Five Mile to US 87	CN						18,741.7		2,515.1	16,226.6		18,741.7
UPN 4199-004													
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	18,741.7	0.0	2,515.1	16,226.6		18,741.7
Billings Bypass - RR O'pass	New construction of RR O'pass	CN				21,778.4				2,922.7	18,855.7		21,778.4
UPN 4199-005										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	0.0	0.0	21,778.4	0.0	0.0	0.0	2,922.7	18,855.7		21,778.4
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection from Interchange to bridge	CN						8,397.6		1,127.0	7,270.6		8,397.6
UPN 4199-006										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	8,397.6	0.0	1,127.0	7,270.6		8,397.6
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange RP 455.5	CN					3,800.0			510.0	3,290.0		3,800.0
UPN 4199-007										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	3,800.0	0.0	0.0	510.0	3,290.0		3,800.0
Exposition Dr. & 1st Ave. N Blgs	Intersection Improvements	PE	1,192.3							160.0	1,032.3		1,192.3
UPN 7908		CN						2,085.0		0.0	0.0		0.0
<i>MDT</i>		Total	1,192.3	0.0	0.0	0.0	0.0	2,085.0	0.0	439.8	2,837.4		3,277.2
27th St - 1st Ave S to Airport	Mill and overlay	PE	2,132.5							286.2	1,846.3		2,132.5
UPN 7910		RW	772.6							103.7	668.9		772.6
		IC	179.8		22.2					27.1	174.8		201.9
		CN	10,698.0	539.8	495.2					1,574.6	10,158.4		12,054.8
<i>MDT</i>		Total	13,782.8	539.8	517.4	0.0	0.0	0.0	321.8	1,991.5	12,848.5		15,161.9
Underpass Ave. Improvements	Intersection Improvements	PE								0.0	0.0		0.0
UPN 8669		CN				6,255.8				839.5	5,416.3		6,255.8
<i>MDT</i>		Total	0.0	0.0	0.0	6,255.8	0.0	0.0	0.0	839.5	5,416.3		6,255.8
Main Street - Billings	Pavement Preservation with micro-surfacing	PE	668.2	130.0	-17.0					104.8	676.4		781.2
UPN 8717		RW	180.0							24.2	155.8		180.0
		IC	77.3	38.5						15.5	100.2		115.8
		CN		8,469.7						1,136.6	7,333.1		8,469.7
<i>MDT</i>		Total	925.5	8,638.2	-17.0	0.0	0.0	0.0	0.0	1,281.2	8,265.5		9,546.7
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT	295.6							39.7	255.9		295.6
UPN 8718		PE	2,229.8							299.2	1,930.6		2,229.8
		RW					61.2			8.2	53.0		61.2
		IC					153.1			20.5	132.5		153.1
		CN						7,514.6		1,008.5	6,506.1		7,514.6
<i>MDT</i>		Total	2,525.4	0.0	0.0	0.0	214.3	7,514.6	0.0	1,376.1	8,878.2		10,254.3
1st Ave. N - N9th to RR Xing	Reconstruction of roadway Major Rehab	PE	1,746.7		1,483.3					433.5	2,796.5		3,230.0
UPN 9022		RW			59.8					8.0	51.8		59.8
		IC			59.8					8.0	51.8		59.8
		CN						10,795.5		1,448.8	9,346.7		10,795.5
<i>MDT</i>		Total	1,746.7	0.0	1,603.0	0.0	0.0	10,795.5	0.0	1,898.3	12,246.8		14,145.1
Zoo Drive Improvements	Intersection Improvements	PE	128.2							17.2	111.0		128.2
UPN 9597		CN						2,766.1		371.2	2,394.9		2,766.1
<i>MDT</i>		Total	128.2	0.0	0.0	0.0	0.0	2,766.1	0.0	388.4	2,505.8		2,894.3
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway Major Rehab	PE		500.0						67.1	432.9		500.0
UPN 9880		RW				12.6				1.7	10.9		12.6
		IC				12.6				1.7	10.9		12.6
		CN								0.0	0.0		0.0
CN outside of TIP Timeframe 2025										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	500.0	0.0	25.2	0.0	0.0	0.0	70.5	454.7		525.2
1st Ave. N - Broadway to Division	Reconstruction of roadway Major Rehab	PE		500.0						67.1	432.9		500.0
UPN 9881		RW					12.6			1.7	10.9		12.6
		IC					12.6			1.7	10.9		12.6
		CN								0.0	0.0		0.0
CN outside of TIP Timeframe 2026										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	500.0	0.0	0.0	25.2	0.0	0.0	70.5	454.7		525.2
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE		128.2						17.2	111.0		128.2
UPN 9998	ADA compliance	RW						25.6		3.4	22.2		25.6
		IC						51.3		6.9	44.4		51.3
		CN								0.0	0.0		0.0
CN outside of TIP Timeframe 2025										0.0	0.0		0.0
<i>MDT</i>		Total	0.0	128.2	0.0	0.0	76.9	0.0	0.0	27.5	177.6		205.2
NH TOTAL			23,035.2	29,177.0	11,783.0	35,609.4	5,116.4	51,300.4	321.8	20,938.1	135,083.3		156,343.2

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
 Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
 *NH is a state sub-allocated program funded by the federal National Highway Performance Program.
 CN estimates include CE costs

National Highway Freight Program (NHFP)*

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
Billings Bypass (Johnson Lane Interchange) 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	
MDT		Total	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	
MDT	I-90 RP 450.09 to 452.73	Total	0.0	0.0	17,325.0	0.0	0.0	0.0	0.0	2,325.0	15,000.0	17,325.0
NHFP TOTAL			0.0	0.0	17,325.0	0.0	15,130.5	0.0	0.0	4,355.5	28,100.0	32,455.5

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

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

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

CN estimates include CE costs

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

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

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
27th Street RR Crossing	Railroad crossing study	OT	1,075.0							144.3	930.7	1,075.0	
UPN 9354		RW								0.0	0.0	0.0	
<i>MDT</i>	RP 1 to 1.6	Total	1,075.0	0.0	0.0	0.0	0.0	0.0	0.0	144.3	930.7	1,075.0	
SF 169 Rimrock & 62nd St. W	Intersection Improvement Study	OT	563.8	-64.8						67.0	432.0	499.0	
UPN 9383										0.0	0.0	0.0	
<i>MDT</i>	RP 2.4 to 2.8	Total	563.8	-64.8	0.0	0.0	0.0	0.0	0.0	67.0	432.0	499.0	
Lockwood Interchange	Interchange Improvement Study	OT	300.0	1,146.8						194.2	1,252.6	1,446.8	
UPN 9588													
<i>MDT</i>	RP 450 to 455.3	Total	300.0	1,146.8	0.0	0.0	0.0	0.0	0.0	194.2	1,252.6	1,446.8	
Jct Main & 87 to Worden	Roadway Epoxy Striping	OT			15.5					2.1	13.4	15.5	
UPN										0.0	0.0	0.0	
<i>MDT</i>	RP 0 to 2.453	Total	0.0	0.0	15.5	0.0	0.0	0.0	0.0	2.1	13.4	15.5	
TOTALS			1,938.8	1,082.0	15.5	0.0	0.0	0.0	0.0	407.5	2,628.8	3,036.3	

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Railroad Crossing (RRS)

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
RRXING - STEFFES RD - BILLINGS	Upgrade Rail grade crossing signals	PE		9.0	-7.9						0.1	1.0	1.1
UPN 9827		CN		216.5							21.7	194.9	216.5
MDT	L-56-1059 RP 0.03	Total		225.5	-7.9						21.8	195.8	217.6
TOTALS			0.0	225.5	-7.9	0.0	0.0	0.0	0.0	0.0	21.8	195.8	217.6

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0	2,500.0
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE	887.3	61.7	43.5					99.2	893.2	992.5
UPN 8052		RW	975.0		555.0					153.0	1,377.0	1,530.0
		IC	278.3							27.8	250.4	278.3
	ST SEC RTE 532	CN	0.0		4,200.0					420.0	3,780.0	4,200.0
<i>MDT</i>	RP 15.4 to 15.7	Total	2,140.5	61.7	4,798.5	0.0	0.0	0.0	0.0	700.1	6,300.7	7,000.7
SF 139-CENTRAL & 56TH RNDABOUT	Intersection Improvements - Roundabout	PE	723.9	69.9	62.7					85.7	770.9	856.5
UPN 8611		RW	230.0	670.0						90.0	810.0	900.0
		IC	0.0		127.0					12.7	114.3	127.0
	L-56-504	CN	0.0			2,991.2				299.1	2,692.1	2,991.2
<i>MDT</i>	RP 1.7 TO RP 2.3	Total	953.9	739.9	189.7	2,991.2	0.0	0.0	0.0	487.5	4,387.2	4,874.7
SF-149 HILLCREST RT TURN	Install Right Turn Lane	PE	176.3	-51.0						12.5	112.7	125.3
UPN 8904		RW	60.0	-35.4						2.5	22.1	24.6
		IC	60.7	78.8						14.0	125.6	139.6
		CN	0.0		432.1					43.2	388.9	432.1
<i>MDT</i>	U1033 RP .9-1.3	Total	297.0	-7.6	432.1	0.0	0.0	0.0	0.0	72.1	649.3	721.4
SF 169 RIMROCK & 62ND ST W	Intersection Improvements - Roundabout	PE	0.0	750.0	158.9					90.9	818.0	908.9
UPN 9383		RW	0.0		125.0					12.5	112.5	125.0
		IC	0.0		750.0					75.0	675.0	750.0
		CN	0.0			6,679.4				667.9	6,011.5	6,679.4
<i>MDT</i>	U1034 RP 2.4-2.8	Total	0.0	750.0	1,033.9	6,679.4	0.0	0.0	0.0	846.3	7,617.0	8,463.4
SF 169 FRNTG RD WISE LN INTX	Intersection warning system	PE	15.8	17.7						3.3	30.1	33.5
UPN 9384		CN	0.0		225.0					22.5	202.5	225.0
<i>MDT</i>	RP 3.5	Total	15.8	17.7	225.0	0.0	0.0	0.0	0.0	25.9	232.7	258.5
SF 169 BLGS AREA SFTY IMPRV	Installation of lighting and panel delineation	PE	21.3	2.8						2.4	21.7	24.1
UPN 9420		CN	111.1	4.5						11.6	104.1	115.6
<i>MDT</i>	I-90 RP 445.6-447.3	Total	132.4	7.3	0.0	0.0	0.0	0.0	0.0	14.0	125.8	139.7
SF 169 I90 W KING AVE LIGHTING	Installation of lighting and panel delineation	PE	44.8		13.9					5.9	52.8	58.7
UPN 9421		CN	0.0		695.8					69.6	626.2	695.8
<i>MDT</i>	I-90 RP 445.6-447.3	Total	44.8	0.0	709.6	0.0	0.0	0.0	0.0	75.4	679.0	754.4
SF 169 I90 SF 169 BLGS DISTRIC SFTY IMP	Installation of signage and panel delineation	PE	13.0							1.3	11.7	13.0
UPN 9423		CN	124.3	2.1						12.6	113.7	126.4
<i>MDT</i>	Various Locations	Total	137.3	2.1	0.0	0.0	0.0	0.0	0.0	13.9	125.4	139.4
ZOO DRIVE IMPROVEMENTS - BLGS	Safety Improvements for Traffic Opera	PE	0.0							0.0	0.0	0.0
UPN 9597		CN	0.0					638.8		63.9	574.9	638.8
<i>MDT</i>	Various Locations	Total	0.0	0.0	0.0	0.0	0.0	638.8	0.0	63.9	574.9	638.8
HSIP Totals			3,721.8	2,071.1	7,888.8	10,170.6	500.0	1,138.8	0.0	2,549.1	22,942.0	25,491.1

CN estimates include CE costs

Bridge Program

Bridge Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
BBP-YELLOWSTONE RIVER	Bridge rehabs									0.0	0.0	0.0
UPN 4199-003		CN		5,000.0						671.0	4,329.0	5,000.0
<i>MDT</i>	Statewide	Total	0.0	5,000.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
2012 SCOUR MITIGATION	Bridge rehabs	PE	111.9		-2.7					14.7	94.6	109.3
UPN 7960		RW	560.0	142.0	71.0					103.7	669.3	773.0
One project in MPO	Using 20% for costs	CN		432.8	250.9					91.8	592.0	683.7
<i>MDT</i>	Statewide	Total	671.9	574.8	319.2	0.0	0.0	0.0	0.0	210.2	1,355.8	1,566.0
I-90 Yellowstone River		PE	6,287.8	161.8	172.2					888.7	5,733.2	6,621.8
UPN 7972		CN			63,354.4					8,502.2	54,852.2	63,354.4
<i>MDT</i>	RP 2.7 to 3.0	Total	6,287.8	161.8	63,526.6	0.0	0.0	0.0	0.0	9,390.8	60,585.4	69,976.2
SHILOH RD / I-90 BRIDGE - BLS	Bridge rehab	PE	309.9							41.6	268.3	309.9
UPN 9720		IC			12.4					1.7	10.7	12.4
		CN				2,810.8				377.2	2,433.6	2,810.8
<i>MDT</i>	U-1031 RO 5.0 to 5.3	Total	309.9	0.0	12.4	2,810.8	0.0	0.0	0.0	420.5	2,712.6	3,133.1
MONTANA AVE OVERPASS- BILLINGS	Bridge rehab	PE		253.1						34.0	219.1	253.1
UPN 9913		RW				38.0				5.1	32.9	38.0
		IC				38.0				5.1	32.9	38.0
		CN					1,809.8			242.9	1,566.9	1,809.8
<i>MDT</i>	N113 RP1.82 TO 1.92	Total	0.0	253.1	0.0	75.9	1,809.8	0.0	0.0	287.0	1,851.8	2,138.8
MONTANA AVE STRUCTURES - BLS	Bridge Study	OT		750.0						100.7	649.4	750.0
UPN 9914										0.0	0.0	0.0
<i>MDT</i>	N113 RP1.82 TO 1.92	Total	0.0	750.0	0.0	0.0	0.0	0.0	0.0	100.7	649.4	750.0
BR TOTAL			7,269.6	6,739.8	63,858.2	2,886.7	1,809.8	0.0	0.0	11,080.1	71,484.0	82,564.1

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		13.42%	86.58%	2,500.0	
<i>MDT</i>	Various Locations	Total		500.0	500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0
SHILOH ROAD - BILLINGS	Pavement Preservation	PE	45.4	-30.2							2.0	13.2	15.2
UPN 9502		CN		53.4							7.2	46.2	53.4
<i>MDT</i>	U-1031 RP 4.4-5.4	Total	45.4	23.2	0.0	0.0	0.0	0.0	0.0	0.0	9.2	59.4	68.6
KING AVE E - BILLINGS	Pavement Preservation	PE	26.0	-12.7							1.8	11.5	13.3
UPN 9505		CN		42.4							5.7	36.7	42.4
<i>MDT</i>	U-1026 RP 1.7-2.2	Total	26.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	7.5	48.2	55.7
HARDIN ROAD - BILLINGS	Pavement Preservation	PE	26.0	-10.5							2.1	13.4	15.5
UPN 9506		CN		180.6							24.2	156.4	180.6
<i>MDT</i>	U-1028 RP 0-2.1	Total	26.0	170.1	0.0	0.0	0.0	0.0	0.0	0.0	26.3	169.8	196.1
GRAND-24TH TO ZIMMERMAN (BLGS)	Pavement Preservation	PE	77.9		6.5						11.3	73.0	84.3
UPN 9509		CN			1,126.3						151.1	975.1	1,126.3
<i>MDT</i>	U-1004 RP .8- RP2	Total	77.9	0.0	1,132.7	0.0	0.0	0.0	0.0	0.0	162.5	1,048.1	1,210.6
UPP TOTAL			175.2	723.0	1,632.7	500.0	500.0	500.0	0.0	540.9	3,489.9	4,030.9	

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)- Discretionary Program

Montana Air and Congestion Initiative (MACI)-DISCRETIONARY PROGRAM

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
27th St - 1st Ave S to Airport	Mill and overlay	CN	5,500.0	197.1	22.4					767.6	4,951.9	5,719.5
UPN 7910	HWAY RT 53/MT3 RP1.1 TO 3.0	Total	5,500.0	197.1	22.4	0.0	0.0	0.0	0.0	767.6	4,951.9	5,719.5
<i>MDT</i>												
Underpass Ave. Improvements	Intersection Improvements	PE	1,167.6							156.7	1,010.9	1,167.6
UPN 8669		IC/RW		110.0	188.3					40.0	258.3	298.3
<i>MDT</i>	RP .51 to .72	CN				955.4				128.2	827.2	955.4
		Total	1,167.6	110.0	188.3	955.4	0.0	0.0	0.0	324.9	2,096.3	2,421.3
Main Street - Billings	Pavement Preservation with micro-surfacing	CN		1,000.0						134.2	865.8	1,000.0
UPN 8717	RP 1.08 to 4.66	Total	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0	134.2	865.8	1,000.0
<i>MDT</i>												
Mossmain Intch-West Blgs Inch	Pavement Preservation	CN				443.5				59.5	384.0	443.5
UPN 9198	Not all locations inside MPO boundary	Total	0.0	0.0	0.0	443.5	0.0	443.5	0.0	59.5	384.0	443.5
<i>MDT</i>	I-90 RP 437.12 to 446.7											
LAUREL ROAD SIGNALS - BILLINGS	INT UPGRADE/SIGNALS	PE	51.2	82.4						17.9	115.6	133.6
UPN 9568		IC				6.5				0.9	5.6	6.5
Route N-113	RP .6 and 1.3	CN				983.1				131.9	851.1	983.1
<i>MDT</i>	Various Locations	Total	51.2	82.4	0.0	989.6	0.0	0.0	0.0	150.7	972.4	1,123.1
		Total	6,718.8	2,139.5	960.7	3,138.4	750.0	1,193.5	0.0	1,940.2	12,517.2	14,457.4

CN estimates include CE costs

Transportation Alternatives

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%		
Sponsor													
Transportation Alternatives													
<i>MDT/Locals</i>	Various Locations	All		300.0	300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0	0.0
		Total	0.0	300.0	300.0	300.0	300.0	300.0	300.0	0.0	201.3	1,298.7	1,500.0
BECRAFT LANE SIDEWALK-LOCKWOOD	Install sidewalks	PE	238.7	-0.6						31.9		206.1	238.0
UPN 9158		CN	897.6	81.4						131.4		847.6	979.0
<i>MDT/Locals</i>	Various Locations	Total	1,136.3	80.7	0.0	0.0	0.0	0.0	0.0	163.3	0.0	1,053.7	1,217.0
TA TOTALS			1,136.3	380.7	300.0	300.0	300.0	300.0	300.0	163.3	201.3	2,352.4	2,717.0
Federal			983.8	329.6	259.7	259.7	259.7	259.7	259.7				
Local			152.5	51.1	40.3	40.3	40.3	40.3	40.3				

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

Earmarks

EARMARKS

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project		
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal			
Sponsor														
Billings Bypass	UPN4199000	Environmental Impact Statement Preliminary Engineering Right of Way Acquisition	PE	17,332.9								2,326.1	15,006.8	17,332.9
			RW	7,847.0								1,053.1	6,793.9	7,847.0
<i>MDT</i>			Total	25,179.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,379.1	21,800.8	25,179.9
GRAND- 24TH TO ZIMMERMAN (BLGS)		Pavement Preservation												
UPN 9509			CN	84.4								11.3	73.1	84.4
<i>MDT</i>		U-1004 RP .8- RP2	Total	84.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	73.1	84.4
			Total	25,264.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,390.5	21,873.8	25,264.3

CN estimates include CE costs

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

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

CN estimates include CE costs

Federal Transit Administration Section 5307 CARES Act*

Federal Transit Administration Section 5307 CARES Act*

Funding shown in thousands of dollars

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

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

Federal Transit Administration Section 5307*

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY 2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i>			0.0	0.0	1,237.8	0.0	0.0				
<i>5311 Transfer from State(Fed Share)</i>				1,237.8							
<i>Allocation (Estimated)(Fed Share)</i>			1,891.4	1,910.3	1,929.3	1,948.7	1,968.2				
Bus & Passenger Amenities	Recurring Purch.										0.0
Automated Passenger Counter System								0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
<i>Met Transit</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Transit Operations***											
<i>Met Transit</i>		Total	3,782.7	3,820.5	5,096.6	3,897.3	3,936.3	10,266.7		10,266.7	20,533.4
Purchase buses	Recurring Purch.									0.0	0.0
Expansion Cutaway										0.0	0.0
Replacement Buses										0.0	0.0
<i>Met Transit</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5307 TOTALS*			3,782.7	3,820.5	5,096.6	3,897.3	3,936.3	10,266.7	0.0	10,266.7	20,533.4
Federal			1,891.4	1,910.3	2,548.3	1,948.7	1,968.2				
Local			1,891.4	1,910.3	2,548.3	1,948.7	1,968.2				
Ending Balance (Federal)			0.0	1,237.8	0.0	0.0	0.0				

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

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

CARES Act is 100% federally funded

Federal Transit Administration Section 5339

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i>			3,418.3	120.8	0.0	0.0	0.0				
<i>Allocation (Estimated)</i>			514.0	420.0	420.0	420.0	420.0				
Bus Purchases	Replacement							0.0		0.0	0.0
<i>Met Transit</i>	85/15 for ada		4,124.8	0.0	0.0	0.0	0.0	618.7		3,506.1	4,124.8
Automated Passenger Counter	Upgrade										
<i>Met Transit</i>			71.4	0.0	0.0	0.0	0.0	14.3		57.1	71.4
Bus and Bus Technology	Upgrade										
<i>Met Transit</i>			282.7	0.0	0.0	0.0	0.0	56.5		226.1	282.7
Bus Facilities Security System	Upgrade										
<i>Met Transit</i>			27.8	0.0	0.0	0.0	0.0	5.6		22.2	27.8
Bus, Facilities, and Technology	Upgrade facilities, replace										
<i>Met Transit</i>	buses, add technology		0.0	676.0	525.0	525.0	525.0	450.2		1,800.8	2,251.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5339 TOTALS			4,506.6	676.0	525.0	525.0	525.0	1,145.3	0.0	5,612.3	6,757.6
	Federal		3,811.5	540.8	420.0	420.0	420.0				
	Local		695.1	135.2	105.0	105.0	105.0				
	Balance		120.8	0.0	0.0	0.0	0.0				

Federal Transit Administration Section 5310

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

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

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

TRANSADE (STATE FUNDED)

TRANSADE(STATE FUNDED)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase						State Funded	Total Estimated Obligation FY2020- 2024
			2020	2021	2022	2023	2024	100%	
<i>Carryover</i>			0.0	9.5	24.8	40.0	55.3		
<i>Allocation (Estimated)</i>			109.5	115.3	115.3	115.3	115.3	570.6	570.6
Transit Operations <i>Met Transit</i>	Operating		100.0	100.0	100.0	100.0	100.0	500.0	
			100.0	100.0	100.0	100.0	100.0	500.0	500.0
STATE TOTALS			9.5	24.8	40.0	55.3	70.6	500.0	500.0

Public Comment

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

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

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

Public Participation Plan City of Billings

MET Transit

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

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

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

https://ci.billings.mt.us/DocumentCenter/View/39212/MET-Transit-Public-Participation-Plan-FINAL-10_2019

Certification

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

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

Billings, Montana
Metropolitan Planning Organization

Woody Woods, Planning Board President /Date

Planning Board

Date: 11/09/2021
Title: Ridgeline Subdivision - Preliminary Major Plat Review
Presented by: Monica Plecker
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff proposes the Planning Board recommend to City Council and Board of County Commissioners that the preliminary plat of Ridgeline Subdivision be conditionally approved and adopt the Findings of Fact as presented in the staff report.

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

On October 1, 2021, Performance Engineering, applied for preliminary major plat approval for Ridgeline Subdivision. The proposed subdivision creates 11 lots for residential and commercial development. The subject property is generally located on the north east corner of the intersection of King Avenue West and South 48th Street West. The property is zoned PND, builders will follow the PND when developing the lots. This property is part of an already approved Planned Neighborhood Development and phased annexation plan. The Development Agreement between the City and Developer outlines the timeline for approval of the phasing. This preliminary plat is for the property in its entirety. As such, the City will be the approving body and the Board of County Commissioners will also acknowledge the plat and terms of development. The phased nature of the annexation is why both the City Council and Board of County Commissioners are involved in the review and approval of this plat.

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 submit all drawings and specifications for water systems, sewer systems and stormwater systems to the City of Billings Engineering Department for review and approval prior to installation.
2. To protect public health and safety, prior to final plat approval, the applicant will submit all drawings and specifications for fire hydrants and their locations to the City of Billings Fire Department for review and approval prior to installation.
3. 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.
4. 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.
5. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, regulations, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting April 15, 2021
- Preliminary plat application submitted to Planning Division on October 1, 2021
- Departmental review meeting October 14, 2021
- Preliminary plat resubmittal October 21, 2021
- Planning Board plat review November 9, 2021
- Planning Board public hearing November 23, 2021
- Preliminary plat to City Council December 20, 2021
- Preliminary plat to Board of County Commissioners December 21, 2021
- 60 working-day preliminary plat review period ends December 30, 2021

PLAT INFORMATION

General location: Northeast corner of the intersection of King Avenue West and South 48th Street West

Legal Description: COS 983 Parcel 2G1, 2H1, 2C and 14

Owner/Subdivider: Kelly Coleman

Engineer and Surveyor: Performance Engineering

Existing Zoning: PD

Existing land use: Farmland

Proposed land use: Residential/Commercial

Gross and Net area: 65.317 acres / 57.635 acres

Proposed number of lots: 11

Lot size: Max: 16.11 acres
Min.: 10,001 square feet

Parkland requirements: Parkland dedication requirement is 5.310 acres. The applicant is proposing to have 5.334 acres. The parkland will be private

parks maintained by the subdivision.

STAKEHOLDERS

There are no stakeholder responses at this time. On November 23rd, at a regularly scheduled meeting of the Planning Board, public comment will be formally received during a public hearing.

ALTERNATIVES

In accordance with state law, the Governing Body has 60 working days to act upon this major preliminary plat. The 60 working day review period for the proposed plat ends on December 30, 2021. Subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The Governing Body 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 Governing Body is required to:

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

FISCAL EFFECTS

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

SUMMARY

One of the purposes of the subdivision review process is to identify potential negative effects of property being subdivided. Negative effects that are identified become the subdivider's responsibility to mitigate. Various 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 minimal impacts from this proposed subdivision.

Attachments

Findings of Fact
Proposed Plat
SIA Draft

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Ridgeline 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 Billings Subdivision Regulations (Section 23-303(H), BMCC).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302.H.2.]

1. Effect on agriculture and agricultural water user facilities

The subject property is currently used for farming. No water rights will be transferred to subdivision property owners. There are no existing ditches near this proposed development. The subdivision should not affect agricultural water users' facilities.

2. Effect on local services

a. **Utilities** – Public water services to the subject property will be provided by the City of Billings. The subdivision will be served extending an existing 24-inch water main along King Avenue West to South 48th Street West. A future water main is proposed to be installed in South 48th Street West as part of a larger project in connection with the West End Reservoir project. Rather than extend a water line up South 48th Street West the applicant will install a new 12-inch water main from King Avenue West through the subdivision up to the intersection of South 48th Street West and Georgina Drive, located within public right of way or a public easement. All water line construction shall be installed in conformance with the design standards, specification, rules and regulations of the City of Billings. The City of Billings Engineering Department will review and approve all proposed water lines prior to installation. **(Condition #1)**

Fire hydrants will also be installed as required by the City of Billings Fire Department. The City Fire Department will review and approve all proposed hydrant locations prior to installation. **(Condition #2)**

Sanitary sewer service will be provided by the City of Billings by extending and connecting to an existing 8- inch diameter sewer main located in King Avenue West to South 48th Street West. The subdivider will be required to provide a cash contribution for half of the cost of installation of a 12-inch sanitary sewer main along South 48th Street West. The contribution will be for the distance from King Avenue West to the northern edge of the proposed subdivision. All sewer line construction shall be installed in conformance with the design standards, specification, rules and regulations of the City of Billings Engineering Department. The City of Billings Engineering Department will review and approve all proposed sanitary sewer lines prior to installation. **(Condition #1)**

All telephone, gas, electrical power, and cable television lines that are placed within the public right-of-way shall be installed prior to surface improvements.

- b. Storm water** – Stormwater management for the proposed subdivision will be provided by a combination of surface drainage and curbs and gutters. Storm water will discharge to a stormwater detention facility located in areas located within public easements or on public property. All proposed stormwater management will be reviewed and approved by City of Billings Engineering Department. All drainage improvements shall comply with the provisions of the City of Billings Stormwater Management Manual and Section 23-706, BMCC, a stormwater management plan shall be submitted to the Engineering Division prior to filing of the final plat. **(Condition #1)**
- c. Solid waste** – The City of Billings will provide solid waste collection and disposal. The City’s landfill has adequate capacity for this waste.
- d. Streets** – Access to the lots in this proposed subdivision is from King Avenue West and South 48th Street West. All access to individual lots will be from internal streets. All new public streets will be in a 56-foot-wide right of way and will be constructed to 34-foot wide, back of curb to back of curb road. Road construction will include installation of accessible ramps at the intersections.

Sidewalks will be installed throughout the subdivision at the time of individual lot development. All sidewalks will be boulevard type walks with 5-foot wide boulevard sidewalks. The subdivider will install ADA ramps and sidewalk along any public areas within the subdivision.

A 10-foot-wide trail will be installed around the outer edge of the subdivision. The subdivider will install ADA ramps and trail along any public areas within the subdivision. Trails will be constructed on individual lots as the lots are developed.

- e. Emergency services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The fire station that serves this area is located at 1501 54th Street West (Station #7).

The subdivision is located within the ambulance service area of American Medical Response (AMR).

Comments from the Police department state that continued expansion of subdivisions will require additional resources to maintain acceptable levels of service.

- f. Schools** – School District #2 provides service to students within this subdivision from elementary to high school (Meadowlark Elementary School, Ben Steele Middle School, and West High School). Response from School District #2 shows all schools are above maximum capacity.

- g. Parks and Recreation** – The parkland dedication requirement for this subdivision is 5.310 acres. The applicant is proposing to provide 5.334 acres of parkland/open space. All parkland/open space will be private parks. The parks will be developed by the subdivider and maintained by the Home Owner Association (HOA).
- h. Mail Delivery** - The United States Postal Service will provide postal service to the subdivision. They have requested the installation of centralized mailbox unit (CBUs). The developer will work with the USPS to provide a satisfactory location for a CBU for this filing. **(Condition #3)**
- i. Phasing** - The Subdivision is proposed to be constructed in phases as defined below. Public improvements associated with these phases shall be constructed or monetarily guaranteed prior to opening the phase.
Phase 1: Lots 3-4, Block 1; Lots 1-2, Block 2; and Lot 1, Block 3.
Phase 2: Lots 3-8, Block 2 and Lot 1, Block 4.
Phase 3: Lots 1-2, Block 1

3. Effect on the natural environment

The subject property is relatively level land adjacent to urban development to the east and future proposed development to the south. A geotechnical study was performed for the subdivision and submitted to the City Engineering Division.

4. Effect on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. Future property owners should be aware that the proposed subdivision is located near prime wildlife habitat. Any damage caused by wildlife is the responsibility of the owner. This notice is in the SIA under the heading II. Property Conditions and Information for Lot Purchasers.

5. Effect on the public health, safety and welfare

Fire hydrants will be installed to meet fire department requirements. Sidewalks will offer a safe place for pedestrians to walk. The effects on public health and safety should be minimal.

B. Was an Environmental Assessment required? [(MCA 76-3-603 and BMCC 23-302.H.1.)]

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616, MCA.

C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2018 Urban Area Transportation Plan and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-(8)]

1. City of Billings 2016 Growth Policy

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

Essential Investments: Planning and construction of safe and affordable interconnected sidewalks and trails are important to the economy and livability of Billings. (p.6)

Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods): Neighborhoods that are safe and attractive and provide essential services are much desired. (p.8)

Zoning regulations that allow a mixture of housing types provide housing options for all age groups and income levels. (p.8)

Home Base (healthy, safe and diverse housing options) Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings. (p.9)

2. 2018 Billings Urban Area Long Range Transportation Plan

The proposed subdivision adheres to the goals and objectives of the 2018 Transportation Plan and preserves the street network and street hierarchy specified in the plan.

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

The proposed subdivision lies within the jurisdiction of the BABTMP. The BABTMP does not show any trails within the proposed subdivision.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302.H.3.a.]

The proposed subdivision satisfies the requirements of the Montana Subdivision and Platting Act and to the design standards specified in the local subdivision regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302.H.3.e.]

The subject property is a Planned Neighborhood Development (PND). The PND has the following zones within it, Commercial Mixed Use 1 (CMU1), Mixed Residential 2 (NX2), Mid-Century Residential (N2), Open Space, Parks, Recreation (P1), and Mixed Residential 3 (NX3). All building development on the lots shall comply with current zoning when applying for a building permit.

F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302.H.3.b.]

The subdivider will furnish private utility easements as required by private utility providers.

G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302.H.3.c.]

Legal and physical access is provided to the proposed lots are from King Avenue West and South 48th Street West. New internal streets will provide access to individual lots.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Ridgeline Subdivision does not create any adverse impacts that warrant denial of the subdivision.
- The proposed subdivision conforms to several goals and policies of the 2016 Growth Policy and does not conflict with the Transportation or Bikeway and Trail Plans.
- The proposed subdivision complies with state and local subdivision regulations, local zoning, and provides legal and physical access to each lot.
- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

RECOMMENDATION

Staff proposes the Planning Board recommend to City Council the preliminary plat of Ridgeline Subdivision be conditionally approved and adopt the Findings of Fact as presented in the staff report.

**SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT
DISTRICTS
Ridgeline Subdivision
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(City of Billings)**

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**SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL
IMPROVEMENT DISTRICTS**

Ridgeline Subdivision

This agreement is made and entered this ____ day of _____, 20____, by and between **TKJ Development, LLC**, whose address for the purpose of this agreement is **28121st Ave. North, Suite 500, Billings, MT 59101**, hereinafter referred to as "Subdivider," and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as "City."

WITNESSETH:

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

WHEREAS, at a regular meeting conducted on ____ day of _____, 20____, the City Council conditionally approved a preliminary plat of **Ridgeline Subdivision** and

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

WHEREAS, the provisions of this agreement shall be effective and applicable to **Ridgeline 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 City of Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, 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 City hereby grants, the following variances by the City Council from the strict interpretation of the City's Subdivision Regulations (Section 23.1101, BMCC):

1. No variances have been requested at this time.

II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

- A.** Lot owners will be required to construct that segment of the required sidewalk that fronts their property at the time of lot development. If sidewalk is not constructed within 5 years, the City has the right to construct the sidewalk and assess the property owners. Sidewalks shall be 5-foot boulevard style walk.
- B.** 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.
- C.** 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.
- D.** 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.
- E.** 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.
- F.** The Subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution and Prevention Plan (SWPPP) filed with the city and the Montana Department of Environmental Quality (MDEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by MDEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the Billings Stormwater Management Manual.
- G.** Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for new construction on lots. Best Management Practices are defined with Section 28-201, BMCC and detailed in the Billings Stormwater Management Manual.

III. TRANSPORTATION

A. Streets

All internal access roads and site improvements within the subdivision shall be installed in accordance with the City of Billings' street standards. Subdivider will execute a private contract to construct public streets, and curb and gutter within the Subdivision.

Subdivider and City agree that the required street improvements are as follows:

1. Standard curb and gutter will be installed on all of the interior streets being constructed within the Subdivision.
2. All streets will be provided with an asphalt concrete driving surface.
3. A Traffic Impact Study (TIS) has been completed and submitted to City Engineering and the Montana Department of Transportation (MDT) for review and approval prior to final plat. Construction and/or financial contributions for improvements along King Avenue West and 48th Street West as well as contributions to future intersection improvements shall be in general accordance with that document and as specifically described herein.
 - a. King Avenue West is a Principal Arterial and requires a half right-of-way width of sixty feet. An additional thirty feet shall be dedicated as part of this Subdivision to reach the required right-of-way width.
 - b. 48th Street West is an arterial and requires a half right-of-way width of sixty feet. Sixty feet shall be dedicated as part of this Subdivision to reach the required right-of-way width.
 - c. Additional right-of-way shall be dedicated at the corner of King Avenue West and 48th Street West to accommodate a potential future roundabout as determined by the final design of intersection.
 - d. Open Range Road and Tandem Ridge Drive are classified as commercial access roads and shall be forty-four feet back-of-curb to back-of-curb and be located within a seventy-foot right-of-way.
 - e. Roof Tree Road and Trail Ridge Drive are classified as residential access roads and shall be thirty-four feet back-of-curb

to back-of-curb and be located within a fifty-six-foot right-of-way.

- f. The Subdivider shall construct sidewalk, curb and gutter, and a thirty-foot wide asphalt road along Georgina Drive from 48th Street West to the eastern property line of Lot 4, Block 2 of the Subdivision. A sixty-foot right-of-way shall be dedicated for Georgina Drive.

- g. No physical surface improvements to 48th Street West are anticipated at this time. In-lieu of construction improvements, the Subdivider shall make a cash contribution to the City of Billings for future improvements to 48th Street West. Said contributions shall be based on one-half of the required surface improvements for a residential street section, including curb and gutter, less a credit for existing surfacing. Subdivider shall construct the multi-use trail, due to this, no cash contribution for sidewalk is required. Said contributions and/or trail construction, shall be made at the time of development of Lots 1 and 4, Block 1; Lot 1, Block 3; and Lot 1, Block 4.

- h. King Avenue West improvements will be required in conjunction with the development of Phase 2 of the Subdivision. These improvements include the construction of a right turn-lane into Open Range Road. These improvements shall be made at the expense of the Subdivider at the time of development of Phase 2.

- i. Intersection contributions identified in the Traffic Impact Study are noted herein. Based on the Traffic Impact Study the following intersection contributions shall be paid at the time of initial lot development:

- i. Central Avenue and 48th Street West (3.8%) \$9,500

Based on trip generation estimates from the TIS, the costs associated with, and to be paid by, each lot at the time of development is as follows:

- Lot 1, Block 1 \$1,165
- Lot 2, Block 1 \$1,225
- Lot 3, Block 1 \$800
- Lot 4, Block 1 \$800
- Lot 1, Block 2 \$1,050

• Lot 2, Block 2	\$1,740
• Lot 3, Block 2	\$1,740
• Lot 1, Block 3	\$480
• Lot 1, Block 4	\$500
Total	\$9,500

4. The Montana Department of Transportation controls the right-of-way for King Avenue West. Any access locations and improvement installation shall be subject to their review and approval.

B. Sidewalks And Trails

1. Individual lot owners will be responsible for the construction of the sidewalks within public right-of-way or easements adjacent to or through their lot at the time of lot construction and shall be included in each building permit.
2. Multi-use paths shall be 10-foot wide with corner intersection handicap ramps and aprons. Multi-use trails shall be constructed by the Subdivider, within the private contract, at the time of each phase opening. A multi-use path shall be required to be constructed along 48th Street West and King Avenue West. Maintenance of the multi-use paths will be the responsibility of the HOA.
3. Sidewalks shall be 5-foot wide with a 5-foot boulevard planting strip between the sidewalk and the curb at corner intersection handicap ramps and aprons.
4. Subdivider will install, within the private contract, corner intersection handicap ramps and aprons.
5. Subdivider to install sidewalks and trails fronting parkland/open space areas.

C. Street Lighting

No street lighting is proposed for the development; however, street lighting is included in the waiver of right to protest.

D. Traffic Control Devices

The Traffic Impact Study completed and submitted to City Engineering and the Montana Department of Transportation for review prior to final plat indicates intersection improvements are warranted at the intersection King Avenue West and 48th Street West. Intersection improvements (not limited to traffic signal or roundabout), signage, and striping shall be installed as part of Phase 1 in accordance with the Traffic Impact Study and conform to the City of Billings

and Montana Department of Transportation standards. The developer may be responsible for full intersection costs as determined by the Montana Department of Transportation and the City of Billings.

Street name signs for streets within the Subdivision, or located immediately adjacent thereto, shall be furnished and installed by the subdivider in accordance with the specifications of the City of Billings standards.

E. Access

The Subdivision will be accessed by way of internal roads and driveway approaches as approved by the Montana Department of Transportation and the City. There will be three accesses off 48th Street West and a single access off King Avenue West. An internal road will access onto King Avenue West approximately 680 feet east of the intersection with 48th Street West with allowable turning movements as approved by Montana Department of Transportation. Two internal road approaches will access onto 48th Street West approximately 550 and 1,400 feet north of the intersection with King Avenue West. An additional internal road access point to 48th Street West will be provided via the existing Georgina Drive.

Road improvements along King Avenue West and 48th Street West, including a roundabout at the intersection, are anticipated at an unknown future date. To facilitate the movement of traffic leaving the subdivision in the interim, Tandem Ridge Drive shall be allowed full turning movements. At the time of redevelopment of 48th Street West and the installation of a roundabout, approaches within 1,000 feet of the 48th Street West and King Avenue West intersection will be restricted to a maximum of three-quarter ($\frac{3}{4}$) access turning movements as determined by City Engineering.

F. Billings Area Bikeways and Trail Master Plan

The proposed subdivision is within the planning area for the Billings Area Bikeway & Trail Master Plan. The Trail Plan indicates a proposed multi-use path along the north side of King Avenue West and the east side of 48th Street West. Portions of the 10-foot multi-use path shall be constructed by the Subdivider, within a private contract, at the time of phase development.

G. Public Transit

MET Transit provides service along King Avenue West with the closest route at the intersection of King Avenue West and Montana Sapphire Drive, approximately 0.5 miles east of the Subdivision. No improvements are required to ensure public transit service.

IV. EMERGENCY SERVICE

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

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.
- An operational fire hydrant shall be located within 600 feet of the furthest portion of a residence under construction or within 400 feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.
- The above requirements do not alter or effect the current minimum subdivision requirements for fire apparatus access and water supply.

V. STORM DRAINAGE

All drainage improvements shall comply with the provisions set forth in Chapter 28, BMCC, and the Stormwater Management Manual in place at the time of development. A complete stormwater management plan shall be submitted to the Engineering Division for review and approval at the time of development.

Where not contained within street rights-of-way, public storm drainage facilities will be located within public easements or on public property.

Developer shall install dry storm drain pipe from storm drain retention facilities to the drain ditch along 48th Street West. This pipe can be utilized in the future to drain the retention facilities with a pumping system.

Maintenance of the developments storm retention facilities shall be the responsibility of the Home Owners Association(s).

VI. UTILITIES

The Subdivision Improvements Agreement does not constitute an approval for extension of or connection to water mains and sanitary sewers. The property owner shall make application for extension/connection of water mains and sanitary sewers to the Public Works Department – Engineering Division. The extension/connection of/to water mains and sanitary sewers is subject to the approval of the applications

and the conditions of approval. Applications shall be submitted for processing prior to the start of any construction and prior to review and approval of any project plans and specifications.

The Developer/Owner acknowledges that the subdivision shall be subject to the applicable System Development Fees in effect at the time new water and/or sanitary sewer service connections are made.

The design/installation of sanitary sewers and appurtenances, and water mains and appurtenances (fire hydrants, etc.) shall be in accordance with design standards, specifications, rules, regulations of and as approved by the City of Billings Public Works Department, Billings Fire Department and the Montana Department of Environmental Quality.

A. Water

The Subdivision will be served by extending 24-inch water main along King Avenue West to 48th Street West. The Subdivider has the option to enter into a compensation agreement with the City to pay the difference in the upsizing of a 12-inch main to a 24-inch. The Subdivider will be required to construct a public 12-inch water main from King Avenue West through the Subdivision to the intersection of 48th Street West and Georgina Drive to be located in a public easement or public right-of-way.

B. Sanitary Sewer

The Subdivision will be served by extending sanitary sewer main along King Avenue West to 48th Street West. The Subdivider will be required to provide a cash contribution for half of the cost of installation of a 12-inch sanitary sewer main extension in 48th Street West for the extent of the property.

C. Power, Telephone, Gas, and Cable Television

All telephone, gas, electrical power, and cable television lines within the public right-of-way shall be installed prior to surface improvements. 8-foot utility easements are provided along the front lot lines of selected lots for utility services as shown on the plat.

VII. PARKS/OPEN SPACE

Parkland/open space requirements will be met via private parkland/open space areas. The subdivision regulations require 11% of the net residential lot area be provided as parkland/open space area which equates to 5.310 acres. A total of 5.334 acres of parkland/open space is provided.

All parkland spaces within the subdivision will be private. Private parkland areas will be constructed by the Subdivider and maintained by the Home Owners Association(s).

VIII. IRRIGATION

No water rights have been transferred to the lot owners. Irrigation ditches that exist near this development are for the benefit of other properties. Ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.

IX. SOILS/GEOTECHNICAL STUDY

A geotechnical investigation was performed for the area and can be obtained from the City Engineering Department office.

X. PHASING OF IMPROVEMENTS

The Subdivision is proposed to be constructed in phases as defined below. Public improvements associated with these phases shall be constructed or monetarily guaranteed prior to opening the phase.

Phase 1: Lots 3-4, Block 1; Lots 1-2, Block 2; and Lot 1, Block 3.

Phase 2: Lots 3-8, Block 2 and Lot 1, Block 4.

Phase 3: Lots 1-2, Block 1

XI. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

XII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

- A. Subdivider agrees to guarantee all public improvements for a period of two years from the date of final acceptance by the City of Billings.
- 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 run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees 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.

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

“SUBDIVIDER”

TKJ Development, LLC

By: _____

Its: _____

STATE OF MONTANA)
 : ss
 County of)

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 *TKJ Development, LLC*, who executed the foregoing instrument and acknowledged to me that he/she executed the same.

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

This agreement is hereby approved and accepted by the City of Billings, this ____ day of _____, 20__.

“CITY”
CITY OF BILLINGS
MONTANA

By: _____
Mayor

Attest: _____
City Clerk

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 Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

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

Planning Board

Date: 11/09/2021
Title: Annafeld Subdivision, 4th Filing - Preliminary Major Plat Review
Presented by: David Green
Department: Planning & Community Services
Presentation: Yes

Information**RECOMMENDATION**

Staff proposes the Planning Board recommend to City Council that the preliminary plat of Annafeld Subdivision, 4th Filing be conditionally approved and adopt the Findings of Fact as presented in the staff report.

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

On October 1, 2021, Sanderson Stewart for McCall Development, Inc., applied for preliminary major plat approval for Annafeld Subdivision, 4th Filing. The proposed subdivision creates 127 lots for residential development in the City of Billings. The subject property is generally located south of Elysian Road and west of Annafeld Subdivision, 3rd Filing. The property is zoned PD, builders will follow the PD when developing the lots. The entire project area is not currently within the City Limits, however, a petition for annexation has been submitted and the City Council will consider the annexation at the same business meeting as the preliminary plat.

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 submit all drawings and specifications for water systems, sewer systems and stormwater systems to the City of Billings Engineering Department for review and approval prior to installation.
2. 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.
3. 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.
4. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, regulations, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting August 26, 2021
- Preliminary plat application submitted to Planning Division on October 1, 2021
- Departmental review meeting October 14, 2021
- Preliminary plat resubmittal October 21, 2021
- Planning Board plat review November 9, 2021
- Planning Board public hearing November 23, 2021
- Preliminary plat to City Council December 20, 2021
- 60 working-day preliminary plat review period ends December 30, 2021

PLAT INFORMATION

General location: South of Elysian Road and west of Annafeld Subdivision 3rd Filing

Legal Description: Lot 2A, Block 1 of Adam & Mollie Walter Sub, 1st Filing & Lot 1, Block 17 & Lot 3, Block 10 of Annafeld Sub, 3rd Filing & Tract 2A of COS 3594

Owner/Subdivider: McCall Development, Inc.

Engineer and Surveyor: Sanderson Stewart

Existing Zoning: PD

Existing land use: Farmland

Proposed land use: Residential

Gross and Net area: 65.317 acres / 57.635 acres

Proposed number of lots: 127

Lot size: Max: 14.14 acres
Min.: 1,656 square feet

Parkland requirements: Parkland dedication requirement is 1.33 acres. The parkland will be private parks maintained by the subdivision.

STAKEHOLDERS

There are no stakeholder responses at this time. On November 23rd, at a regularly scheduled meeting of the Planning Board, public comment will be formally received during a public hearing.

ALTERNATIVES

In accordance with state law, the City Council has 60 working days to act upon this major preliminary plat. The 60 working day review period for the proposed plat ends on December 30, 2021. State and City subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The City 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 City Council is required to:

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

FISCAL EFFECTS

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

SUMMARY

One of the purposes of the City's subdivision review process is to identify potential negative effects of property being subdivided. Negative effects that are identified become the subdivider's responsibility to mitigate. Various City 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 minimal impacts from this proposed subdivision.

Attachments

Findings of Fact
Proposed Plat
SIA Draft

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Annafeld Subdivision, 4th Filing. 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 Billings Subdivision Regulations (Section 23-303(H), BMCC).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302.H.2.]

1. Effect on agriculture and agricultural water user facilities

The subject property is currently farm land. Water rights will not be transferred to subdivision property owners. Existing ditches near this proposed development will remain in place and will not be altered by the future property owners. The subdivision should not affect agricultural water users' facilities.

2. Effect on local services

a. Utilities – Public water services to the subject property will be provided by the City of Billings. The subdivision will continue a 12-inch water main down Norma Jean Lane and in a portion of Street 4 (temporary name). All remaining street in Annafeld Subdivision, 4th Filing, will be an 8-inch line with water taps to individual lots for future home connections. The water mains within the subdivision will make looped connections whenever possible. All water line construction shall be installed in conformance with the design standards, specification, rules and regulations of the City of Billings. The City of Billings, Engineering Department, will review and approve all proposed water lines prior to installation. **(Condition #1)**

Fire hydrants will also be installed as required by the City of Billings Fire Department. The City Fire Department will review and approve all proposed hydrant locations prior to installation.

Sanitary sewer service will be provided by the City of Billings by connecting to an existing 8- inch diameter gravity feed sewer main located in Street 2 (temporary name), Eva Marie Lane, Norma Jean land and Johannis Meadow Lane. and extending the 8-inch sewer main within Matador Avenue, Modera Avenue and Street 1 (Temporary Name). All sanitary sewer mains will be stubbed to each lot. All sewer line construction shall be installed in conformance with the design standards, specification, rules and regulations of the City of Billings Engineering Department. The City of Billings Engineering Department will review and approve all proposed sanitary sewer lines prior to installation. **(Condition #1)**

All telephone, gas, electrical power, and cable television lines that are placed within the public right-of-way shall be installed prior to surface improvements.

- b. Storm water** – Stormwater management for the proposed subdivision will be provided by a combination of surface drainage and curbs and gutters, drained to underground storm drains. The new storm drain piping will discharge into existing storm drain piping and to an existing mechanical stormwater filtration manhole, then into Hogan’s Slough. There is an existing Operation and Maintenance (O&M) manual that was developed with Annafeld Subdivision, 1st Filing that will include Annafeld Subdivision, 4th Filing. The subdivision HOA is owner of the stormwater management system and fees are collected to cover the cost of O&M. All drainage improvements shall comply with the provisions of the City of Billings Stormwater Management Manual and Section 23-706, BMCC, a stormwater management plan shall be submitted to the Engineering Division prior to filing of the final plat. **(Condition #1)**
- c. Solid waste** – The City of Billings will provide solid waste collection and disposal. The City’s landfill has adequate capacity for this waste.
- d. Streets** – Access to the lots in this proposed subdivision is from Elysian Road and St. George Boulevard. Access to each individual lot will be from the internal streets that are proposed with this subdivision. All new streets will be in a 56-foot-wide right of way and will be constructed to 34-foot wide, back of curb to back of curb road. Road construction will include installation of accessible ramps at the intersections.

A traffic study has been completed for this proposed subdivision and the applicant will be making contributions to the intersections impacted by the additional traffic burden places on them. Those contributions are outlined in the SIA and will be made to the City prior to final plat approval.

Sidewalks will be installed at the time of individual lot development. All sidewalks will be boulevard type walks with 5-foot wide boulevard sidewalks.

- e. Emergency services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The fire station that serves this area is located at 605 South 24th Street West (Station #5).

The subdivision is located within the ambulance service area of American Medical Response (AMR).

Comments from the Police department state that continued expansion of subdivisions will require additional resources to maintain acceptable levels of service.

- f. Schools** – Elysian School provides service to students within this subdivision for K through 8. School District #2 provides service to students within this subdivision from high school (West High School). School District #2 responded stating West High School is over capacity at this time.

- g. Parks and Recreation** – The parkland dedication requirement for this subdivision is 1.33 acres. This parkland will be private park for the residents of the subdivision. There is a public park that was dedicated to the City with Annafeld 1st Filing. Lot owners are advised they will be subject to inclusion in a Parks Maintenance District (PMD) for the operation and maintenance of an existing public park within Annafeld Subdivision. This information is in the SIA under the heading Property Conditions and Information for Lot Purchasers.
- h. Mail Delivery** - The United States Postal Service will provide postal service to the subdivision. They have requested the installation of centralized mailbox unit (CBUs). The developer will work with the USPS to provide a satisfactory location for a CBU for this filing. **(Condition #2)**

3. Effect on the natural environment

The subject property is relatively level land adjacent to urban development to the east. A geotechnical study was performed for the subdivision, a summary of the information from that study is included in the SIA under the heading X. Soils/Geotechnical Study. The subdivision should have a minimal effect on the natural environment.

4. Effect on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. Future property owners should be aware that the proposed subdivision is located near prime wildlife habitat and adjacent to open farm land areas, therefore conflicts with wildlife may occur. Any damage caused by wildlife is the responsibility of the owner. This notice is in the SIA under the heading II. Property Conditions and Information for Lot Purchasers.

5. Effect on the public health, safety and welfare

Fire hydrants will be installed to meet fire department requirements. Sidewalks will offer a safe place for pedestrians to walk. The effects on public health and safety should be minimal.

B. Was an Environmental Assessment required? [(MCA 76-3-603 and BMCC 23-302.H.1.)]

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616, MCA.

C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2018 Urban Area Transportation Plan and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-(8)]

1. City of Billings 2016 Growth Policy

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

Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods): Neighborhoods that are safe and attractive and provide essential services are much desired. (p.8)

Home Base (healthy, safe and diverse housing options) Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings. (p.9)

2. 2018 Billings Urban Area Long Range Transportation Plan

The proposed subdivision adheres to the goals and objectives of the 2018 Transportation Plan and preserves the street network and street hierarchy specified in the plan.

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

The proposed subdivision lies within the jurisdiction of the BABTMP. The BABTMP does not show any trails within the proposed subdivision.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302.H.3.a.]

The proposed subdivision satisfies the requirements of the Montana Subdivision and Platting Act and to the design standards specified in the local subdivision regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302.H.3.e.]

The subject property is located within a PD zoning district. All building development on the lots shall comply with the PD zoning when applying for a building permit.

F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302.H.3.b.]

The subdivider will furnish private utility easements as required by private utility providers.

G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302.H.3.c.]

Legal and physical access is provided to the proposed lots from Elysian Road and from St. George Boulevard. Other new internal streets will provide access to individual lots. All streets are dedicated to the public as shown on the plat.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Annafeld Subdivision, 4th Filing does not create any adverse impacts that warrant denial of the subdivision.
- The proposed subdivision conforms to several goals and policies of the 2016 Growth Policy and does not conflict with the Transportation or Bikeway and Trail Plans.
- The proposed subdivision complies with state and local subdivision regulations, local zoning, and provides legal and physical access to each lot.
- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

RECOMMENDATION

Staff proposes, the Planning Board recommend to the City Council, the preliminary plat of Annafeld Subdivision, 4th Filing be conditionally approval and adopt the Findings of Fact as presented in the staff report.

PRELIMINARY PLAT OF ANNAFELD SUBDIVISION, FOURTH FILING

BEING LOT 2A, BLOCK 1 OF ADAM & MOLLIE WALTER SUBDIVISION, FIRST FILING AND PROPOSED LOT 1A, BLOCK 17
OF AMENDED ANNAFELD SUBDIVISION 3RD FILING AND LOT 3, BLOCK 10 OF ANNAFELD SUBDIVISION, 3RD FILING
SITUATED IN THE NW1/4 OF SECTION 19, T. 1 S., R. 26 E., P.M.M.
IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : McCALL DEVELOPMENT, INC.

PREPARED BY : SANDERSON STEWART

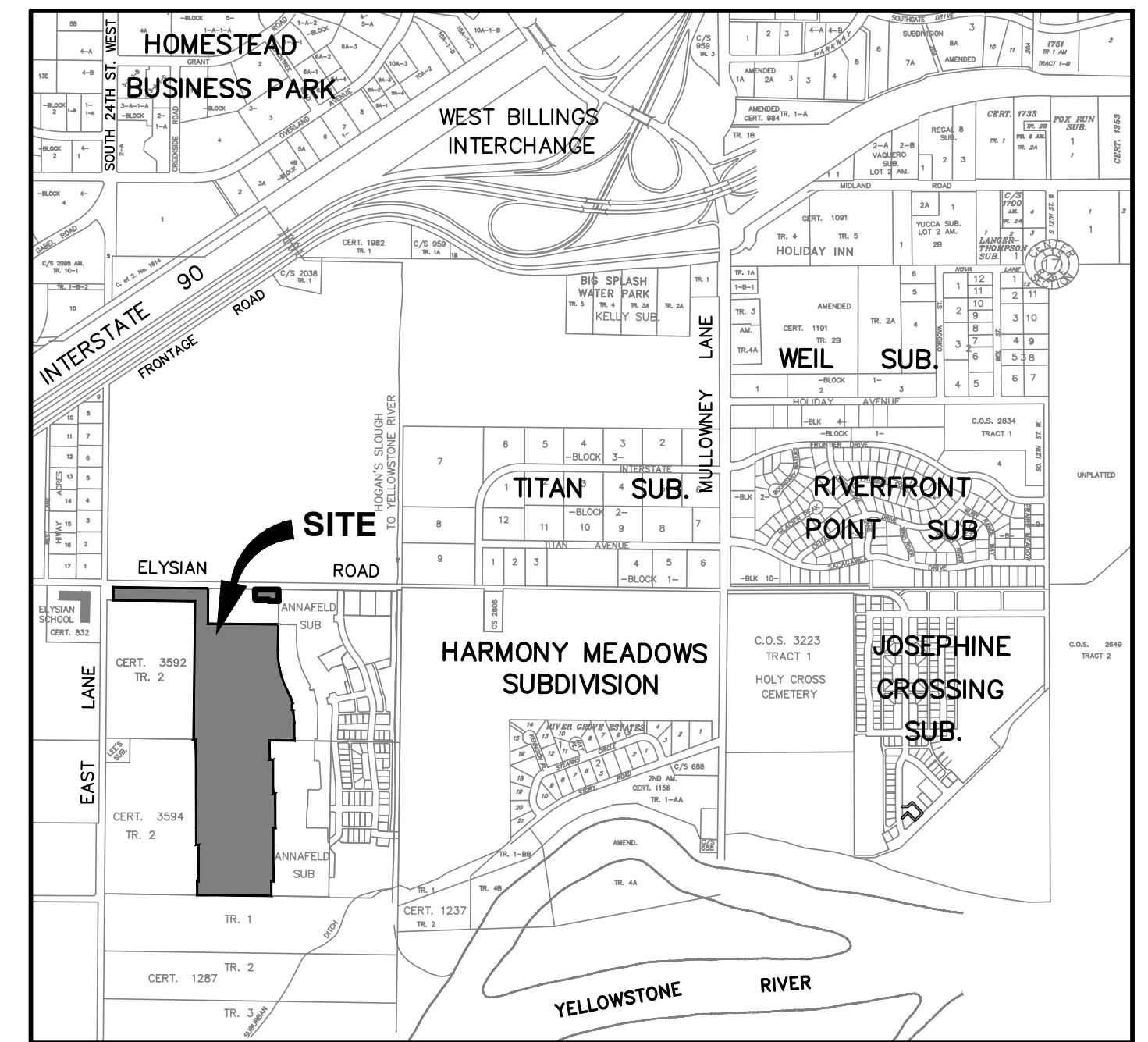
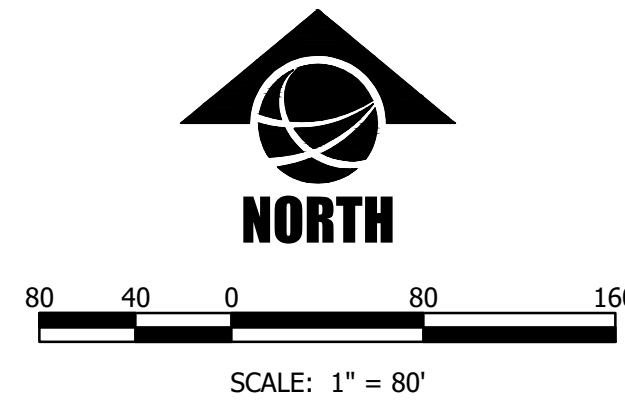
AUGUST, 2021
BILLINGS, MONTANA

BASIS OF BEARINGS: PLAT OF ANNAFELD SUBDIVISION, SECOND FILING

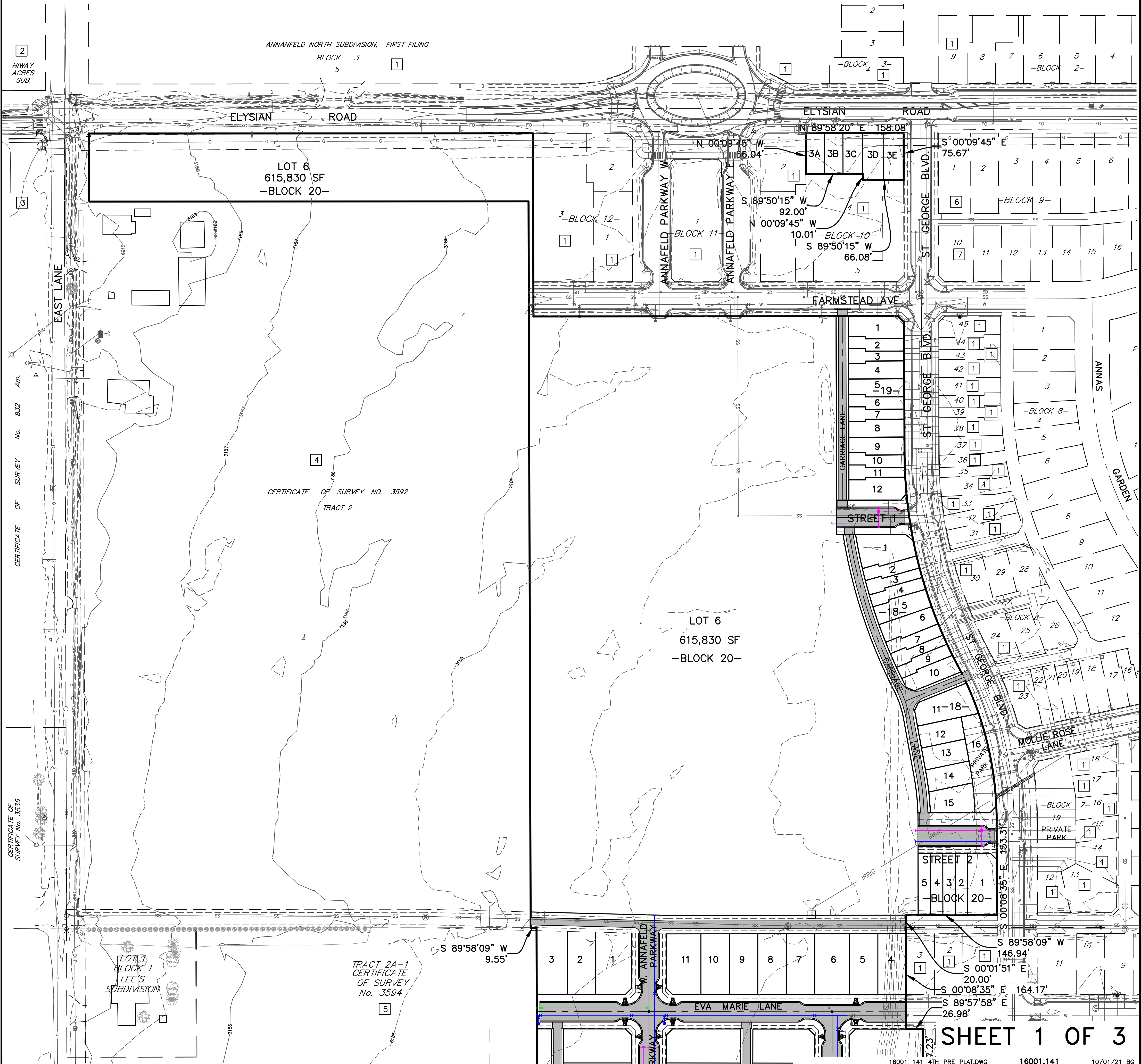
NOTE: ALL CURVES ARE TANGENT AND ALL PROPERTY LINES INTERSECTING CURVES ARE RADIAL UNLESS OTHERWISE NOTED.

OWNERSHIPS

- 1 MCCALL DEVELOPMENT INC
1536 MULLOWNEY LN STE 100
BILLINGS, MT 59101-6397
- 2 KELLER, ARLISS M
1340 EAST LANE
BILLINGS, MT 59101-6329
- 3 SCHOOL DISTRICT #23RR 9
BILLINGS, MT 59101-9610
- 4 GARY J ARMSTRONG
LIVING TRUST
1701 EAST LANE
BILLINGS, MT
59101-6364
- 5 WALTER, LEROY J
& NORMA J
1807 EAST LANE
BILLINGS, MT
59101-6349
- 6 DERLATKA, DANIEL R
276 BLACKTAIL RD
LAKEVILLE, MT 59922-9617
- 7 JONES, TIMOTHY O & LEAH
3620 POWDERHORN CIR
BILLINGS, MT 59102-037



VICINITY MAP
NOT TO SCALE



PRELIMINARY PLAT OF ANNAFELD SUBDIVISION, FOURTH FILING

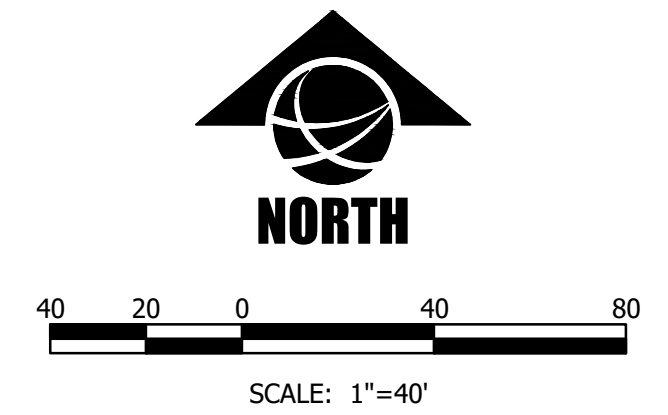
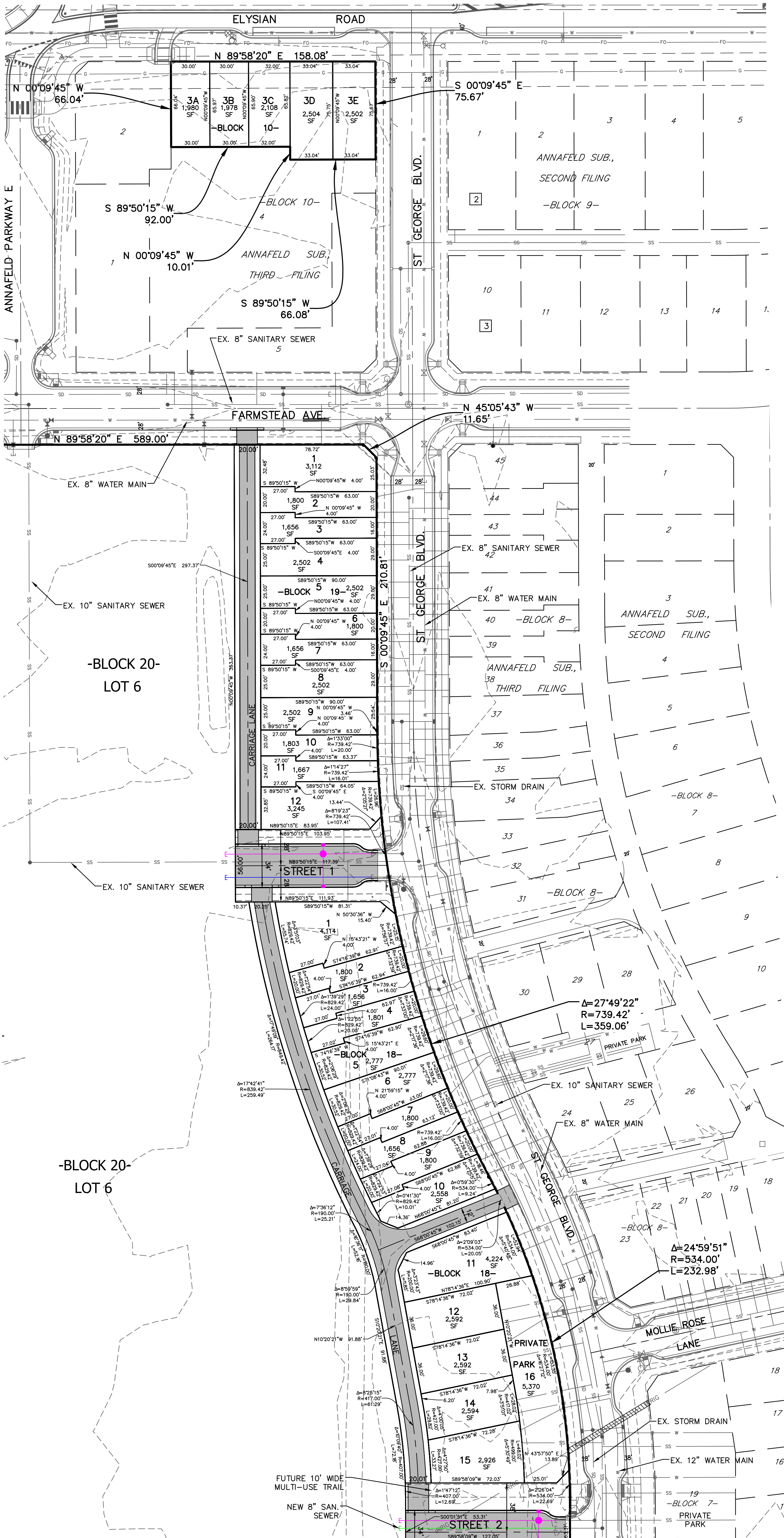
BEING LOT 2A, BLOCK 1 OF ADAM & MOLLIE WALTER SUBDIVISION, FIRST FILING AND PROPOSED LOT 1A, BLOCK 17
OF AMENDED ANNAFELD SUBDIVISION 3RD FILING AND LOT 3, BLOCK 10 OF ANNAFELD SUBDIVISION, 3RD FILING
SITUATED IN THE NW1/4 OF SECTION 19, T. 1 S., R. 26 E., P.M.M.
IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : McCALL DEVELOPMENT, INC.

PREPARED BY : **SANDERSON STEWART**

AUGUST, 2021

BILLINGS, MONTANA



BASIS OF BEARINGS: PLAT OF ANNAFELD SUBDIVISION, SECOND FILING

- FOUND SURVEY MONUMENT, REBAR WITH YELLOW CAP MARKED "SANDERSON STEWART", OR AS NOTED.
- EXISTING BRASS CAP IN CAST IRON MONUMENT BOX.
- SET 5/8" X 18" REBAR WITH CAP MARKED WITH THE LICENSE NUMBER OF THE UNDERSIGNED LAND SURVEYOR AND "SANDERSON STEWART"
- SET INTERSECTION MONUMENT, 5/8"x18" REBAR WITH CAP MARKED WITH THE LICENSE NUMBER OF THE UNDERSIGNED LAND SURVEYOR AND "SANDERSON STEWART BILLINGS MT". WILL BE REPLACED WITH BRASS CAP MONUMENT BOX UPON COMPLETION OF STREET IMPROVEMENTS.

NOTE: ALL CURVES ARE TANGENT AND ALL PROPERTY LINES INTERSECTING CURVES ARE RADIAL UNLESS OTHERWISE NOTED.

OWNERSHIPS

- 1 MCCALL DEVELOPMENT INC
1536 MULLOWNEY LN STE 100
BILLINGS, MT 59101-6397
- 2 DERLATKA, DANIEL R
276 BLACKTAIL RD
LAKEVIEW, MT 59922-9617
- 3 JONES, TIMOTHY O & LEAH
3620 POWDERHORN CIR
BILLINGS, MT 59102-037
- 4 GARY J ARMSTRONG
LIVING TRUST
1701 EAST LANE
BILLINGS, MT
59101-6364

LINETYPES

	EXISTING
SANITARY SEWER	SS
STORM DRAIN	SD
WATER MAIN	WM
	PROPOSED
8" SANITARY SEWER	SS (Green)
STORM DRAIN	SD (Magenta)
8" WATER MAIN	WM (Blue)

RESERVED FOR CLERK AND RECORDER

PRELIMINARY PLAT OF ANNAFELD SUBDIVISION, FOURTH FILING

BEING LOT 2A, BLOCK 1 OF ADAM & MOLLIE WALTER SUBDIVISION, FIRST FILING AND PROPOSED LOT 1A, BLOCK 17 OF AMENDED ANNAFELD SUBDIVISION 3RD FILING AND LOT 3, BLOCK 10 OF ANNAFELD SUBDIVISION, 3RD FILING
SITUATED IN THE NW1/4 OF SECTION 19, T. 1 S., R. 26 E., P.M.M.
IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : McCALL DEVELOPMENT, INC.

PREPARED BY : SANDERSON STEWART

AUGUST, 2021 BILLINGS, MONTANA

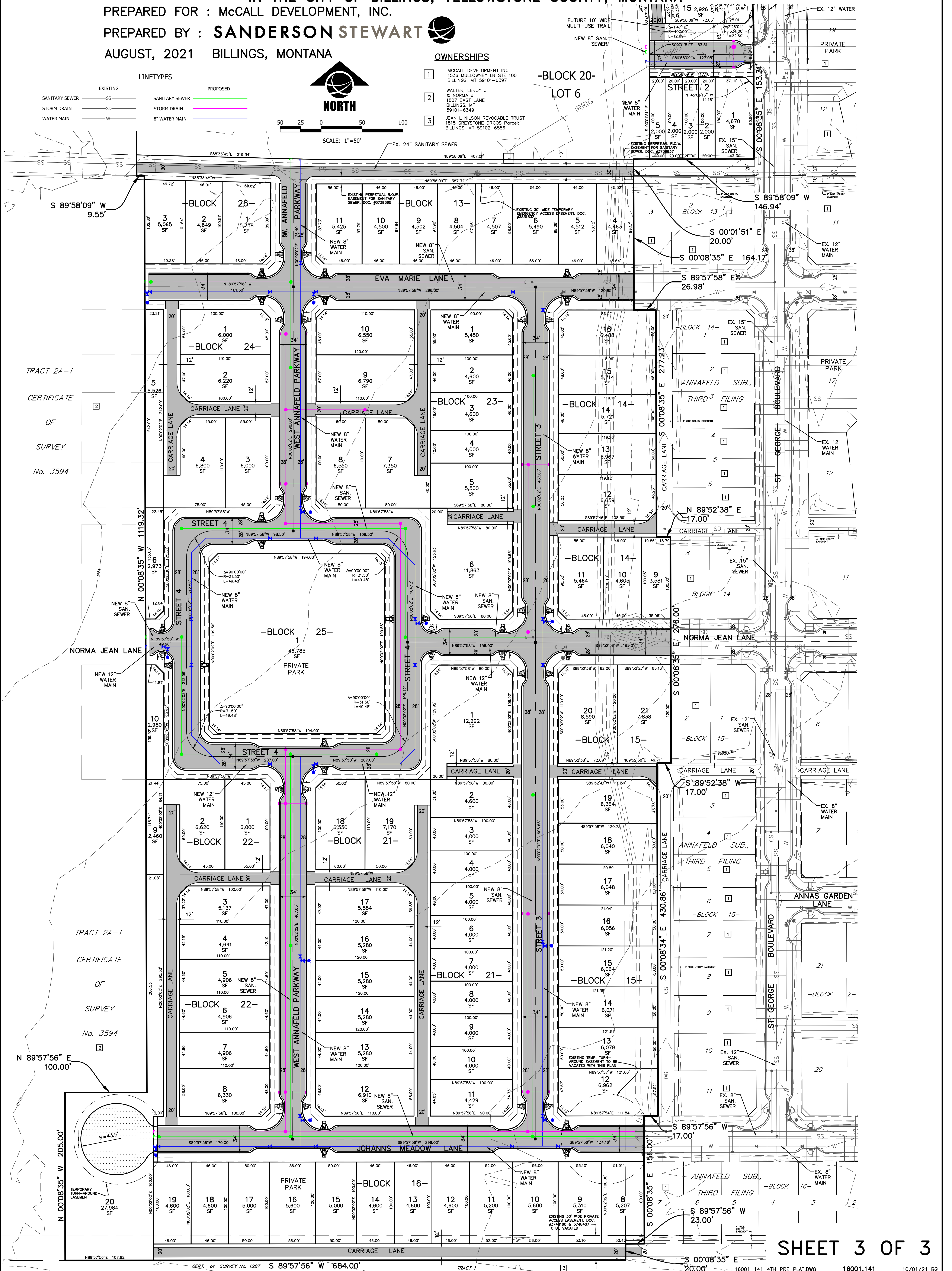
- OWNERSHIPS**
- 1 MCCALL DEVELOPMENT INC
1536 MULLOWNEY LN STE 100
BILLINGS, MT 59101-6397
 - 2 WALTER, LEROY J & NORMA
1907 EAST LANE
BILLINGS, MT
59101-6349
 - 3 JEAN L NILSON REVOCABLE TRUST
1815 GREYSTONE DR CROSS Forest:1
BILLINGS, MT 59102-6556

LINETYPES

EXISTING	PROPOSED
SANITARY SEWER — SS	SANITARY SEWER — SS
STORM DRAIN — SD	STORM DRAIN — SD
WATER MAIN — W	8" WATER MAIN — W



SCALE: 1"=50'



Return to:
Sanderson Stewart
1300 North Transtech Way
Billings, MT 59102

**SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL
IMPROVEMENT DISTRICTS
ANNAFELD SUBDIVISION, FOURTH FILING
CITY OF BILLINGS
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Return to:
Sanderson Stewart
1300 North Transtech Way
Billings, MT 59102

**SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL
IMPROVEMENT DISTRICTS
ANNAFELD SUBDIVISION, FOURTH FILING**

THIS AGREEMENT is made and entered into this ____ day of _____, 20__, by and between **MCCALL DEVELOPMENT, INC.**, whose address for the purpose of this agreement is 1536 Mallowney Lane, Suite 100; Billings, Montana 59101, hereinafter referred to as “Subdivider,” and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as “City.”

WITNESSETH:

WHEREAS, the plat of Annafeld Subdivision, Fourth Filing located in Yellowstone County, Montana was submitted to the Yellowstone County Board of Planning; and

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

WHEREAS, at a regular meeting conducted on the ____ day of _____20__, the City Council conditionally approved a preliminary plat of Annafeld Subdivision, Fourth Filing; and

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

WHEREAS, the provisions of this agreement shall be effective and applicable to Annafeld Subdivision, Fourth Filing 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 City of Billings Subdivision Regulations, the rules, regulations,

policies, and resolutions of the City of Billings, 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

None requested

II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

- A.** Lot owners will be required to construct that segment of the required sidewalk that fronts their property at the time of lot development. If sidewalk is not constructed within 5 years, the City has the right to construct the sidewalk and assess the property owners.
- B.** There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner, or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned on the completion of the conditions set forth in this agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.
- C.** Lot owners should be aware that this subdivision is built with a “traditional neighborhood” design. The single-family dwellings will have the garage set in the rear of the lots. The access will be provided to the garages by means of a paved Carriage Lane.
- D.** Lot owners should be aware that this subdivision is zoned “Planned Development” (PD). Special zoning regulations regarding lot development will be enforced in accordance to the Amended Planned Development Agreement recorded at the Yellowstone County Clerk and Records Office under Document No. 3826023.
- E.** Lot owners should be aware that this subdivision is adjacent to wildlife habitat. Consequently, owners are advised that wildlife indigenous to the

area is found on the property, and may impact the developed property and interface with domestic animals, residents, and visitors. Owners may also experience problems with damage to landscaped shrubs, flowers, and gardens. Any impacts associated with wildlife and any damage arising there from is the responsibility of the lot owners.

- F.** No water rights have been transferred to the individual lot owners but may be held by the Subdivider and/or the homeowners association. 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 without the permission of the controlling ditch company.
- G.** Lot owners should be aware they may be required to participate in a park maintenance district administered by the homeowners association for Annafeld Subdivision, Fourth Filing.
- H.** Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for any construction on lots. Best Management Practices are defined within Chapter 28-201, BMCC and detailed in the City of Billings *Stormwater Management Manual*.
- I.** Lot owners should be aware that the Yellowstone River Channel Migration Study sponsored by the Yellowstone River Conservation District Council and the U.S. Army Corp of Engineers has identified areas which may be susceptible to erosion by the Yellowstone River. Owners are encouraged to review the extent to which bank erosion may pose a threat to structures built in this subdivision.
- J.** Lot owners should be aware that Hogan's Slough adjacent to the subdivision is a major stormwater outfall for Billings west end. There is a possibility that the slough could overtop during a major storm event. Based upon the existing topography near Hogan's Slough and the Elysian Road Bridge, it is anticipated that the channel would overtop northeast of Elysian Road and flow east prior to overtopping Elysian Road. There is the possibility however that Elysian Road could be overtopped during a major storm event. If that occurs, flows not carried within the Hogan's Slough channel would be carried within the subdivision streets. The elevation of residential dwellings and commercial structures must be established in recognition of the City's policy that storm runoff flows are allowed to a depth of 18-inches in the gutter flowline of adjacent streets during the major storm. Higher house finished floor elevations may be required on a lot by lot basis.

- K.** The Subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution Prevention Plan (SWPPP) filed with the City and the State Department of Environmental Quality (DEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by DEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the City of Billings *Stormwater Management Manual*.

III. TRANSPORTATION

A. Streets

1. All internal access roads and site improvements within the subdivision will be in accordance with the City of Billings Site Development Ordinance, City Zoning Ordinance, International Building Code, the *Stormwater Management Manual*, and other applicable City codes, rules, and regulations.
2. All internal streets within the subdivision shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. All public roads will be built to provide a 34-foot back-to-back curb street width. The design cross-sections of said streets shall be submitted to, and approved by, the City of Billings Public Works Department. The street improvements will be completed by private contract or SID.
3. At the time of this Filing, Phase IV of Harmony Meadows Subdivision, Second Filing has not been constructed. Therefore, a physical connection between Annafeld Subdivision and Harmony Meadows Subdivision cannot be made. Furthermore, even if the Story Road connection were constructed, the traffic generated from Annafeld Subdivision, Fourth Filing would be unlikely to utilize Story Road based on proximity to Elysian Road and the land uses that are currently in Harmony Meadows Subdivision. Therefore, a detailed traffic impact analysis of the Story Road connection to Harmony Meadows Subdivision is not required for this Filing of Annafeld Subdivision. A traffic impact analysis of the Story Road connection to Harmony Meadows Subdivision is required with future filings.

The Subdivider agrees to contribute up to 50 percent of the cost for design, permitting, and construction of the Hogan's Slough crossing on Story Road. If the cash contribution is not sufficient to cover 50

percent of the crossing costs at the time of construction, the City retains the right to create a SID to recover additional design and construction costs.

The timing of the contribution for the Hogan's Slough crossing on Story Road shall be made at the earlier of the following:

- I. At the time an Annafeld Subdivision Traffic Impact Study recommends the Story Road connection be completed.
 - II. At the commencement of construction of Phase IV improvements for Harmony Meadows Subdivision, 2nd Filing.
 - III. Prior to final plat approval of the final filing of Annafeld Subdivision.
4. A traffic accessibility study has been completed for the Annafeld Subdivision, Fourth Filing. All required intersection improvement contributions identified therein shall be completed by the Subdivider at the Subdivider's expense. Based on the additional lots created with Annafeld Subdivision, Fourth Filing, the percent of traffic contribution and associated costs to these intersections is as follows:

S. Frontage Rd/Midland Road & Mullooney Ln	2.08%	\$5,200.00
Mullooney Lane & Elysian Road	3.33%	\$8,325.00
Elysian Road & East Lane	0.83%	\$2,075.00

These cash contributions for the intersection improvements will be made prior to final plat approval. The percentage contributions and dollar amounts are as outlined within the Traffic Impacts Study for Annafeld Subdivision, Fourth Filing as submitted with the preliminary plat.

B. Carriage Lanes

All Carriage Lanes within the subdivision shall be built to grade with a satisfactory subbase, base course, and asphalt surface or concrete surface. All Carriage Lane approaches constructed with asphalt shall be replaced with concrete by the Subdivider at the time when home construction is complete. In the event asphalt approaches within the subdivision are not replaced with concrete within three years of the date of recording of the final plat, the City may construct the concrete approaches and assess the Subdivider for the costs associated with the approach construction. Carriage

Lane pavement widths shall be 12-feet. The design cross-sections of said Carriage Lanes shall be submitted to, and approved by, the City of Billings Public Works Department. No trees are allowed to be planted in the Carriage Lane. In addition, no shrubs taller than two feet are allowed to be planted in Carriage Lanes.

C. Sidewalks

Subdivider shall install handicap access ramps, where necessary. Construction of sidewalks along frontage of the lots shall be installed by the lot owner at the time of lot development. Sidewalks along the street frontage shall be minimum 5-foot-wide and separated with a boulevard width not less than five feet. Developer shall construct the 5-foot-wide boulevard sidewalk adjacent to private parks (east side of Lot 16, Block 18; north/south/east/west sides of Lot 1, Block 25; north side of Lot 16, Block 16) at the time of private park development.

D. Street Lighting

Street lighting is not required for this subdivision; however, it is anticipated that street lighting will be installed for Fourth Filing by private contract or SID. A Street Light Maintenance District will be created for operation and maintenance of the lighting at a future date and is included in the waiver of right to protest.

E. Traffic Control Devices

1. Street name signs for streets within the subdivision, or located immediately adjacent thereto, shall be furnished and installed in accordance with the specifications of the City of Billings Public Works and Fire Departments.
2. No traffic signals are required within this subdivision.
3. The Subdivider shall furnish and install all necessary traffic control devices in accordance with the Manual of Uniform Traffic Control Devices and approved by the City of Billings Public Works Department.

F. Access

Access to the subdivision will be provided by St. George Boulevard, Farmstead Avenue, Eva Marie Lane, Norma Jean Lane, and Johannis

Meadow Lane. Carriage Lane access is also provided to all residential lots within the subdivision.

G. Billings Area Bikeway and Trail Master Plan

A multi-use trail has been constructed along the south boundary of Elysian Road. Said multi-use trail shall extend from the east boundary of the subdivision to the easterly right-of-way line of East Lane.

In addition, a 10-foot-wide multi-use path will be provided on the north side of Street 2. No additional trail improvement will be required as part of this subdivision.

H. Public Transit

There are no MET Transit routes that service this subdivision at this time. The nearest established route is at the intersection of Elysian Road and Mallowney Lane. No improvements with regard to MET Transit vehicles are anticipated at this time.

IV. EMERGENCY SERVICE

A. Fire Hydrants

Emergency service will be provided by the City. Placement of fire hydrants will be as required by the City of Billings Fire Department.

B. Construction of Buildings

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

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 20-foot-wide.
- An operational fire hydrant shall be located within 600-feet of the furthest portion of a residence under construction, or within 400-feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.
- The above requirements do not alter or effect the current minimum subdivision requirements for fire apparatus access and water supply.

C. Building Location

All buildings shall be located on each lot so that the furthest portion of each building is within 150-feet from an approved fire department access road over an approved route excluding all carriage lanes.

V. STORM DRAINAGE

- A.** A stormwater management plan shall be submitted to the Engineering Division prior to final plat approval. The storm drainage system for Annafeld Subdivision, Fourth Filing will consist of a curb and gutter surface collection and curb inlets that drain into storm drainage piping, as well as surface conveyance. The storm drain piping will discharge into existing storm drain piping and to an existing mechanical stormwater filtration manhole, then into Hogan’s Slough. All drainage improvements shall comply with the provisions of the City of Billings *Stormwater Management Manual* and Chapter 28, BMCC.
- B.** The mechanical stormwater filtration manholes are existing, and associated improvements are privately owned and maintained by the HOA. Annafeld Subdivision, Fourth Filing will be included in the HOA that is responsible to maintain these facilities. O&M requirements and HOA maintenance and fiscal responsibilities have been outlined within the Annafeld Subdivision, First Filing I O&M Manual.
- C.** Hogan’s Slough adjacent to the subdivision is a major stormwater outfall for Billings west end. There is a possibility that the slough could overtop during a major storm event. Based upon the existing topography near Hogan’s Slough and the Elysian Road Bridge, it is anticipated that the channel would overtop northeast of Elysian Road and flow east prior to overtopping Elysian Road. There is the possibility however that Elysian Road could be overtopped during a major storm event. If that occurs, flows not carried within the Hogan’s Slough channel would be carried within the

subdivision streets. The elevation of residential dwellings and commercial structures must be established in recognition of the City's policy that storm runoff flows are allowed to a depth of 18-inches in the gutter flowline of adjacent streets during the major storm.

- D.** Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for any construction on lots. Best Management Practices are defined within Chapter 28, BMCC and detailed in the City of Billings *Stormwater Management Manual*.
- E.** The Subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution Prevention Plan (SWPPP) filed with the City and the State Department of Environmental Quality (DEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by DEQ under the General Permit for Stormwater discharges Associated with Construction Activity, Chapter 28, BMCC and the City of Billings *Stormwater Management Manual*.

VI. UTILITIES

The Subdivision Improvements Agreement does not constitute an approval for extension of or connection to water mains and sanitary sewers. The property owner shall make application for extension/connection of water mains and sanitary sewers to the Public Works Department - Engineering Division. The extension of/connection to water mains and sanitary sewers is subject to the approval of the applications and the conditions of approval. Applications shall be submitted for processing prior to the start of any construction and prior to review and approval of any project plans and specifications.

The Subdivider/owner acknowledges that the subdivision shall be subject to the applicable system development fees in effect at the time new water and/or sanitary sewer service connections are made.

The design/installation of sanitary sewers and appurtenances, and water mains and appurtenances (fire hydrants, etc.) shall be in accordance with design standards, specifications, rules, regulations of, and as approved by the City of Billings Public Works Department, Fire Department, and the Montana Department of Environmental Quality.

A. Water

The Annafeld Subdivision water system consists of a series of looped water mains located in each of the local streets. The subdivision water system will

consist of new 12-inch water mains in Norma Jean and in a portion of Street 4. 8-inch water mains will be installed in the remaining streets in Annafeld Subdivision, Fourth Filing. Future filings of the Annafeld Planned Development will provide the opportunity to make additional connections to the trunk main in Elysian Road providing water main looping.

B. Sanitary Sewer

Sanitary sewer service to Annafeld Subdivision, Fourth Filing will be provided by connecting to the existing 8-inch gravity sewer main located in Street 2, Eva Marie Lane, Norma Jean Lane, and Johanns Meadow Lane. All sanitary sewer construction improvements shall be installed in conformance with the design standards, specifications, and rules and regulations of the City of Billings and Montana Department of Environmental Quality, and will be approved by the Public Works Department, Distribution, and Collection Division.

C. Power, Telephone, Gas, and Cable Television

Private utility facilities currently exist to serve the subdivision. The private utility facilities will be installed within the Carriage Lane right-of-way and by easements included on the plat, as requested by the utility companies, to provide routes to the Carriage Lanes.

VII. PARKS/OPEN SPACE

The subdivision lies within a planned unit development that provides for land permanently set aside for park and recreational uses sufficient to meet the needs of the persons who will ultimately reside in the development, per 76-3-621(6)(a) of the Montana Code Annotated. The park and open space within the Annafeld Planned Unit Development Master Plan meets or exceeds the area of dedication required under section 76-3-621(1), MCA. The Subdivider and City agree that the parkland dedication has been met through the dedication of private park area within Annafeld Subdivision, Fourth Filing and with additional public and private park dedication with Annafeld Subdivision, First, Second and Third Filings.

In addition, the lots within Annafeld Subdivision, Fourth Filing may provide additional funding to complete the park improvements for the previously created public parkland SID. The park improvements shall be in accordance with the City Council approved Annafeld Parks Master Plan. The Subdivider shall prepare all SID documents necessary for creation, and coordinate with the City of Billings Parks and Recreation Department for review and approval. If all park

improvements as defined in the Annafeld Parks Master Plan have been completed prior to the creation of this park SID, then this park SID will no longer be required.

The current park maintenance district (PMD 4041) for Annafeld Subdivision, First Filing shall be expanded to include lots with Annafeld Subdivision, Fourth Filing for the perpetual maintenance of the public parkland. The Subdivider shall prepare all park maintenance district documents necessary for its expansion and coordinate with the City of Billings Parks and Recreation Department for review and approval.

VIII. HOMEOWNER'S ASSOCIATIONS

A homeowner's association (HOA) will be established for this subdivision. The HOA will have the following responsibilities:

A. Contact Information

HOA shall provide contact information of the senior board official to the City Engineering Department upon the establishment of the HOA and/or changing of board members.

B. Stormwater Drainage Facilities

The HOA shall be responsible for the maintenance of the mechanical filtration stormwater manholes. The HOA shall share the cost of maintenance of the community stormwater facilities.

IX. POSTAL DELIVERY

The Subdivider shall provide centralized delivery boxes with sufficient pullout to accommodate a mail carrier vehicle. The location of the boxes shall be reviewed and approved by the United States Postal Service.

X. SOILS/GEOTECHNICAL STUDY

A soils/geotechnical study has been performed for the subdivision. The report dated _____, is available for review at the City of Billings Planning Department. Lot owners and contractors/builders are encouraged to review the report and its recommendations.

XI. PHASING OF IMPROVEMENTS

Phasing is not being proposed with this subdivision.

XII. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install, and construct said required improvements by SID or by private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender or by SID. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

XIII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

- A.** Subdivider agrees to guarantee all public improvements for a period of two years from the date of final acceptance by the City of Billings.
- 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 run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees 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.

This agreement is hereby approved and accepted by the City of Billings, this ____ day of _____, 20__.

“CITY”

CITY OF BILLINGS, MONTANA

By: _____
Mayor

Attest: _____
City Clerk

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 Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

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

