



YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

JUNE 27, 2023 MEETING TIME: 6:00 p.m.
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101

NOTICE TO THE PUBLIC

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

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://tinyurl.com/yckr478k>

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.

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. **APPROVAL OF MEETING MINUTES: JUNE 13, 2023**
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 PCC. Billings Urban Area Long Range Transportation Plan, (LRTP),** Scott Walker, Transportation Planner, presenting.
 - b. **Motion/Recommendation to PCC. Transportation Alternatives (TA)** that includes a recommendation of application funding from the Technical Advisory Committee (TAC) and conduct a public hearing to collect public testimony regarding the TA applications. Lora Mattox, Transportation Planner.
 - c. **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: Address the Planning Board directly. You must state your name and address before commenting. This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). Please see the attached

guidelines for the criterion. Thank you for participating!

1. **Public Hearing. Motion/Recommendation to City Council. Howard Billings Industrial Subdivision,** (AKA Zeiler Subdivision), City Major Plat. SLH INDUSTRIAL LLC, owner. Matt Smith, Stahly Engineering & Associates, Engineer/Agent. Dave Green, Planner II, presenting.
8. **NEW BUSINESS:** (Agenda items new to this meeting).
9. **OTHER BUSINESS:**
 - a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.
 1. Announcement. Planning Clerk Tammy Deines Retirement
10. **ADJOURNMENT**

FUTURE AGENDA ITEMS FOR TUESDAY, JULY 11, 2023

- a. **Plat Review. Board Discussion Yellowstone River Ranch (36 space RV Development).** Cameron Jones, applicant. Anna Vickers, IMEG, agent. Dave Green, Planner II, presenting.

Public Hearing Participation Guidelines

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

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

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

-Effect on agriculture and agricultural water user facilities

-Effect on local services

-Effect on the natural environment

-Effect on wildlife and wildlife habitat

-Effect on public health and safety

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

Thank you for participating.

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 06/27/2023

Information

Subject

APPROVAL OF MEETING MINUTES: JUNE 13, 2023

Attachments

PLNB_2023_06_13 MIN_DRAFT.pdf



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



AGENDA
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1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.

a. Welcome! Morgan Tuss, Planning Board representative BOCC District 7. Planning Board Dennis Cook

2. **APPROVAL OF AGENDA*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.

3. **APPROVAL OF MEETING MINUTES: MAY 23, 2023**

Attachments

PLNB_2023_05_23_MIN_DRAFT.pdf

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

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

- a. **Plat Review. Board Discussion. Howard Billings Industrial Subdivision, (AKA Zeiler Subdivision), City Major Plat. SLH INDUSTRIAL LLC, owner. Mat Smith, Stahly Engineering & Associates, Engineer/Agent. Dave Green, Planner II, presenting.**

Attachments

Findings of Fact

Proposed Plat

SIA Draft

Attachment A Variance

- b. **Public Hearing. Board Discussion. 2023 Billings Urban Area Long Range Transportation Plan. Scott Walker, Transportation Coordinator Presenting.**

Attachments

2023 LRTP Ex. Summary

2023 LRTP - Draft

2023 LRTP Project List

- c. **Public Hearing. Staff Presentation. Transportation Alternatives (TA) that includes a recommendation of application funding from the Technical Advisory Committee (TAC) and conduct a public hearing to collect public testimony regarding the TA applications. Lora Mattox, Transportation Planner.**

Attachments

Lockwood TA Application

Stagecoach Trail TA Application

9. **OTHER BUSINESS:**

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

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS FOR TUESDAY, JUNE 26, 2023

- a. **Public Hearing. Motion/Recommendation to City Council. Howard Billings Industrial Subdivision, (AKA Zeiler Subdivision), City Major Plat. SLH INDUSTRIAL LLC, owner. Mat Smith, Stahly Engineering & Associates, Engineer/Agent. Dave Green, Planner II, presenting.**
- b. **Motion/Recommendation to PCC. 2023 Billings Urban Area Long Range Transportation Plan. Scott Walker, Transportation Coordinator Presenting.**
- c. **Motion/Recommendation to PCC. Transportation Alternatives (TA) that includes a recommendation of application funding from the Technical Advisory Committee (TAC) and conduct a public hearing to collect public testimony regarding the TA applications. Lora Mattox, Transportation Planner.**

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, “Z” stands for Zoom participation. **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	01/10/2023	01/24/2023	02/14/2023	02/28/2023	03/14/2023	03/28/2023	04/11/2023	04/25/2023	05/09/2023	05/23/2023	06/13/2023	06/27/2023	07/11/2023	07/25/2023	08/08/2023	08/22/2023	09/12/2023	09/26/2023	10/10/2023	10/24/2023	11/14/2023	11/28/2023	12/12/2023
Jim Ronquillo	Mayor/Billings Ward I	1	1	1	1	1	1	E	1	1	1	1												
Roger Gravgaard	Mayor/Billings Ward II	1	1	1	1	1	1	1	1	1	1	V												
Dennie Stephenson	Mayor/Billings Ward III	1	1	1	1	1	1	1	1	1	1	1												
John Staley	Mayor/Billings Ward IV	1	1	1	1	1	1	1	1	1	E	V												
David Nordel	Mayor/Billings Ward V	1	E	E	1	1	1	1	1	1	1	1												
Troy Boucher	YC District 1	A	A	A	A	A	1	A	1	1	E													
Dennis Cook	YC District 2	1	1	1	1	1	1	1	1	1	1	1												
Vacant	YC District 3	-	-	-	-	-	-	-	-	-	-	-												
Vacant	YC District 4	-	-	-	-	-	-	-	-	-	-	-												
Woody Woods	YC District 5	1	1	1	1	1	1	1	1	1	1	1												
Vacant	YC District 6	-	-	-	-	-	-	-	-	-	-	-												
Monica Tuss	YC District 7	-	-	-	-	-	-	-	-	-	-	V												
Vacant	Y County Cons. District	-	-	-	-	-	-	-	-	-	-	-												
Scott Reiter	Ex-Officio SD2	E	E	E	E	A	1	E		E	E	E												

CITY/COUNTY PLANNING BOARD

"Serving Billings, Broadview, and Yellowstone County"

JUNE 13, 2023

DRAFT- To be approved by a motion on June 27, 2023

PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES

As legally advertised, The Yellowstone County Board of Planning met on June 13, 2023 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>

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

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1. Call the Meeting to Order: President Cook called the meeting to order at 6:00 p.m. on Tuesday, June 13, 2023.

Introduction of Planning Board Members and Planning Department Staff

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

Welcome! Morgan Tuss, Planning Board representative BOCC District 7. Morgan is participating virtually this evening.

Participating Planning staff members: Monica Plecker, Planning Division Manager; Dave Green Planner II, Tammy Deines, Planning Clerk

Participating Virtually: Planning Board member John Staley; Planning Board member Morgan Tuss, Andy Daleiden, Consultant, Kittelson and Associates, Erin Claunch Sanderson Stewart

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Others in Attendance: Brandon Schmitt, City of Billings Parks and Recreation;
Matt Smith, Staley Engineering

2. Approval of Agenda – Board member Stephenson made a motion and it was seconded by Board member Ronquillo to approve the agenda as submitted. The motion carried with a unanimous voice vote.

3. Approval of Minutes: May 23, 2023

Motion by Board member Woods and seconded by Board member Stephenson approve the May 23, 2023 meeting minutes as submitted. The motion carried with a unanimous voice vote.

4. Public Comment: President Cook 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.

5- 6. Disclosure of Outside (Ex Parte) Communication or Conflicts of Interest– Board Members and Planning Staff. There were no disclosures of outside communication or conflicts of interest. Board member Woods disclosed he is a member of the Lockwood Safety District and Board member Tuss disclosed she is a member of Billings Trail Net. These members will not comment on the during the Transportation Alternatives (TA) program agenda item due to conflict of interest.

7. OLD BUSINESS There is No Old Business.

8. NEW BUSINESS

8a. Plat Review. Board Discussion. Howard Billings Industrial Subdivision, (AKA Zeiler Subdivision). City Major Plat. SLH Industrial LLC, owner. Matt Smith, Stahley Engineering & Associates, Engineer.

Planner Dave Green opened this agenda item with a staff presentation.

RECOMMENDATION

Staff recommends the Planning Board forward to the City Council a recommendation to conditionally approve the preliminary plat of Howard Billings Industrial Subdivision, adopt the

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Findings of Fact as presented in the staff report, and deny the variance request.

BACKGROUND

On May 1, 2023, Stahly Engineering & Associates for SLH Industries LLC, applied for preliminary major plat approval for Howard Billings Industrial Subdivision. The proposed subdivision creates 40 lots for commercial development. The subject property is generally located west of Mullowney Lane and south of South Frontage Road. The property is zoned Heavy Commercial (CX), builders will follow the CX zoning when developing the lots.

VARIANCES REQUESTED The applicant is requesting a variance from the subdivision regulations, Section 23-406.A.1, Streets and Roads, relation to undeveloped areas. Staff has recommended denial of the variance.

Background

The applicant has not provided an alternate for the request to not provide a vehicle connection to the undeveloped land to the west. When QFC subdivision was completed to the west of this property they were required to provide a 56-foot-wide dedicated utility and bike path right of way along their east border next to Hogan's Slough. That 10-foot-wide paved path has been installed and will provide a connection to the 10 paved trail that runs along the south side of Elysian Road. The trail along the south side of Elysian Road has had a pedestrian bridge constructed across the Hogan's Slough. This subdivision is required to install a 10-foot-wide trail along the frontage of South Frontage Road that abuts this subdivision. The reconstruction of Mullowney Lane will provide a bike/pedestrian trail along it when the construction is completed. Staff is proposing as an alternative to a vehicle connection to the undeveloped land to the west that the developer provide a pedestrian connection to the land to the west. This would include a 10-foot-wide paved trail on the utility easement between lots 11 and 12, block 1. A pedestrian bridge over Hogan's Slough and a connection to the existing trail. With this connection for pedestrians it would open access through the subdivision to those who walk or ride a bike and provide a connection to the trail on Mullowney Lane and a connection to the future trail on South Frontage Road through the use of the internal sidewalks and local street network within the proposed subdivision.

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 storm water systems to the City of Billings Engineering Department for review and approval prior to installation.
2. To protect public health and safety and minimize traffic conflicts, prior to final plat approval, City Engineering has requested the developer directly line up their Holiday Lane road with the existing Holiday Lane on the east side of Mullowney. This shall be depicted correctly on the Final Plat.

CITY/COUNTY PLANNING BOARD

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3. To protect public health and safety and to minimize the possibility of traffic conflicts, prior to final plat approval, the applicant will place a no access strip on lots that have a lot line in common with the road edges of Mullowney Lane and South Frontage Road. Lot 2, Block 5 and Lot 1, Block 1, shall have a no access strip place on it from Mullowney Lane going west for 100 feet. Lot 17, Block 1, and Lot 1, Block 3 shall have a no access strip placed on them from South Frontage Road going south 100 feet.
4. To protect public health and safety and minimize the impacts on local services, the subdivider shall provide connectivity to an existing trail and neighboring subdivision by installing a pedestrian bridge across Hogan's Slough. This bridge will connect the existing trail located in QFC subdivision to this proposed subdivision with a 10-foot-wide paved surface that will extend from their new internal street to the existing 10 foot wide paved trail in QFC subdivision. The connection shall be depicted on the final plat and the SIA shall include language describing the bridge and pedestrian connection. *Note, This condition reflects staff’s recommendation of denial for the variance. If the Planning Board approves the variance, this condition of approval will no longer apply.
5. To protect public health and safety, prior to final plat, the applicant will coordinate with the USPS to locate a central box unit for the subdivision and provide enough space for the mail delivery person to safely stop there and deliver the mail.
6. 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. Changes include, but are not limited to, requiring the developer to include a Waiver of Right to Protest with the SIA.
7. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

Discussion

President Cook called for questions and discussion from the members of the Board. He asked if the access points will be controlled and Dave Green said the intersections will have stop signs. Board member Woods asked if the existing silo foundation needs to be removed, and if Holiday Lane could be aligned correctly if moved to a new survey location. Dave Green explained the subdivision regulations requirement for a connection to undeveloped land and pointed out the undeveloped lot adjacent to this parcel for a connection point. Staff is requesting an alternate connection for a pedestrian bridge as City Engineering prefers that a vehicle bridge is not used in this instance. Board member Staley asked if there will be parking on both sides of Mullowney Lane. Dave Green said the roads are wider to accommodate the commercial development and there will be parking on both sides of the road.

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Matt Smith, Stahley Engineering & Associates, Engineer, 3440 Stonebrook Drive, Billings, MT

Matt Smith represents applicant/developer SLH Industrial LLC. Their concern with placing a bridge over Hogan’s Slough is potential flooding and having pedestrians walk through a commercial subdivision. In response to question by Board member Ronquillo, Matt said Hogan’s Slough is about 25-ft across and the proposed pedestrian bridge will need to be ADA accessible. He pointed out that this survey is two pieces of property and the boundary is depicted for the second piece of property. A boundary line relocation survey has been submitted to remove this survey line. The silo foundation will be removed.

A public hearing for Howard Billings Industrial Subdivision will be held during the June 27, 2023 Planning Board meeting and this application will be heard by City Council on July 27, 2023.

8B. Public Hearing. Board Discussion. 2023 Billings Urban Area Long Range Transportation Plan. Scott Walker, Transportation Coordinator.

Scott Walker opened the agenda item and gave a brief introduction. This document is updated every five years. This document is tied to Federal funding and eligible projects. It provides a listing of community projects, priorities, and funding sources available. This is an informational meeting. This Board will forward a formal recommendation to PCC on June 27, 2023. Scott introduced Andy Daleiden, Consultant, Kittelson and Associates who continued and gave the PowerPoint presentation below.

2023 Billings Urban Area Long Range Transportation Plan (LRTP)

2023 LRTP Vision: Support a livable and economically vibrant community through a safer and more equitable multimodal transportation system.

2023 LRTP Goals: Safety, Resiliency, Mobility, Equity & Accessibility, Economic Vitality.

Billings-Yellowstone County MPO Planning Area: 151 square miles MPO Planning Area; 122 Miles of Roadways; 140.5 Miles of Bicycle Facilities; 86 Miles of Trails; 14 Bus Routes; 28,787 Population in 2020; 57,343 Households in 2020

Long Range Transportation Plan Elements: Pedestrian, Bicycle, Safe Routes to School, Congestion Management, Safety, Freight, Land Use, Demographics, Travel Demand Model, Security & Resiliency, Emerging Technology Readiness, Vision, Goals & Objectives, Federal, State & Local Funding, Projects & Implementation, Air Quality Conformity

Community Outreach/2023 LRTP Steering Committee: Planning Transportation Team MPO: Scott Walker, Lora Mattox, Elyse Monat. City of Billings City Council and Staff: Ed Gulick, Dakota Martonen, Chis Kukulski, Monica Plecker, Wyeth Friday. MDT Samantha Woods Kurtis Schnieber. Lockwood: Woody Woods. Dennis Cook, Planning

CITY/COUNTY PLANNING BOARD

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Board President; Billings Transit: Rusty Logan, Sarah Graham, Healthy by Design: Tony Chase. Federal Highway Administration: Katie Potts

Community Outreach (15 month Schedule): 2-Public Open Houses: 30 Total attendees; 2-Online Interactive Maps: 558 Total Comments; 3-Press Releases; 7-Media Announcements (On-Air, Online, and Print); 10-Steering Committee Meetings, 2 Elected Officials Workshops with representatives from: City of Billings, Yellowstone County, Lockwood, MET Transit, Billings MPO, RiverStone Heath, 12 Meetings to Various Community Groups.

Project List of 416 Projects: 72 projects from existing programs CIP, TIP STIP. 39 projects from recent plans and studies since the 2018 LRTP, 238 projects from 2018 LRTP, 67 projects from LRTP analyses and community input.

Project Funding:

Committed Projects: Projects already committed/ funded in the MDT STIP, MPO TIP, or City of Billings CIP.

Recommended Projects: Projects that are expected to be fully funded by 2045.

Illustrative Projects: Projects that are not expected to be fully funded by 2045 because of fiscal constraint but could be included if additional resources become available.

Fiscally Constrained Project List: The costs to design, construct, operate, and maintain all elements of the committed and recommended projects in the LRTP through 2045 are approximately \$988 million. The estimated available revenue (\$1,251 million) is greater than the estimated total costs (\$988 million) to implement the committed and recommended projects for the 2023 LRTP. Therefore, this plan is fiscally responsible and meets the fiscally constrained requirement.

Project Category	Committed	Recommended	2045 Fiscally Constrained Total	2045 Revenue Projection Total	Difference
Pedestrian, Bicycle, SRTS, Trail	\$16.76 million	\$143.13 million	\$159.89 million	\$247.61 million	\$87.72 million
Congestion Management, Intersection, Roadway	\$265.12 million	\$465.77 million	\$730.89 million	\$775.14 million	\$44.25 million
Transit	\$18.08 million	\$79.29 million	\$97.37 million	\$228.78 million	\$131.41 million
Total	\$299.96 million	\$688.19 million	\$988.15 million	\$1,251.53 million	\$263.38 million

2023 Long-Range Transportation Plan Review Schedule

Review-Body	Date	Materials-Due	Notes/Results
Technical-Advisory-Committee	Thursday, June-8 10:30-a.m.	Memo-by-6/1	Recommendation-to-Governing-Bodies
Planning-Board-with-Presentation-and-PH*	Tuesday, June-13	Memo-by-6/6 Notice-PH-on-5/26-&-6/2	Presentation, Public-Hearing
Planning-Board-MTG/Action	Tuesday, June-27	Memo-by-6/20	Recommendation-to-PCC
City-Council-Work-Session	Monday, June-19	Memo-by-6/12	Presentation
City-Council-Meeting	Monday, June-26	Memo-by-6/15	Recommendation-to-PCC
Board-of-Commissioners-Discussion	Monday, June-12	Memo-by-6/5	Introduction
Board-of-Commissioners	Tuesday, June-27	Memo-by-6/20	Presentation/Recommendation-to-PCC
Policy-Coordinating-Committee	Tuesday, July-18	Memo-by-7/11	Final-Action

CITY/COUNTY PLANNING BOARD

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The Plan is available at: billingslrtp.com

Interactive Project List Map is available at <https://maps.kittelson.com/billingslrtp2023>

Consultant Contacts: Andy Daleiden, Phone: 208-472-9804, adaleiden@kittelson.com
Lisa Olmsted, Phone: 406-869-6329 lolmsted@dowl.com

RECOMMENDATION

Staff recommends the Planning Board hear a presentation on the Final Draft 2023 LRTP and conduct a Public Hearing at this meeting. The Board will make a formal recommendation of the document to the PCC at its June 27th meeting.

Discussion

Andy clarified for Board member Woods and explained that the statics for the total project costs are posted in millions of dollars equating to 1.25 billion dollars for the total. Board member Nordel commented on broad band and AI technology. Any said this Transportation Plan contains a section on emerging technologies primarily focusing on micro mobility and broadband. There is no discussion of AI at this time but this topic will probably be considered in the next transportation plan.

Public Hearing

President Cook opened the public hearing and asked if there is anyone wishing to speak in favor or against the 2023 Billings Urban Area Long Range Transportation Plan. There were none. President Cook closed the public hearing. The Planning Board will forward a recommendation to the MPO governing bodies and PCC during the June 27, 2023 Planning Board meeting.

8. C Public Hearing. Board Discussion. Transportation Alternative Program, (TA), Lora Mattox, Transportation Planner

Lora Mattox opened the agenda item with a staff presentation.

RECOMMENDATION

Staff is requesting that the Planning Board (PB) receive a presentation on the Transportation Alternatives (TA) program applications that includes a recommendation of application funding from the Technical Advisory Committee (TAC) and conduct a public hearing to collect public testimony regarding the TA applications. The Planning Board at its June 27 meeting will take formal action on the TA applications to forward a recommendation to the Policy Coordinating Committee (PCC).

BACKGROUND

The Transportation Alternatives Program (TA) is a set-aside program from the Surface Transportation Block Grant (STBG) program. Eligible uses of the funds include projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This includes a variety of pedestrian and bicycle facilities, recreational trails, safe routes to school projects and other community improvement projects. The Bipartisan Infrastructure Law (BIL) allows for Metropolitan Planning Organizations (MPOs) to

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administer their own competitive application process with approval and oversight from the Montana Department of Transportation (MDT). Billings, Missoula, and Great Falls will be overseeing a local process for the TA funding that is specific to areas with a population of over 50,000. Entities within the MPO may also apply with MDT's Call for Applications as well, as there is funding that is not tied to population. The timeline for both processes run concurrently. This year, the MPO received an allocation of approximately \$6.38 million of TA funds. This includes several years of previously unspent TA funds managed by the Montana Department of Transportation. Future year funding will be approximately \$700,000 annually.

Two projects were submitted requesting funding.

The first is from Yellowstone County on behalf of the Lockwood Pedestrian Safety District. A proposed sidewalk gap connection along Old Hardin Road between two end points that are being constructed by Yellowstone County on one end and the Montana, Department of Transportation (part of the Billings Bypass project) on the other. This project will complete the 2,200' gap.

The second project, Stagecoach Trail, was submitted by the City of Billings Parks Department and will construct a 10' wide shared use path from the Skyline Trail on the east side of Zimmerman Trail to Rimrock Road below the Rims.

Discussion

President Cook called for questions and discussion from the members of the Board. Monica Plecker asked for an explanation of timing for project construction following PCC approval. Planner Lora Mattox said Dave Holien, Transportation Alternatives Program Manager, MDT is hoping the Skyline Trail project will be bid late winter or early spring. MDT will manage the Lockwood sidewalk project and the project engineering is projected to take place next summer with construction in late 2024.

Public Hearing

President Cook opened the public hearing and asked if there is anyone wishing to speak in favor or against the recommended applications for the Transportation Alternative Program. There were none. President Cook closed the public hearing. The Planning Board will forward a recommendation to the MPO governing bodies and PCC during the June 27, 2023 Planning Board meeting.

9a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects. Monica Plecker, Planning Division Manager

- City Council passed the FY24 budget. They also passed a budget amendment which provides the Planning Division with \$100k to be used for Skyway Drive land use planning and \$200k to use for the City of Billings Growth Policy update.
- Amendments to Zoning Code. The Zoning Commission during the July 11, 2023 meeting will hear and consider text amendment and forward a recommendation to City Council to be heard during the last business meeting in July.

3. Announcement: The June 27, 2023 meeting will be held as legally announced and advertised.

ADJOURNMENT: 7:19 PM

DRAFT—TO BE APPROVED BY A MOTION June 27, 2023

Page 9 of 10

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Reviewed by Planning Staff

Who was involved in the LRTP Process?

10 Steering Committee Meetings

2 Elected Officials Workshops
15 attendees @ #1 and
13 attendees @ #2

2 Public Open Houses 20 attendees
@ #1 and 11 attendees @ #2

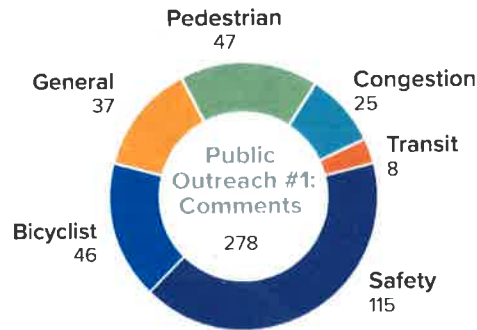
2 Online Surveys/ Interactive Maps
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12 Outreach Meetings

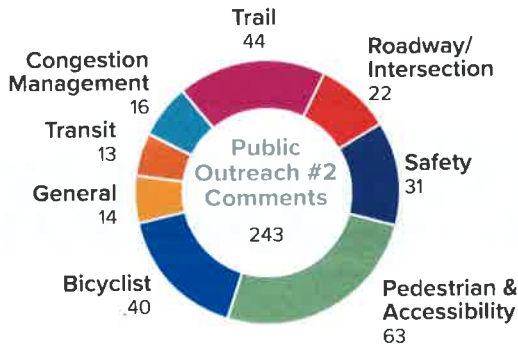
OUTREACH MEETINGS

- LIFTT
- Bike Walk Montana
- Lockwood Pedestrian Safety District
- Pioneer Park Task Force
- All Task Force Meeting
- Lockwood Steering Committee
- Bicycle & Pedestrian Advisory Committee
- Billings Industrial Revitalization District (BIRD)
- Healthy by Design
- Midtown Community Collaborative
- Southside Task Force
- Billings Public Schools

The purpose of public outreach #1 was to gather input on the needs, opportunities, and deficiencies that currently exist in the multimodal transportation system.



The purpose of public outreach #2 was to gather feedback on the projects to address those needs, opportunities, and deficiencies identified during public outreach #1.



2023 LRTP EXECUTIVE SUMMARY

What is a Long Range Transportation Plan (LRTP)?

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) prepared a long range transportation plan (LRTP) to guide the development and implementation of multimodal transportation projects for the Billings planning area. MPOs are required to update their transportation plan every four to five years to meet local, state, and federal requirements.

The LRTP includes:

- Planning for the next 20 years—looks out to year 2045
- Engaging the public for input and comment
- Assessing facilities and operations of the different transportation modes
- Identifying transportation needs and a set of short- and long-range transportation projects
- Constraining the transportation projects financially

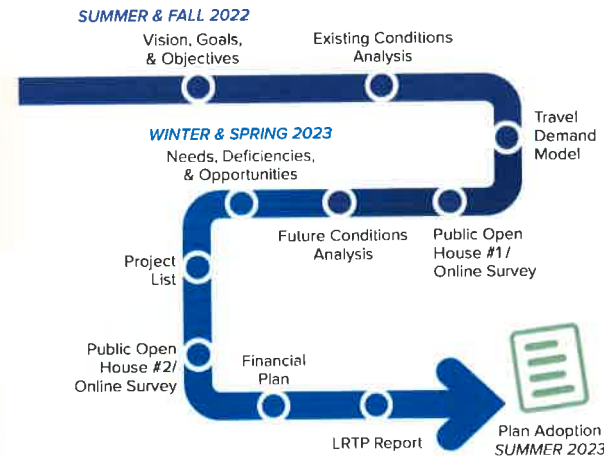
VISION

Support a livable and economically vibrant community through a safer and more equitable multimodal transportation system.

GOALS

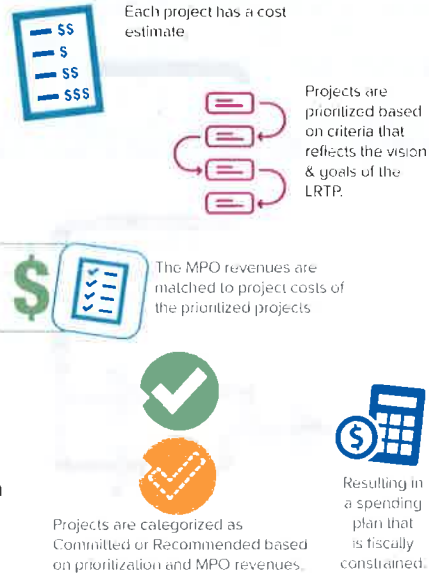
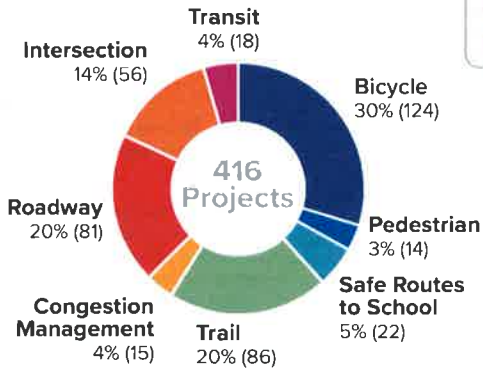
-  **Safety** – Develop a safer transportation system for all users.
-  **Resiliency** – Optimize, preserve, and enhance the existing transportation system to adapt with climate change, protect the natural environment, and promote a healthy and sustainable community.
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-  **Economic Vitality** – Provide transportation facilities to support the local economy and connect the Billings Urban Area to local, regional, and national commerce.

How was the LRTP created?

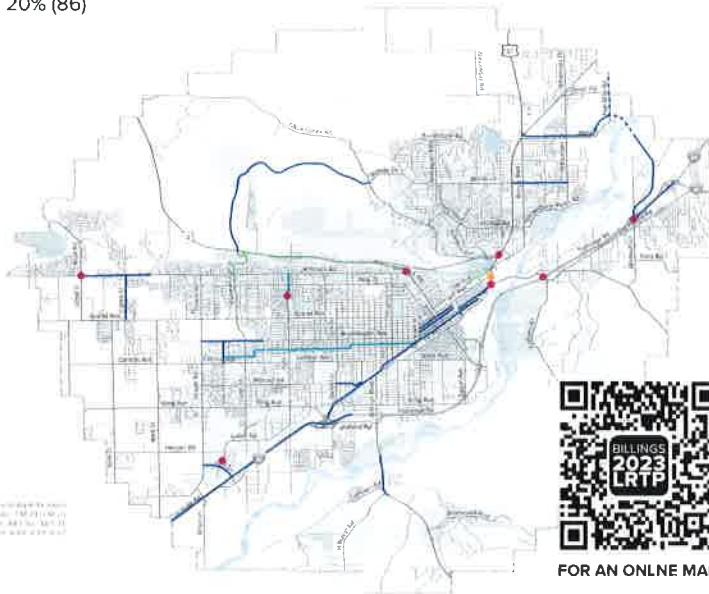


Project List

Projects included in the 2023 LRTP were identified through previous plans, previous studies, and feedback from the public, stakeholders, and the Steering Committee on the needs, opportunities, and deficiencies in the Billings planning area. Through this process, 416 projects were included in the Project List, with 70 new projects identified through analysis, stakeholder input, and public input. Of the 416 projects, 63 have committed funding through 2028, 349 are recommended for funding through 2045, and 4 are illustrative of what could be funded if more funding becomes available.

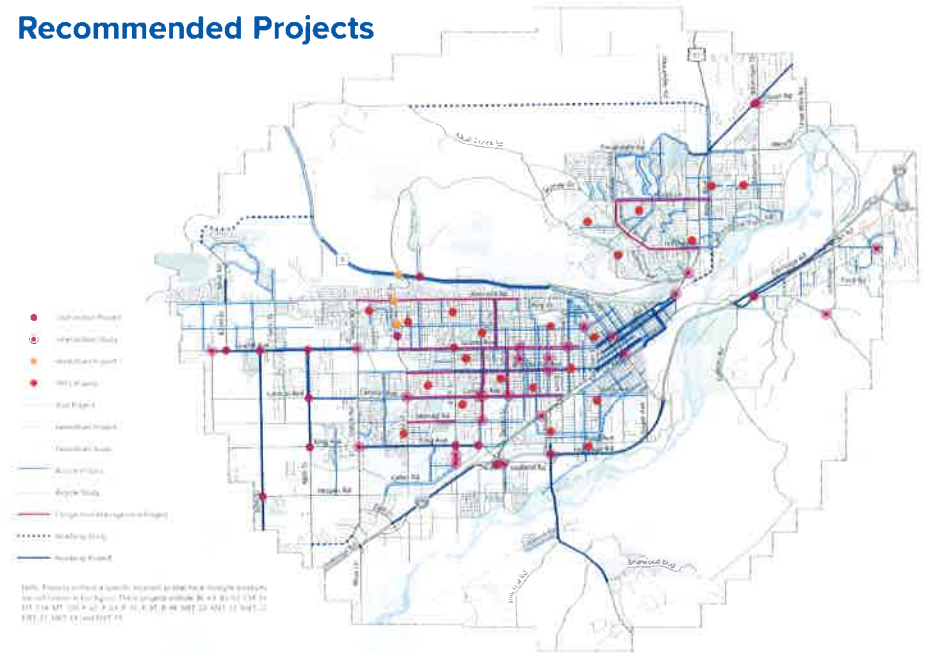


Committed Projects



FOR AN ONLINE MAP

Recommended Projects



A Fiscally-Constrained Plan

An important aspect of a long range transportation plan is ensuring that the projects included can reasonably expect to be funded within the lifetime of the Plan. For the 2023 LRTP, the planning horizon is 2045. The table below presents the 2023 LRTP projects by type, and the dollar amounts that are committed and recommended for each project type. Additionally, the table presents the revenue projections for these project types, and because the total funding projections exceed the total project costs, the 2023 LRTP is fiscally-constrained. Please note that dollar amounts are rounded for presentation.

SUMMARY OF LRTP PROJECT COSTS

Project Categories	Committed	Recommended	2045 Fiscally Constrained Total	2045 Revenue Projection Total	Difference
Pedestrian, Bicycle, SRTS, Trail	\$16.76 million	\$143.13 million	\$159.89 million	\$247.61 million	\$87.72 million
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Transit	\$18.08 million	\$79.29 million	\$97.37 million	\$228.78 million	\$131.41 million
Total	\$299.96 million	\$688.19 million	\$988.16 million	\$1,250.00 million	\$263.37 million

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Tamara L. Deines, Planning Clerk

Planning Board

Date: 06/27/2023
Title: 2023 Long Range Transportation Plan Update - Final Action
Presented by: Scott Walker
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff recommends the Planning Board approve the Final Draft 2023 LRTP. The Board will make a formal recommendation of the document to the PCC at this meeting.

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

The Billings Urban Area Long Range Transportation Plan (LRTP) is a fiscally constrained plan and framework to guide the continued development and implementation of multimodal transportation system projects for the Billings urban area. The LRTP is updated every five years, and the previous iteration was completed in 2018. This LRTP assesses today's (2023) land use and transportation conditions to forecast the future (year 2045) conditions, which aids in identifying and strategizing transportation improvements for the region. This Draft 2023 LRTP includes updates to current transportation conditions, forecasts future population impact on the transportation system, models future traffic volumes to 2045, and includes transportation project priorities. The Plan also complies with the Federal Infrastructure Investment and Jobs Act (IIJA) requirements to ensure the community qualifies for Federal Transportation funds. The Billings MPO is required to update this plan every five years. In addition to being compliant with federal regulations it must also meet state and local requirements.

For this LRTP, a Project Oversight Committee (POC) was formed to assist staff and the consultant with transportation project review and consultations with stakeholder organizations. The POC included local representation from the Board of County Commissioners, City Council, City Engineering Division, Planning Division, MET Transit, and County Public Works. In addition, extensive coordination with the Montana Department of Transportation, Billings Department of Aviation and Transit, Bike/Pedestrian Advisory Committee, The Federal Highway Administration and City and County Public Works was conducted to ensure the most up-to-date information was included in the plan. Attached to this report are the final draft plan itself and also an executive summary which provides an overview of the purpose and intent of the document and generalizes outcomes. This can be used as a quick reference for the plan.

The Planning Board will make a formal recommendation to the Billings PCC for formal adoption of the Plan at this meeting tonight. The adoption schedule is as follows: TAC - June 8; Yellowstone County Board of Planning - June 27; Billings City Council - June 26 (City Council reviewed the LRTP at its Work Session on June 19); Yellowstone County Commissioners - June 27; Policy Coordinating Committee - July 18.

STAKEHOLDERS

At the June 13th meeting the Planning Board received a presentation from staff and Andy Delaiden of Kittleson presented an overview of the document. There was limited discussion from the Planning Board. The public hearing was held and no public comment was received. The Planning Board will act on this item at this meeting and forward its recommendation to the Policy Coordinating Committee for consideration and adoption in mid-July.

ALTERNATIVES

The Planning Board may:

- Approve the 2023 Billings Long Range Transportation Plan and send a recommendation of approval to the Policy Coordinating Committee, or;
- Disapprove the 2023 Billings Long Range Transportation Plan and send a recommendation of disapproval to the Policy Coordinating Committee. Local, State and Federal approval of the 2023 Billings Long Range Transportation Plan is critical to ensure the community receives its share of federal transportation planning funds annually.

FISCAL EFFECTS

There will be no direct financial impact with review and adoption of the 2023 LRTP Update. This plan acts as a guide to the development and implementation of multi-modal transportation system projects for the Billings Urban Area. The projects within the plan are prioritized through community engagement and City/County review.

Attachments

2023 LRTP Ex. Summary
2023 LRTP - Draft

Who was involved in the LRTP Process?

10 Steering Committee Meetings

2 Elected Officials Workshops
15 attendees @ #1 and
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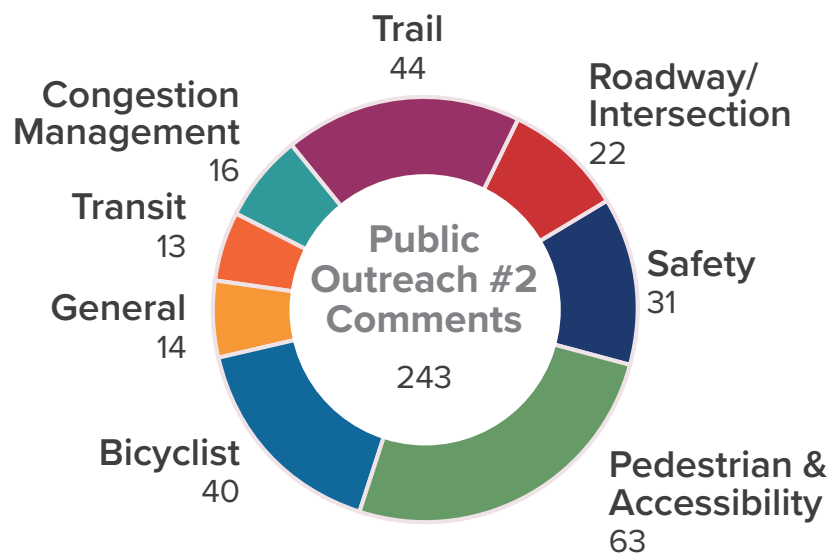
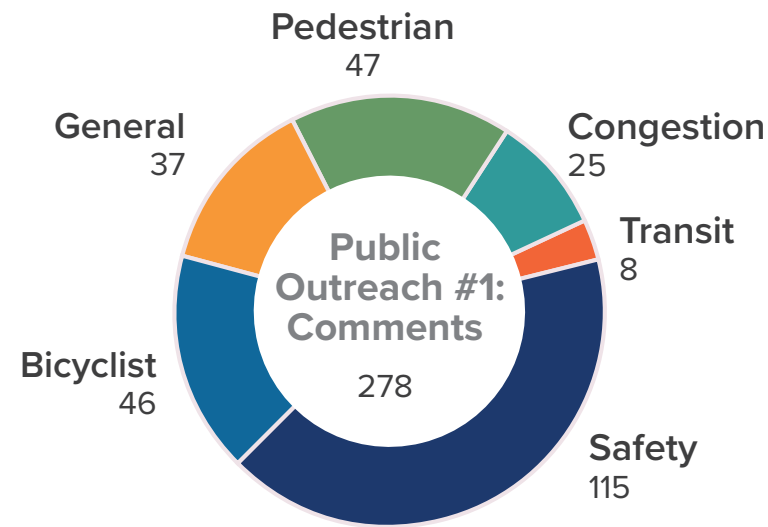
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2023 LRTP EXECUTIVE SUMMARY

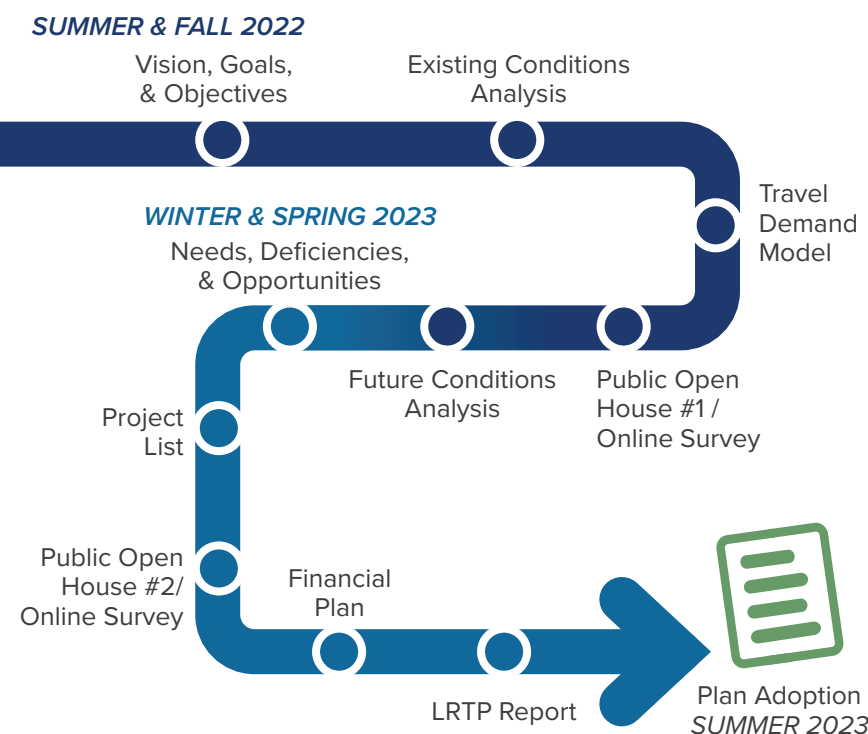
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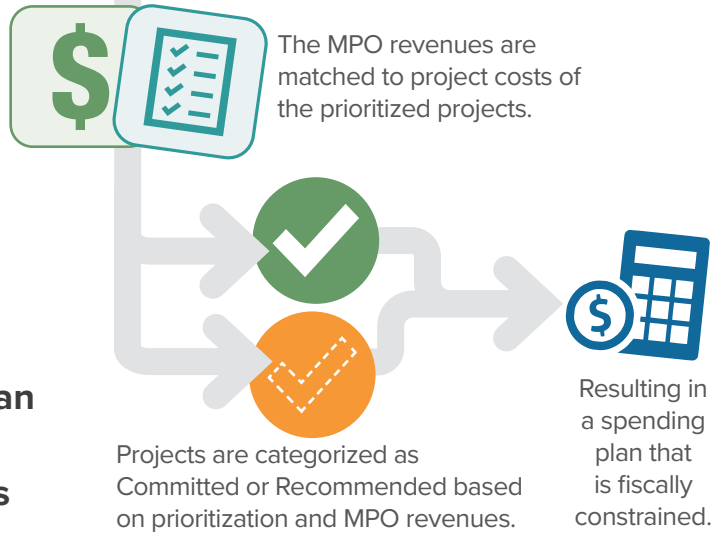
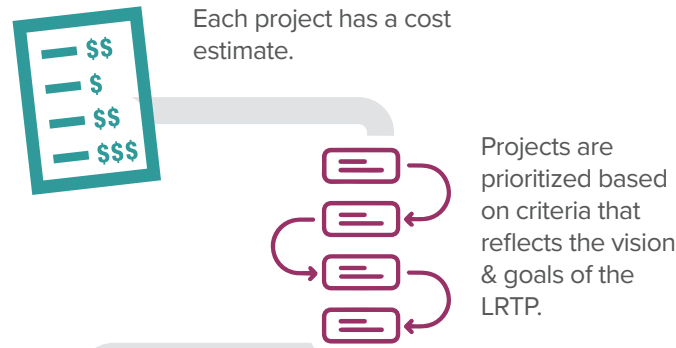
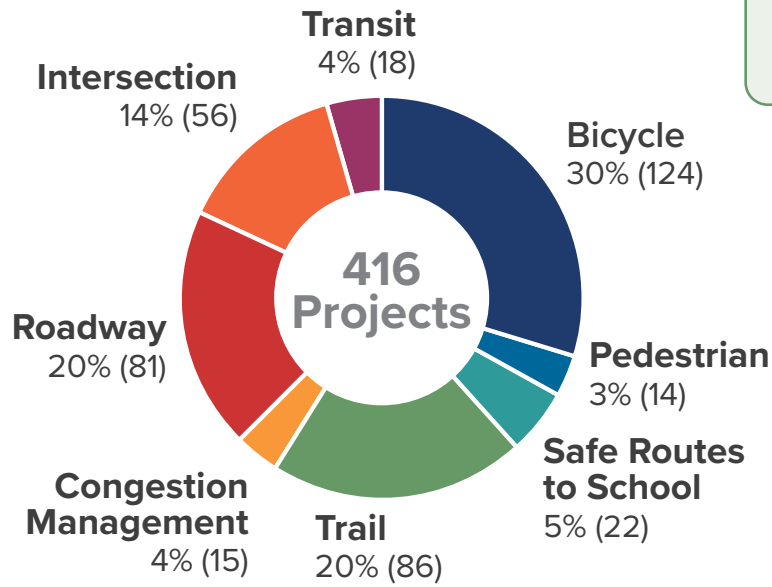
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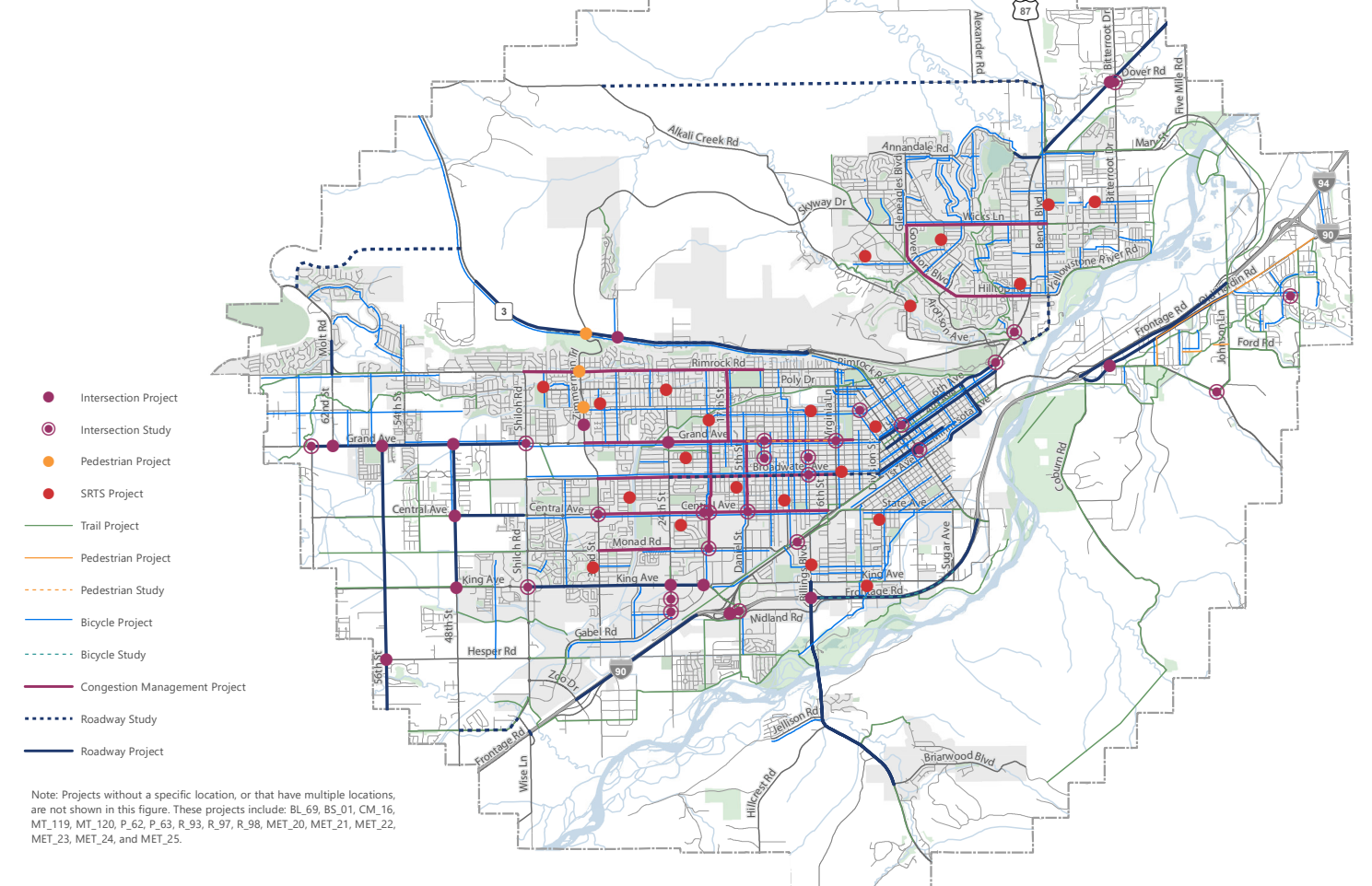
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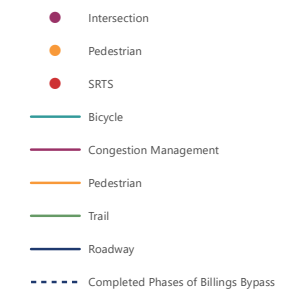
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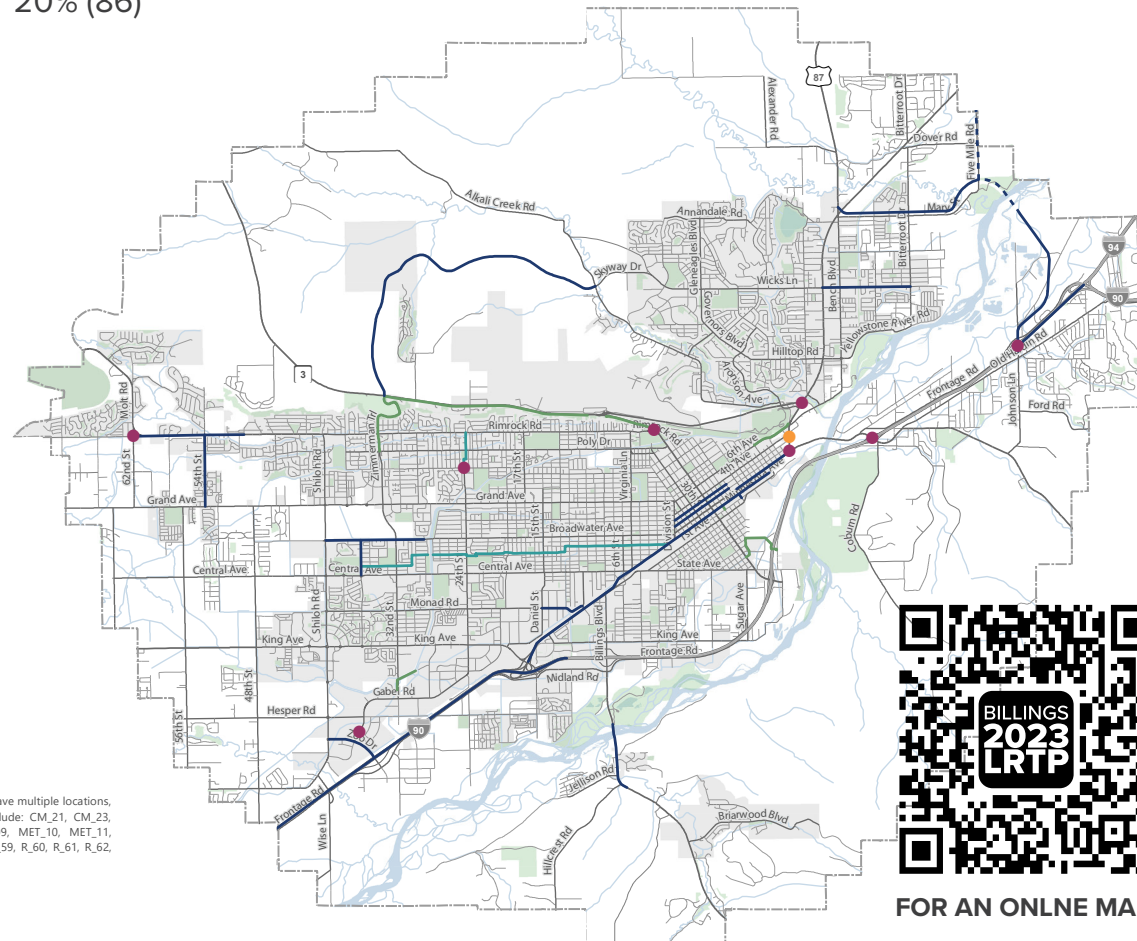
Recommended Projects



Committed Projects



Note: Projects without a specific location, or that have multiple locations, are not shown in this figure. These projects include: CM_21, CM_23, CM_24, L_34, MET_02, MET_04, MET_05, MET_09, MET_10, MET_11, MET_12, MET_14, MET_15, MET_16, R_28, R_40, R_59, R_60, R_61, R_62, R_65, R_69, R_70, R_77, R_99, and R_100.



A Fiscally-Constrained Plan

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DRAFT

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN



July 2023

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

BILLINGS, MONTANA

DRAFT

Prepared for:

City of Billings

Prepared by:

Kittelson & Associates, Inc. and DOWL

July 2023



The Plan received local approvals as follows:

AGENCY	DATE
Technical Advisory Committee (TAC)	
Billings City Council	
Yellowstone County Commissioners	
Yellowstone County Board of Planning	
Policy Coordinating Committee (PCC)	

ACKNOWLEDGMENTS

The Billings Urban Area Long Range Transportation Plan was developed under the guidance of a Steering Committee. Additional input and guidance were provided through the plan development process by many local and regional governing bodies, including the Policy Coordinating Committee, City of Billings Mayor and City Council, City of Billings/ Yellowstone County Planning Board, Yellowstone Board of County Commissioners, and Technical Advisory Committee. Thank you to all of the members for their instrumental involvement with the development of the Billings Urban Area Long Range Transportation Plan.

Many thanks also to the individuals, groups, agencies, and participating members of the public that provided information, comments, suggestions, and/or their valuable time to the planning process and development of this Plan. Thank you for your commitment to the community!

CITY OF BILLINGS

Mac Fogelsong
Dakota Martonen
Debi Meling

CITY OF BILLINGS COUNCIL

Mayor Bill Cole
Ed Gulick – Ward 1
Kendra Shaw – Ward 1
Jennifer Owen – Ward 2

Roy Neese – Ward 2
Danny Choriki – Ward 3
Denise Joy – Ward 3
Pam Purinton – Ward 4
Daniel Tidswell – Ward 4
Mike Boyett – Ward 5
Tom Pupsis – Ward 5

CITY / COUNTY PLANNING DIVISION

Lora Mattox
Elyse Monat
Monica Plecker
Scott Walker

CITY OF BILLINGS / YELLOWSTONE COUNTY PLANNING BOARD

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Tammy Deines
Wyeth Friday
Roger Gravgaard – Ward II
Jarret Hillius – BOCC District #7
David Nordel – Ward V
Monica Plecker
Scott Reiter
Jim Ronquillo – Ward I
John Staley – Ward IV
Dennie Stephenson – Ward III
Woody Wood – BOCC District #5

MONTANA DEPARTMENT OF TRANSPORTATION

Zach Kirkeno
Kurtis Schnieber
Samantha Wood

POLICY COORDINATING COMMITTEE

Commissioner Donald Jones
Mayor Bill Cole
Dennis Cook
Ryan Hammon
Michael Taylor

STEERING COMMITTEE

Tony Chase, Healthy By Design
Dennis Cook, City/County
Planning Board
Ed Gulick, City of Billings City Council
Wyeth Friday, City/County Planning
Chris Kukulski, City of Billings
Rusty Logan, MET Transit
Lora Mattox, City/County Planning
Elyse Monat, City/County Planning
Dakota Martonen, City of
Billings Public Works
Monica Plecker, City/County Planning
Katie Potts, Federal Highway
Administration
Kurtis Schnieber, MDT
District 5 – Billings
Scott Walker, City/County Planning
Samantha Woods, MDT
Woody Woods, Lockwood Community

TECHNICAL ADVISORY COMMITTEE

Mike Black, Yellowstone
County Public Works
Mac Fogelsong, City of
Billings Engineering
Wyeth Friday, City/County Planning
Rusty Logan, MET Transit
Debi Meling, City of
Billings Public Works

Tim Miller, Yellowstone
County Public Works
Clark Snyder, Riverstone Health
Scott Walker, City/County Planning
Samantha Woods, MDT

YELLOWSTONE COUNTY

Mike Black
Tim Miller

YELLOWSTONE BOARD OF COUNTY COMMISSIONERS

John Ostlund – District #1
Mark Morse – District #2
Donald Jones – District #3

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KITTELSON & ASSOCIATES, INC.

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Andy Daleiden
Rachel Grosso
Matthew Hagen
Mark Heisinger
Katie Popp
Steve Rhyne
Jon Sommerville

DOWL

Doug Enderson
Lisa Olmsted
Sarah Patterson

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APPENDICES

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B 2023 LRTP Report Card
C Public Involvement Plan
D Public & Stakeholder Engagement Materials
E Steering Committee Meeting Materials
F Existing Conditions Supporting Figures & Content
G Future Conditions Supporting Figures
H Project Lists
I Air Quality Conformity



01 WHAT IS AN LRTP?

The Billings Planning Area Long Range Transportation (LRTP) is a framework to guide the continued development and implementation of multimodal transportation system projects for the Billings planning area. The LRTP is updated every **five** years, and the previous iteration was completed in 2018. This LRTP assesses today's (2023) land use and transportation conditions to forecast the future (year 2045) conditions, which aids in identifying and strategizing transportation improvements for the region.

The Yellowstone County Board of Planning is the designated Metropolitan Planning Organization (MPO) and oversees transportation planning for the Billings planning area. The planning area for the Long Range Transportation Plan encompasses the City of Billings, as well as an area extending approximately 4.5 miles outside the city limits into Yellowstone County, which includes Lockwood. Figure 1 illustrates the planning area.

The Billings planning area lies at the western edge of the northern High Plains. It serves as a central hub for a large region comprised of Montana, northern Wyoming, and the western Dakotas. Due to its location, Billings has developed as an important urban area in the region for economic, cultural, educational, and transportation activities, as the largest city in Montana. Billings is in Yellowstone County, in the south central area of Montana, a crossroads of major cities to the north, south, east, and west.

Transportation is a vital element to the residents and businesses of Billings and connects commerce from the Billings planning area to other parts of Montana and metropolitan areas via road, rail (freight), and air. The regions transportation infrastructure is robust and includes streets, highways, the Interstate, rail, transit, sidewalks, bicycle facilities, trails, and an airport. Given the importance of the transportation infrastructure, this document plans for transportation facilities and services to ensure mobility and accessibility throughout the Billings planning area.

Plan Development

The development of the 2023 LRTP was guided by a Steering Committee (SC), which consisted of representatives from the following agencies:

- Billings City Council
- Billings/Yellowstone County Planning Board
- Billings/Yellowstone County MPO
- City of Billings Planning Department
- City of Billings Public Works Department
- Federal Highway Administration
- Healthy By Design
- Lockwood Steering Committee
- Billings Metropolitan Transit (MET Transit)
- Montana Department of Transportation (MDT)

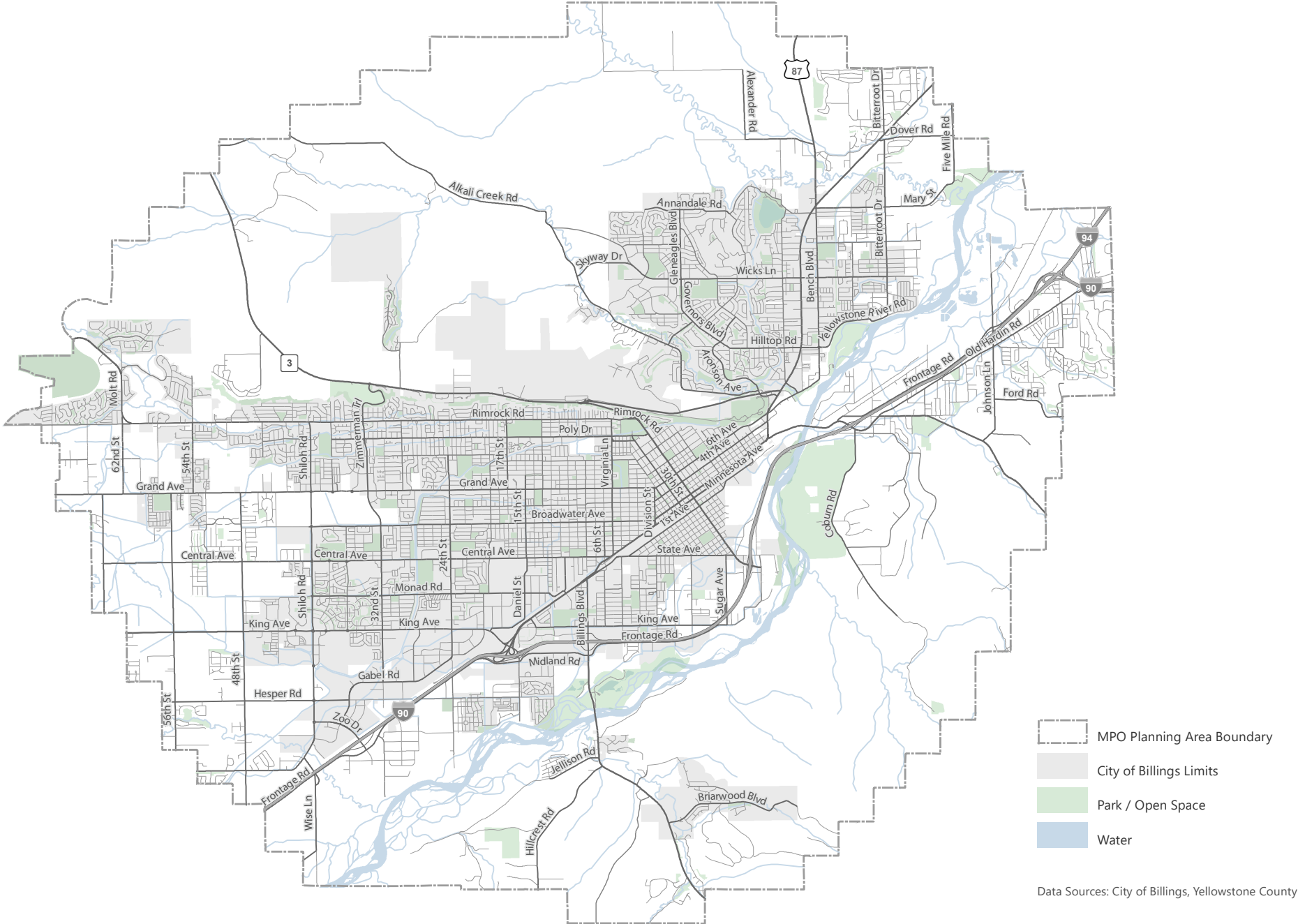
- Yellowstone Board of County Commissioners
- Yellowstone County Public Works

Additional input was received from many other agencies, neighborhood groups, advocacy organizations, and members of the public throughout the planning process.

What topics are covered in the LRTP?

- Goals, objectives, performance measures, and targets
- Public and stakeholder engagement
- Existing multimodal transportation and land use conditions
- Forecasts of population, households, and employment expected in 2045
- Inventory of needs, deficiencies, and opportunities for transportation improvements
- Funding sources and projected revenues
- Project recommendations, prioritization and implementation strategies

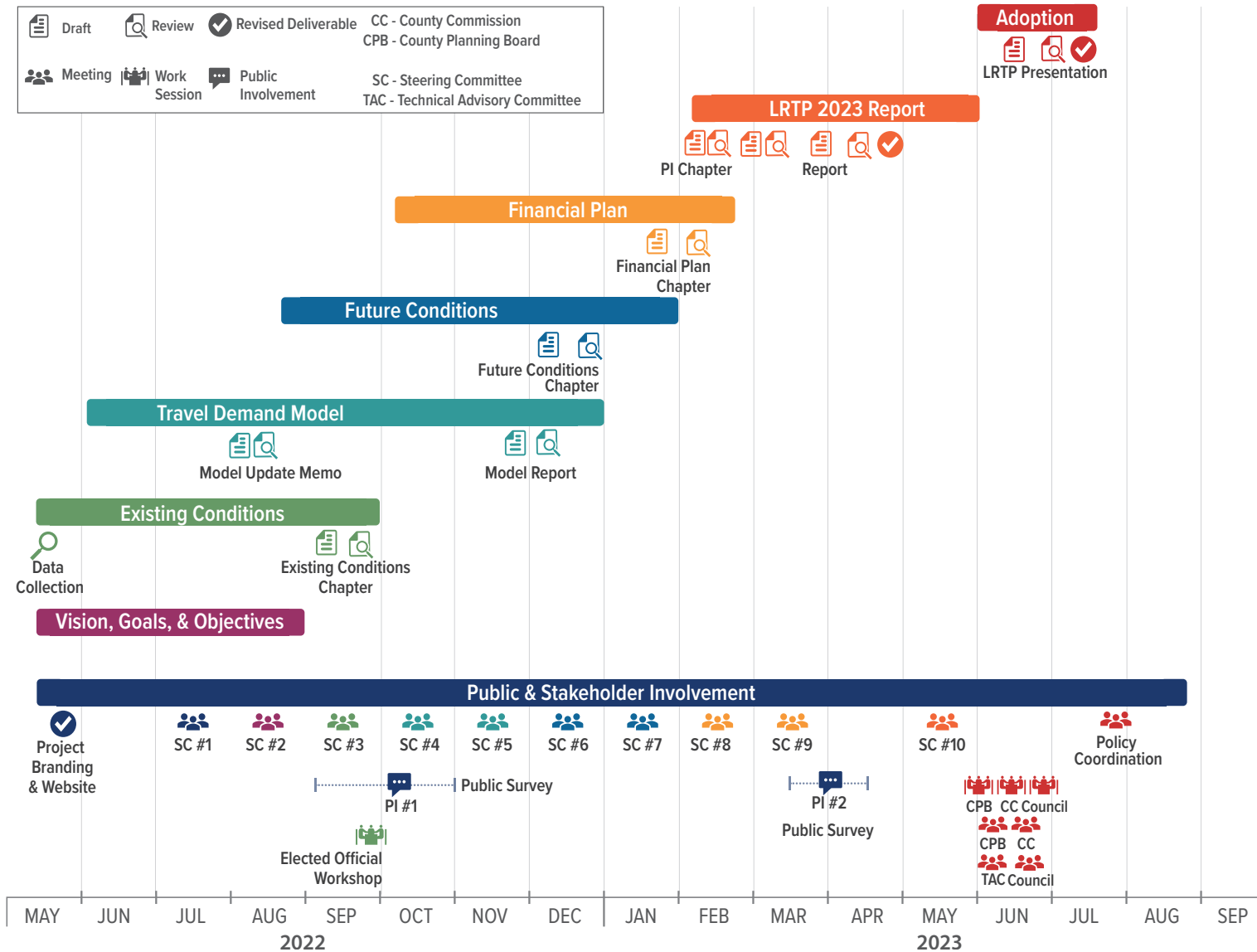
FIGURE 1. BILLINGS PLANNING AREA



PLAN PROCESS

The LRTP planning process was initiated in May 2022 and completed with plan adoption in July 2023. Figure 2 illustrates the plan development process, which is described in more detail throughout the document.

FIGURE 2. LRTP PLANNING PROCESS



Plan Requirements

As discussed in the next chapter, the vision of the LRTP is to encompass all transportation modes of the Billings planning area and to strategize how these modes can be improved through the planning horizon year of 2045. Throughout the development of the LRTP, several federal, state, and local planning requirements were addressed to ensure compliance and consistency with transportation planning regulations.

FEDERAL REQUIREMENTS

An MPO is federally required for any city with a population greater than 50,000. The Billings-Yellowstone Planning Board has represented the Billings planning area as an MPO since 1964. The scope of the planning process for an MPO is outlined in several sections of federal code, which is amended every so often to include new requirements.¹ At its core, the MPO is responsible for four documents:

- **Long Range Transportation Plan:** Outlines the community's vision for the multimodal transportation system and priorities for improvements.
- **Transportation Improvement Program:** Delineates how federal, state, and local funds will be dedicated to projects over a five-year period, to implement the vision of the LRTP.

- **Unified Planning Work Program:** Specifies the annual programs, budget, and priorities to implement the TIP for the MPO on a one-year basis.
- **Public Participation Plan:** Outlines the MPO's framework for facilitating public participation in the transportation planning process.

The LRTP forms the basis for the three subsequent documents, as it employs a performance-driven, outcome-based approach to planning for the metropolitan area, through a continuous, cooperative, and comprehensive process. Federal code also states that this planning process should address the ten planning factors listed in Chapter 2. These factors were established by the Moving Ahead for Progress in the 21st Century Act (MAP-21), and expanded upon by the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA), passed in November 2021.

In addition to these factors, the the Infrastructure IIJA introduces new focus areas for transportation planning, including climate resiliency, environmental justice, and equity. The planning factors, as well as the new focus areas, are supported by various Federal-aid programs, including:

- Carbon Reduction Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Highway Safety Improvement Program (HSIP)
- National Electric Vehicle Infrastructure (NEVI) Program
- National Highway Performance Program (NHPP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program
- Reconnecting Communities Pilot Program
- Safe Streets and Roads for All Program

1 United States of America. (ND). *Code of Federal Regulations, Title 23 Part 450 Subpart C*. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450>

STATE REQUIREMENTS

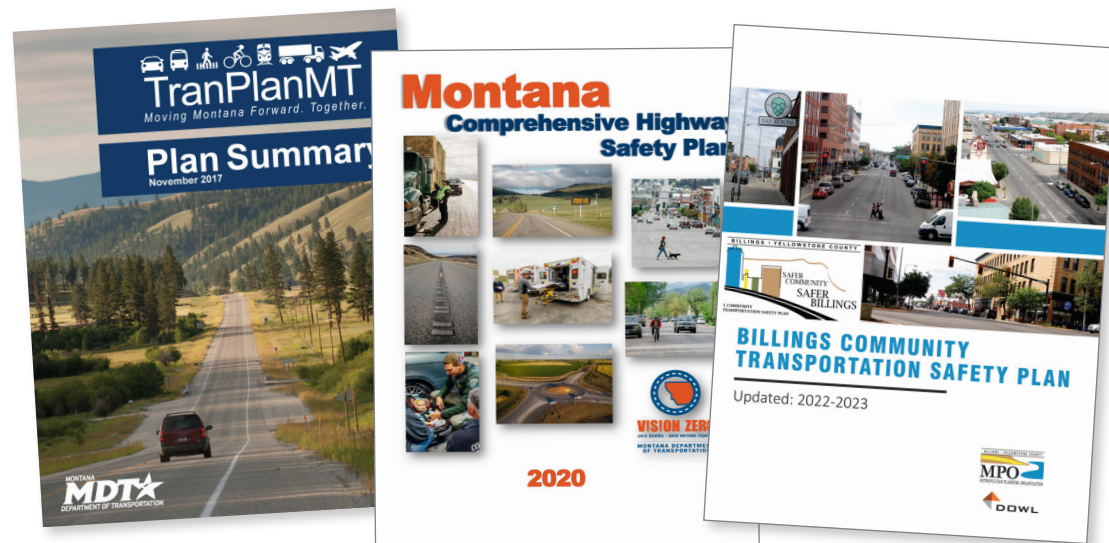
TranPlanMT, Montana’s long-range transportation plan, was last amended in 2017.² TranPlanMT identifies key transportation priorities and outlines long-range policy goals and strategies to assist MDT in addressing aging infrastructure, changing environmental conditions, and ongoing funding challenges. It also provides a framework for MDT to advance and manage its transportation programs in compliance with evolving federal requirements. In support of MDT and national goals, MDT conducts performance-based planning in the following key areas mandated through federal regulations:

- Safety
- Infrastructure Condition
- Transit Asset Management
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability

TranPlanMT cites safety as an overarching goal which is applied in nearly every MDT decision-making process for all projects and programs. The vision and priorities of TranPlanMT were influential in the update of the Billings Planning Area LRTP.

The **Montana Comprehensive Highway Safety Plan (CHSP)** was updated in 2020 in accordance with FAST Act requirements. The goal of the CHSP is Vision Zero- zero fatalities and zero serious injuries on Montana's roadways. The CHSP is intended to be a working document to guide the State of Montana in effectively address the state’s safety issues. The CHSP interim goal is to

reduce fatalities and serious injuries by half from 952 in 2018 to 476 in 2030.³ The CHSP aligns with the development of the **Billings Community Transportation Safety Plan**, adopted in 2023, as well as the development of the 2023 LRTP.⁴



Selection of State and local plans used to inform the LRTP

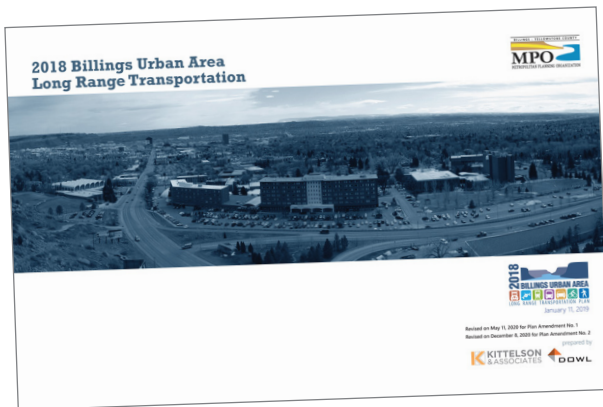
2 Montana Department of Transportation. (2017). *TranPlanMT: Moving Montana Forward Together*. <https://www.mdt.mt.gov/tranplan/>

3 Montana Department of Transportation. (2020). *Montana Comprehensive Highway Safety Plan*. <https://www.mdt.mt.gov/visionzero/plans/docs/chsp/current-chsp.pdf>

4 Billings-Yellowstone County Metropolitan Planning Organization. (January 2023). *Billings Community Transportation Safety Plan*. <https://billingsctsp.com/wp-content/uploads/2023/02/Billings-CTSP-Update-Final.pdf>

LOCAL REQUIREMENTS

Several local plans, studies, and policies were reviewed to inform the process and elements to be considered in development of the plan. It is important to review and incorporate these documents into the planning process, as to ensure that the integrity and value discussion of past planning efforts are carried forward into today's planning effort. Development of this plan was coordinated with guidelines developed in the Yellowstone County Board of Planning Public Participation Plan (2018)⁵, the 2018 Billings Urban Area Long Range Transportation Plan⁶, and past transportation and land use plans/studies/policies highlighted in the following sections.



Billings 2018 Urban Area Long Range Transportation Plan

AIR QUALITY

In compliance with the requirements of the Clean Air Act of 1990, the Billings-Yellowstone MPO and its partners monitor air quality in the Billings planning area. The Billings planning area is a former non-attainment area for the Carbon Monoxide (CO) National Ambient Air Quality Standard. Since the 2018 LRTP, it has been determined that the Billings planning area is no longer a non-attainment area. Additional information on air quality conformity is available in Appendix I.

Transportation Planning & Implementation Since 2018

The previous LRTP, completed in 2018, addressed several key elements:

- Facilitated robust public and stakeholder involvement.
- Maintained a planning horizon year of 2040.
- Assessed existing and future transportation and land use conditions, including an update of the regional travel demand model.
- Evaluated related topics such as safety, security, freight, and air quality conformity.
- Prioritized a fiscally constrained project list that includes committed, recommended, and illustrative projects.

The 2023 LRTP seeks to continue to incorporate these important elements, while expanding the depth and breadth of the long-range transportation planning process.

ONGOING & RECENTLY COMPLETED PLANS, PROJECTS, & STUDIES

To benchmark the work completed since the adoption of the 2018 LRTP, recently completed and on-going plans, studies, and projects were reviewed and the existing transportation network within the planning boundary was inventoried. These documents provide information regarding the roadway and active transportation networks, zoning and land use, deficiencies, and planned projects. Table 1 delineates these documents in alphabetical order, along with a brief description, while Figure 3 shows the locations of the planning, study, or project area. The number associated with each document indicates its location on the figure.

5 Billings-Yellowstone County Metropolitan Planning Organization. (August 2018). *2018 Billings Urban Area Public Participation Plan*. https://www.billingsmt.gov/DocumentCenter/View/37536/Public-Participation-Plan_final-08-30-2018

6 Billings-Yellowstone County Metropolitan Planning Organization. (October 2018). *2018 Billings Urban Area Long Range Transportation Plan*. https://www.billingsmt.gov/DocumentCenter/View/45535/Final-Billings-Urban-Area-LRTP-Update-Oct-2020_Low-1

FIGURE 3. ONGOING & RECENTLY COMPLETED PLANS, PROJECTS & STUDIES

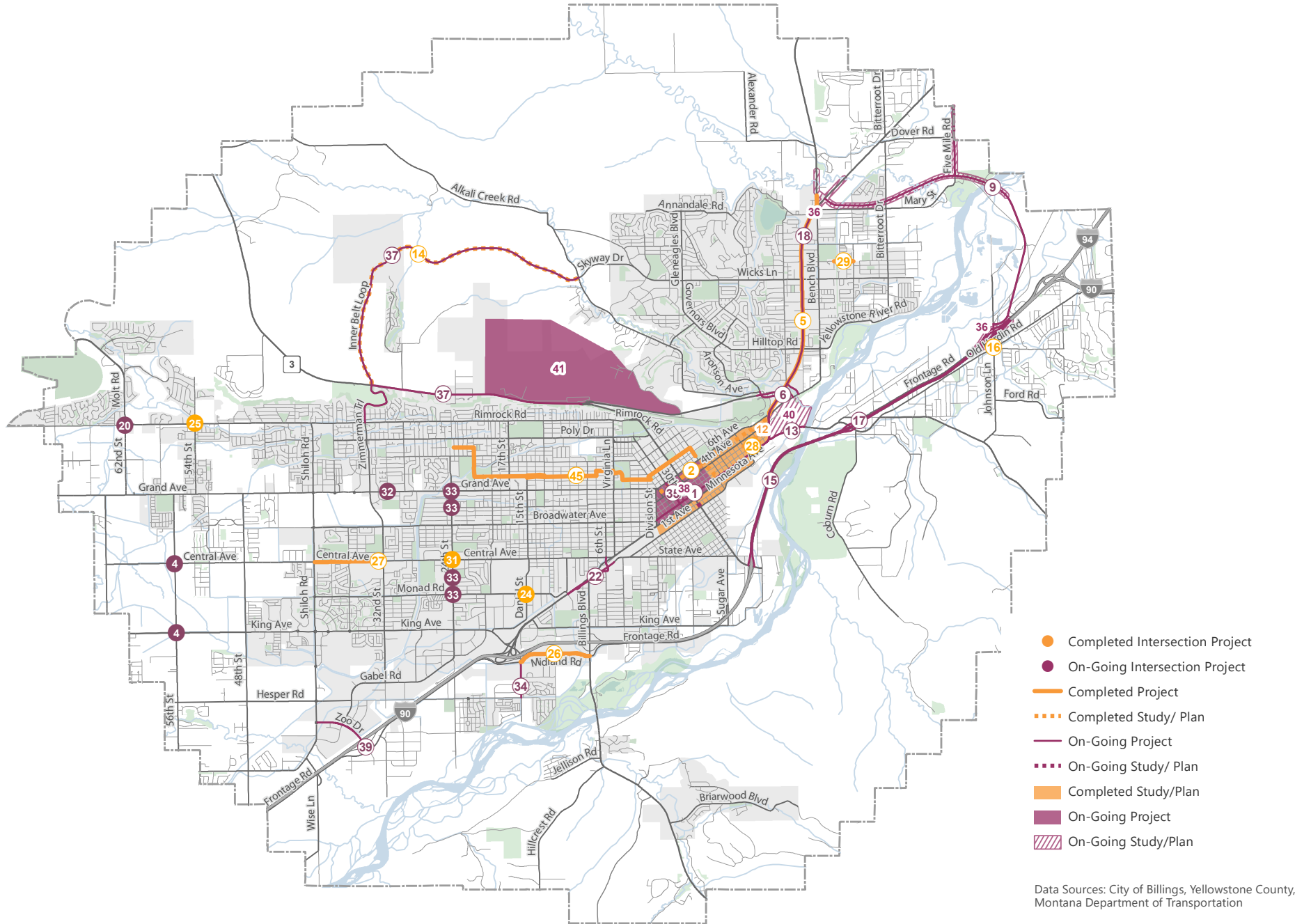


TABLE 1. RECENTLY COMPLETED AND ON-GOING PLANS, STUDIES, AND PROJECTS

#	DOCUMENT	YEAR / STATUS	DESCRIPTION
1	1st Ave N Design	On-Going	On-going MDT project to reconstruct 1st Ave N from Division St to N 9th St, with sidewalk upgrades and ADA pedestrian ramps, storm water management, vehicular parking, and lighting modifications. ROW acquisition is planned for 2023-2024 and the construction timeline will be determined.
31	24th St W and Central Ave Signal	2022	Installation of a southbound turn lane and signal improvements at 24th St W and Central Ave.
33	24th St W Signal Improvements	2023	Signal improvements along 24th St W at the Grand, Lewis, Mall, and Monad Intersections.
3	27th St Railroad Crossing Study	On-Going	This project is analyzing alternatives to remove and mitigate conflicts at the 27th St at-grade railroad crossing.
35	29th St and 30th St Traffic Improvements	2022	N 30th St (between Montana Ave and 6th Ave): This project implemented a two-way traffic restoration, with back-in angle parking conversion and sharrows. N 29th St (between Montana Ave and 6th Ave): This project implemented a two-way traffic restoration, with back-in angle parking conversion.
4	56th St Roundabouts: King Ave and Central Ave	2022	Construction of single lane roundabouts at King Ave and 56th Street W and Central Ave and 56th St W.
2	5th Ave N Corridor Feasibility Study	2021	Feasibility study for re-development of 5th Ave N railroad spur into a multimodal corridor. Provides potential corridor recommendations and the next step is a conceptual design for both the western and eastern segments.
6	Airport Rd and Main St Intersection Design	On-Going	Capacity and safety improvements to the Airport Rd and Main St intersection. Conceptual layout has been approved, and design is currently underway.
41	Airport Terminal Expansion Project	On-Going	The Terminal Expansion Project is necessary to support current needs and future growth potential of Billings Logan International Airport operations, City of Billings residents and the outlying communities served by our air service. Planning and design began in 2018, with progression into construction starting in 2019 and continuing today. The construction portion of this project was anticipated to extend for three years, and the project is roughly halfway complete at the start of 2022. The project is divided into phases to minimize the impact to business and operations during construction and is currently in Phase III.
42	Billings Area Public Transit Survey	2020	To gather feedback on transit service improvement priorities, as well as to understand whether Billings and Yellowstone County resident support additional levies to support transit, MET Transit conducted a public survey between 2019 – 2020.
8	Billings Bike and Scooter Share Feasibility Study	2021	To understand how shared micromobility could be implemented in Billings, the Billings Bike & Scooter Share Feasibility Study was completed to determine if and how a bicycle or scooter share system would operate.

#	DOCUMENT	YEAR / STATUS	DESCRIPTION
36	Billings Bypass Corridor Study	2023	The Billings Bypass Corridor Study evaluated the proposed alignment that ultimately connected Lockwood and the Heights. This corridor study was a step toward thoughtful planning in anticipation of the new Billings Bypass corridor and related development. The study addressed future access options as development occurred along the roadway, potential intersections, stormwater and utility management, bicycle and pedestrian access, and transportation safety along the corridor.
9	Billings Bypass Final Design	On-Going	The Billings Bypass is a multi-phase MDT project that will connect the Johnson Ln/I-90 Interchange to the Heights neighborhood via a new roadway and Yellowstone River Crossing. The initial phase of the project (Five Mile Rd and the Yellowstone River Bridge) has been constructed. The tentative completion date for all portions of the project is 2025.
10	Billings Community Transportation Safety Plan (CTSP) Update	2022	The CTSP presents local crash data analysis to identify effective strategies for reducing crashes and mitigating risk in the city of Billings and Yellowstone County. The 2022 update to the CTSP focuses on a collaborative approach towards reaching the goal of a reduction in fatalities and serious injuries by 20% over the rolling five-year period.
11	Billings Complete Streets Report	2020	Report that examines progress made since the Complete Streets Policy was adopted in 2011. Updated every three years.
12	Billings Downtown Traffic Study	2019	Study that developed and evaluated six alternatives for the downtown transportation network, including road reallocations, one-way to two-way conversions, and road closures.
12	Billings Downtown Traffic Study Alternative Prioritization and Public Preference	2021	Study that focused on public outreach effort for the six alternatives presented in the Billings Downtown Traffic Study.
27	Central Ave Widening	2019	Construction project to improve the streetscape on Central Ave between 32nd St and Shiloh Rd while widening the roadway from two to five lanes. Roundabouts at 38th St and 36th St were constructed.
38	Downtown 2-Way Street Conversion	On-Going	The City of Billings is currently converting one-way streets in downtown to two-way. 29th Street and 30th Street were recently converted and the City has begun the design process to convert additional streets to two-way.
28	EBURD Reconstruct	2018	Construction project to improve streetscape on 2nd Ave and 3rd Ave, between N 13th St to N 10th St, including sidewalks. This project was identified in the 2018 LRTP.
13	Exposition Dr & 1st Ave N Intersection Design	On-Going	Capacity improvements at 1st Ave N and Main St and 4th Ave N and Main St. Includes extensive pathway improvements and coordination with MetraPark. Design is underway.
43	FY22/23 Billings Area Transportation Coordination Plan (TCP)	2022	As required by MDT and federal regulations, the TCP provides an overview of the structure and practices of the Billings Area Public Transportation Coordination Group and Technical Advisory Committee along with a summary of current and anticipated coordination efforts in the Billings, MT area including prioritized projects for the current funding cycle.

#	DOCUMENT	YEAR / STATUS	DESCRIPTION
32	Grand Ave and 32nd St W Signal	2023	Signal construction at Grand Ave and 32nd St W Signal.
14	Inner Belt Loop Corridor Study	2020	This new, 6-mile roadway will connect the Heights and west Billings neighborhoods, constructed with a Better Utilizing Investments to Leverage Development (BUILD) transportation grant. The project will also feature a new multi-use pathway. This study examined the access, land use, landscape, and utilities of the corridor.
15	Interstate 90 Yellowstone River Project	On-Going	This project is widening I-90 from two to three lanes between the Lockwood interchange to the 27th St interchange. It also includes lighting, signage, and ramp upgrades.
16	Johnson Ln Signal Retiming	2019	Retiming signals along Johnson Ln to align with the Billings Bypass Project.
29	Kyhl Ln Improvements	2019	Between Billings Bench Water Association (BBWA) and Hawthorne Ln, Kyhl Ln has had sidewalk and pathway improvements completed. This project was identified in the 2018 LRTP.
17	Lockwood Interchange Reconstruction	On-Going	Reconstruction of the Lockwood interchange to a diverging diamond interchange, in addition to the widening of I-90 from two to three lanes between the Lockwood interchange and the Johnson Ln interchange. The design phase of the project will occur from 2020 through 2023, with construction anticipated in 2024.
18	Main St Billings Improvement Project	2022	The project includes a mill and overlay of the asphalt roadway in addition to guardrail, signing and pavement markings, medians, storm drain, and Americans with Disabilities Act (ADA) (improvements. Construction is on-going and anticipated to be completed by Fall 2022.
5	Main St Timing	2019	Retiming signals along Main Street between 1st Avenue N and US 87.
19	MET Transit – Transit Development Plan	2022	Updated every five years, the TDP documents existing conditions, collects public feedback on services, and identifies improvements for MET to endeavor towards in the coming years.
40	MetraPark Master Plan	On-Going	MetraPark will mark 50 years of serving Yellowstone County in 2025. In anticipation of this milestone, the MetraPark Advisory Board and MetraPark leadership began a process in early 2020 to develop a new Master Plan for MetraPark. The Master Planning process is designed to reimagine the complete 189-acre campus, adding new facilities and amenities, improving upon the assets already in place, and creating a world-class experience that sets MetraPark apart as a unique destination and tourism magnet for the region.
26	Midland Rd Streetscape Improvements	2018	Construction project to improve the streetscape on Midland Road between S Billings Blvd and Mallowney Ln, including sidewalks, curb and gutter, and widening from two to three lanes. This project was identified in the 2018 LRTP.
24	Monad Rd and Daniel St Traffic Signal	2019	Traffic signal construction at Monad Rd and Daniel St. This project was identified in the 2018 LRTP.
34	Mallowney Ln Improvements	On-Going	Reconstruction of Mallowney Ln from Midland Rd to Elysian Rd.

#	DOCUMENT	YEAR / STATUS	DESCRIPTION
37	Northwest Billings Connector and Skyline Trail BUILD Grant	On-Going	The City of Billings was awarded a FY20 BUILD Transportation Grant in September of 2020. The project consists of completing the construction of the Northwest Billings Connector (Inner Belt Loop) from Skyway Dr and Alkali Creek to Highway 3 and the Skyline Trail from the existing multi-use path on the west side of 27th St pedestrian underpass west to Zimmerman Trail.
44	Public Transit Agency Safety Plan	2020	This annually reviewed and updated plan outlines operational needs, updated regulations, safety goals, employee and public feedback, and other recent safety findings.
20	Rimrock Rd & 62nd St W Intersection	On-Going	Construction of a single-lane roundabout at Rimrock Rd and 62nd St, with an anticipated construction starting in 2023.
25	Rimrock Rd & 54th St W Traffic Signal	2019	Traffic signal construction at Rimrock Rd and 54th St. This project was identified in the 2018 LRTP.
21	Safe Routes to School Plan Update	2022	Completed in July 2022, the Safe Routes to School Plan Update is a comprehensive analysis of the existing barriers that prevent kids from walking and bicycling to school, coupled with systemic safety treatments to mitigate and remove the barriers. The Billings MPO conducted significant outreach with school administrators, planning partners, parents, and children to understand the challenges that exist and how to address them through policy, programs, and projects.
22	Underpass Ave	On-Going	Reconstruction of intersections to add new traffic signals, storm drain, lighting, and pedestrian facilities along Underpass Ave, with construction anticipated in 2023.
23	Wayfinding Signage Plan	2020	This plan outlines the City of Billings' approach to implement wayfinding signage throughout the planning area.
39	Zoo Dr Improvements	On-Going	MDT is designing improvements for Zoo Drive between Shiloh Road and S Frontage Road. The improvements include adding a second through lane in each direction on Zoo Drive, turn lane improvements, and signal enhancements.
45	Neighborhood Bikeways	2022	The City of Billings established its first Neighborhood Bikeway that stretches from the North Park area to Rose Park and Lyman Avenue. The Neighborhood Bikeway is designated by signs and markers along the route.

Source: Billings-Yellowstone County Metropolitan Planning Organization, MDT, City of Billings, MET Transit, Yellowstone County

02 WHAT IS IMPORTANT TO THE BILLINGS PLANNING AREA?

This chapter describes the goals, objectives, performance measures, and targets that will be used to measure the Billings MPO's success in developing a transportation system that 1) improves safety and aligns with federal requirements and 2) addresses community safety issues and needs. The establishment of these goals and objectives is to foster accountability, encourage measurement of progress, and create actionable steps for the MPO to take to improve transportation in the Billings planning area. The targets to which the Billings MPO area plans adhere are presented in this chapter, followed by specific Billings planning area goals, objectives, and performance measures created by the MPO. Together, these metrics ensure the Billings planning area establishes a transportation system that both meets federal and state criteria and reflects the unique needs and desires of the community it serves.

Federal & State Targets

As discussed in the Federal Requirements section of the Introduction, federal code requires MPOs shall develop long-range transportation plans through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. Over the years, this has grown to include the reporting on for various performance metrics to assess the performance of the transportation system. The Montana Department of Transportation (MDT) has implemented these national performance measures with exceptions made based on Montana's urban population sizes and lack of public transportation rail assets.

ADOPTED STATEWIDE TARGETS

Adopted state performance measure targets are summarized in the following sections. As of September 9th, 2020, the MPO has formally agreed to support the statewide targets.⁷ MDT has implemented the five required performance measures with the following exceptions:

- Per 23 CFR 490.703, MDT is not required to implement the *Annual Hours of Peak Hour Excessive Delay Per Capita* Measure or the *Percent of Non-SOV Travel* Measure because the state of Montana lacks urban areas with populations exceeding 1 million.⁸

Key Terms

GOAL

Intended downstream outcomes of accomplishing the proposed objectives.

OBJECTIVE

Desired outcome or action that aligns with overall goal.

PERFORMANCE MEASURE

Meaning an expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets.

PERFORMANCE TARGET

A quantified and measurable data point that benchmarks progress for a performance measure.

⁷ Scott Walker. (September 9th, 2020). *Email Correspondence: Mid-Term Performance Reporting*. Billings-Yellowstone Metropolitan Planning Organization.

⁸ United States of America. (ND.). *Code of Federal Regulations, Title 23 Part 490 Subpart G 703*. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490>

- The *Percent of the Interstate System Where Peak Hour Travel Times Meet Expectations* and *Percent of the Non-Interstate National Highway System (NHS) Where Peak Hour Travel Times Meet Expectations* measures are not applicable to Montana.
- The performance measure for rail fixed guideway, track, signals, and systems is not applicable because the state lacks rail fixed guideway public transportation assets.

MDT, along with the Federal Highway Administration (FHWA) published the performance reporting for these measures utilizing 2020 data during the LRTP development, which informed the development of the 2022/2023 targets delineated in the following sections.

Safety

Safety performance measure targets are based on a rolling 5-year average and updated annually. Table 2 delineates the safety performance targets. Montana met or made significant progress on all safety performance measure targets in 2020.

TABLE 2. SAFETY PERFORMANCE TARGETS

PERFORMANCE MEASURE	2019 TARGET 5-YEAR AVERAGE	2020 PROGRESS	2023 TARGET 5-YEAR AVERAGE
Number of Fatalities	187.4	212	223.2
Fatality Rate	1.462	1.753	1.693
Number of Serious Injuries	892.8	730	715.6
Serious Injury Rate	6.968	6.037	5.593
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	73.2	59	61.9

Source: Montana Department of Transportation⁹, Federal Highway Administration¹⁰

9 Montana Department of Transportation. (May 2022). *2023 Safety Performance Targets*. <https://www.mdt.mt.gov/visionzero/plans/docs/chsp/PerformanceMeasuresTargets-2023.pdf>

10 Federal Highway Administration. (2020). *State Highway Safety Report – Montana*. Transportation Performance Management. <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Montana>

11 Federal Highway Administration. (2020). *State Highway Infrastructure Report – Montana*. Transportation Performance Management. <https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Montana>

Pavement & Bridge Condition

To ensure the efficient operation of the NHS, pavement and bridge conditions are monitored. Table 3 presents the pavement and bridge condition performance targets.

TABLE 3. NHS PAVEMENT & BRIDGE CONDITION PERFORMANCE TARGETS

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET	2020 PROGRESS (MDT)
Interstate Pavement	50% = Good Condition	50% = Good Condition	51.7% = Good Condition
	2% = Poor Condition	2% = Poor Condition	0.3% = Poor Condition
Non-Interstate Pavement	40% = Good Condition	40% = Good Condition	41.0% = Good Condition
	3% = Poor Condition	3% = Poor Condition	1.5% = Poor Condition
NHS Bridge Deck Area	16% = Good Condition	16% = Good Condition	20.7% = Good Condition
	9% = Poor Condition	9% = Poor Condition	5.8% = Poor Condition

Source: Federal Highway Administration¹¹

Travel Time Reliability

To promote economic vitality, travel time reliability (TTR) is monitored. Table 4 shows the TTR performance targets.

TABLE 4. TRAVEL TIME RELIABILITY PERFORMANCE TARGETS

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET	2022 PROGRESS (MDT)
Interstate Travel Time Reliability (TTR) (% Reliable Person Miles)	98%	98%	99.7%
Non-Interstate NHS TTR (% Reliable Person Miles)	n/a	80%	88.0%
Interstate Truck TTR (TTTR) (Truck Travel Time Reliability Index)	1.30	1.30	1.22

Source: Federal Highway Administration¹²

Emissions

As an important aspect of the Congestion Mitigation Air Quality (CMAQ) Program, On-Road Emissions Sources including carbon dioxide (CO), particulate matter 10 (PM10), and particulate matter 2.5 (PM2.5) are monitored. Table 5 delineates emissions performance targets.

TABLE 5. EMISSIONS PERFORMANCE TARGETS

PERFORMANCE MEASURE	2-YEAR AND 4-YEAR TARGET	2019 PROGRESS (MDT)
CO Emissions	>0 kg/day	105.391 ppm
PM10 Emissions	>0 kg/day	1.174 ppm
PM2.5 Emissions	>0 kg/day	0.843 ppm

Source: Federal Highway Administration¹³

Transit Asset Management

The Federal Transit Administration (FTA) requires federally funded public transportation providers to develop and implement transit asset management (TAM) plans with asset inventories, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. The final rule (effective as of October 1, 2016) also established “state of good repair” (SGR) standards and four associated performance measures including:

- The percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their useful life benchmark (ULB);
- The percentage of rolling stock vehicles that have either met or exceeded their ULB;
- The percentage of track segments with performance restrictions for rail fixed guideway, track, signals, and systems; and
- The percentage of facilities rated below condition 3 on the Transit Economic Requirements Model (TERM) scale.

MET Transit completed its first Transit Asset Management (TAM) Plan in 2019 and has updated the TAM Plan in 2023.¹⁴ This plan includes a summary of the current state of MET Transit assets and is intended to be used as a tool supporting state of good repair. The performance targets and measures set by the MET Transit Fiscal Year 2023 TAM Plan are shown in Table 6.

12 Federal Highway Administration. (2020). *State Highway Reliability Report – Montana*. Transportation Performance Management. <https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Montana>

13 Federal Highway Administration. (2020). *State On-Road Mobile Source Emissions Reductions Report – Montana*. Transportation Performance Management. <https://www.fhwa.dot.gov/tpm/reporting/state/emissions.cfm?state=Montana>

14 MET Transit. (January 2023). *City of Billings MET Transit – Transit Asset Management Plan*. <https://www.billingsmt.gov/DocumentCenter/View/48607/FY23-Transit-Asset-Management-Plan>

TABLE 6. TRANSIT PERFORMANCE TARGETS

ASSET CATEGORY – PERFORMANCE MEASURES	ASSET CLASS	TARGETS				
		2024	2025	2026	2027	2028
Revenue Vehicles						
Age - % of Revenue Vehicles within a Particular Asset Class that have Met or Exceeded their ULB	BU – Bus	0%	16%	12%	8%	4%
	CU – Cutaway Bus	27%	7%	7%	20%	7%
Equipment						
Age - % of Vehicles that have Met or Exceeded their ULB	Non-Revenue / Service Automobile	25%	25%	25%	0%	0%
	Trucks and other Rubber Tire Vehicles	100%	100%	100%	50%	50%
	Facility Maintenance Vehicle	43%	29%	29%	29%	29%
Facilities						
Condition - % of Facilities with a Condition Rating Below 3.0 on the FTA TERM Scale	Passenger Facilities	0%	0%	0%	0%	0%
	Administration and Maintenance	0%	0%	0%	0%	0%

Vision, Goals, Objectives, & Performance Measures



VISION

Support a livable and economically vibrant community through a safer and more equitable multimodal transportation system.



WHAT IS A LIVABLE COMMUNITY?

A livable community is an innovative, equitable, and inclusive place that fosters connection and celebrates diversity.



Through this, a livable community provides a mix of transportation, housing, employment opportunities, and land uses interspersed in a clean and green landscape. Livable communities are safe, secure, and affordable for residents of all ages, abilities, and backgrounds.

In addition to the federal performance measures detailed above, the MPO created the following goals, objectives, and performance measures tailored specifically to the Billings planning area. The goals established by the MPO are designed to align with federal and state programs and plans to ensure a consistent and unified approach to transportation planning and programming, while also reflecting community needs and safety issues. Both focus on a long-term vision for a safe, efficient, and sustainable transportation system. The MPO's goals reflect the Billings community public stakeholder feedback, as well as align with other adopted plans within the Billings planning area.



Safety – Develop a safer transportation system for all users.



Resiliency – Optimize, preserve, and enhance the existing transportation system to adapt with climate change, protect the natural environment, and promote a healthy and sustainable community.



Mobility – Create a transportation system that supports the use of transit, walking, bicycling, rolling, shared mobility, and vehicles



Equity & Accessibility – Address the needs of transportation-disadvantaged populations¹⁵ through the provision of affordable, accessible, and reliable travel options.



Economic Vitality – Provide transportation facilities to support the local economy and connect the Billings planning area to local, regional, and national commerce.

Table 7 summarizes the 2023 LRTP goals, objectives, and performance measures. Additionally, the associated Federal Planning Factors are detailed for each objective. Table 8 shows how the adopted state targets intersect with the LRTP goals established by the MPO.


The Federal Planning Factors are outlined in 23 CFR Part 450, and guide the metropolitan transportation planning process. They include:


1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.


¹⁵ Transportation Disadvantaged Populations include persons with disabilities, older adults, and people experiencing poverty (FTA, 2013), and additionally people under age 18 and zero vehicle households, among others.

Federal Transit Administration. (February 2013). *Transportation Needs of Disadvantaged Populations: Where, When, and How?*. FTA Report No. 0030. https://www.transit.dot.gov/sites/fta.dot.gov/files/FTA_Report_No._0030.pdf

TABLE 7. LRTP GOALS, OBJECTIVES, & PERFORMANCE MEASURES

2023 LRTP GOAL	OBJECTIVE	PERFORMANCE MEASURE(S)	DATA SOURCE	RELATED FEDERAL PLANNING FACTORS	SUPPORTIVE PLAN / POLICY
 Safety	Reduce the rolling five-year average number of fatal and serious injury crashes by 20% by the end of 2024 to 47. (CTSP Objective)	Fatal and serious injury crashes	MDT / City of Billings		
	Reduce the rolling five-year average number of fatal and serious injury crashes by 35% between 2023 – 2027 (by the end of 2027).				
	Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles traveled by 20% between 2023 and the end of 2027.	Fatal and serious injury crashes; Vehicle Miles Traveled	MDT / City of Billings	1, 2, 3, 4, 6, 7, 8, 9, 10	Billings Community Transportation Safety Plan; Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2023 and the end of 2027.	Non-motorized fatal and serious injury crashes	MDT / City of Billings			

2023 LRTP GOAL	OBJECTIVE	PERFORMANCE MEASURE(S)	DATA SOURCE	RELATED FEDERAL PLANNING FACTORS	SUPPORTIVE PLAN / POLICY
 Resiliency	Shift commute mode share 15% to low-carbon travel modes (walking, bicycling, riding transit, carpooling) between 2023 and the end of 2027.	Mode share	MDT / City of Billings	2, 3, 4, 5, 6, 7, 8, 9	Bike & Trail Master Plan 2016; Billings Bike & Scooter Share Feasibility Study; Billings-Yellowstone Household Travel 2017; Complete Streets Progress Report 2020; Downtown Traffic Study 2021; Rims to Valley Non-Motorized Study 2016; West End Multi-Modal Transportation Study 2016; Montana Electric Vehicle Infrastructure Deployment Plan 2022; Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Increase Electric Vehicle Registrations 50% over 2022 levels by the end of 2027.	Vehicle registrations	MDT / Montana Department of Environmental Quality	7, 9	Montana Electric Vehicle Infrastructure Deployment Plan 2022
	Reduce overall vehicle miles traveled by 10% between 2023 and the end of 2027.	Vehicle miles traveled	MDT / City of Billings / Yellowstone County	2, 3, 4, 5, 6, 7, 8, 9	Billings-Yellowstone Household Travel 2017; Complete Streets Progress Report 2020; Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Convert transit vehicle fleet to zero-emission vehicles through new vehicle purchases beginning in 2024.	New transit fleet vehicles	MET Transit	7, 9	MET Transit Development Plan 2022
	Adopt a Green Infrastructure Policy by end of 2025.	Policy adoption	City of Billings / Yellowstone County	3, 5, 9	Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Update the regional emergency response plan at least once by end of 2025.	Regional emergency response plan	City of Billings / Yellowstone County	1, 3, 4, 6, 7, 8, 9, 10	Functional Classification Map; Corridor and Intersection Studies; Emergency Operations Plan; Multi-Jurisdictional Pre-Disaster Mitigation Plan Update

2023 LRTP GOAL	OBJECTIVE	PERFORMANCE MEASURE(S)	DATA SOURCE	RELATED FEDERAL PLANNING FACTORS	SUPPORTIVE PLAN / POLICY
 Mobility	Increase annual transit ridership 10% between 2023 and the end of 2027.	Total annual ridership			
	Decrease number of routes and increase headways (from 60 minutes to 30 minutes) on routes between 2023 and end of 2028, as outlined in the MET Transit Development Plan.	Number of routes, length of headways	MET Transit	2, 3, 4, 6, 10	MET Transit Development Plan 2022
	Increase number of bikeway miles by 20% between year 2023 and the end of 2027.	Number of bikeway miles			
	Increase number of shared-use trail miles by 20% between 2023 and the end of 2027.	Number of trail miles	City of Billings / Yellowstone County		
	Incorporate bicycle or pedestrian facilities on 95% of non-Interstate projects between 2023 and the end of 2027.	Number of projects with bicycle or pedestrian facilities incorporated		2, 3, 4, 5, 6, 7, 10	
	Increase bicycle and pedestrian volumes by 20% between 2023 and the end of 2027.	Number of bicyclists, number of pedestrians			Bike & Trail Master Plan 2016; Billings Bike & Scooter Share Feasibility 2021; Billings-Yellowstone Household Travel 2017; Complete Streets Progress Report 2020; Downtown Traffic Study 2021; Rims to Valley Non-Motorized Study 2016; West End Multi-Modal Transportation Study 2016; Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Increase bicycle and pedestrian count locations by 20% between 2023 and the end of 2027.	Number of count locations			
	Reduce the number of intersections identified as operating at LOS E or worse during the peak hour in the 2018 LRTP by 10% between 2023 and the end of 2027.	Intersection level of service (LOS)		1, 3, 4, 6, 7, 8, 9, 10	Various Corridor and Intersection Studies



2023 LRTP GOAL	OBJECTIVE	PERFORMANCE MEASURE(S)	DATA SOURCE	RELATED FEDERAL PLANNING FACTORS	SUPPORTIVE PLAN / POLICY
 Equity & Accessibility	Develop an ADA Transition Plan to address deficient transportation infrastructure.	Plan creation	City of Billings / Yellowstone County / MDT	2, 3, 4, 5, 6	MDT ADA Transition Plan Update 2021; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Prioritize transportation investments in Transportation-Disadvantaged Population areas ² .	Percent of TIP projects in Transportation-Disadvantaged Population areas			
	Adopt Pedestrian and Bicycle Detour Standards Policy for roadway closures to provide adequate walking, bicycling, and transit facilities during all roadway construction projects.	Adopt policy			
	Implement Safe Routes to School projects.	Number of SRTS projects implemented			Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
 Economic Vitality	Address gaps and deficiencies in emerging technology readiness.	Develop Electric Vehicle Infrastructure Plan	City of Billings / Yellowstone County / MDT	1, 5, 10	Billings Bike & Scooter Share Feasibility 2021; Montana Electric Vehicle Infrastructure Deployment Plan 2022
	Many other objectives included for other goals promote Economic Vitality, especially those listed for Safety and Mobility goals.				

TABLE 8. STATEWIDE TARGETS & LRTP GOALS

STATEWIDE TARGETS		LRTP GOALS				
		SAFETY	RESILIENCY	MOBILITY	EQUITY & ACCESSIBILITY	ECONOMIC VITALITY
Safety	Number of Fatalities	✓				
	Rate of Fatalities Per Vehicles Miles Traveled (VMT)	✓				
	Number of Serious Injuries	✓				
	Rate of Serious Injuries per VMT	✓				
	Number of Combined Non-Motorized Fatalities and Serious Injuries	✓				
Pavement and Bridge Condition	Percentage of Pavement on the Interstate System in Good Condition	✓	✓	✓		✓
	Percentage of Pavement on the Interstate System in Poor Condition	✓	✓	✓		✓
	Percentage of Pavement on the NHS (excluding the Interstate System) in Good Condition	✓	✓	✓		✓
	Percentage of Pavement on the NHS (excluding the Interstate System) in Poor Condition	✓	✓	✓		✓
	Percentage of NHS Bridges classified as in Good Condition	✓	✓	✓		✓
	Percentage of NHS Bridges classified as in Poor Condition	✓	✓	✓		✓
Travel Time Reliability	Percent of Reliable Person-Miles Traveled on the Interstate			✓		✓
	Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS			✓		✓
	Percentage of Interstate System Mileage Providing for Reliable Truck Travel Time (Truck Travel Time Reliability Index)			✓		✓
Emissions	Total Emissions Reductions for Applicable Pollutants		✓		✓	
Transit Asset Management	Percentage Of Non-Revenue, Support-Service and Maintenance Vehicles that have Either Met or Exceeded Their Useful Life Benchmark (ULB)			✓	✓	✓
	Percentage Of Rolling Stock Vehicles that Have Either Met or Exceeded Their ULB			✓	✓	✓
	Percentage of Facilities Rated Below Condition 3 on the Transit Economic Requirements Model (TERM) Scale			✓	✓	✓

MONITORING PROGRESS

The MPO will continue to incorporate adopted statewide targets and MPO goals, objectives, and performance measures into the LRTP and discuss how the targets will be advanced and linked to investment priorities. The MPO will continue to coordinate with partner agencies for monitoring each performance measure, in particular with MDT to obtain routinely collected data from the agency about the condition of roadway pavement and bridges, safety performance, and the overall operation of the transportation system within the Billings planning area. This information will help the MPO identify and advance projects in the LRTP which support adopted statewide targets and MPO goals, objectives and performance measures.

To document the successes of the MPO and its partner agencies, as well as recognize areas that need increased attention, a 2018 LRTP Report Card was developed for the performance measures included in the 2018 LRTP. This information is available in Appendix A. To promote the practice of performance measurement and monitoring, a similar report card has been developed for the 2023 performance measures, and is available in Appendix B.



03 WHO WAS INVOLVED IN CREATING THE LRTP?

This chapter details the engagement that took place throughout the LRTP process. Public involvement and agency coordination is critical for plan development, acceptance, and adoption by the following groups:

- Policy Coordinating Committee (PCC), which is comprised of a representative from the Yellowstone County Planning Board, Yellowstone Board of County Commissioners, City Council, and Montana Department of Transportation
- Federal Highway Administration (FHWA)
- Montana Department of Transportation (MDT)
- City of Billings
- Yellowstone Board of County Commissioners
- Yellowstone County Planning Board (YCPB)

The Public Involvement Plan (PIP) for this LRTP was developed based on past public involvement efforts for the 2018 LRTP¹⁶ and to be consistent

with the public involvement elements of the YCPB 2018 Public Participation Plan¹⁷ in conjunction with this LRTP, and the MDT 2018 Public Involvement Plan¹⁸. The PIP is available for reference in Appendix C.

A collaborative and context-appropriate public engagement process was employed in the development of the LRTP. The objectives of the engagement conducted for the 2023 LRTP include:

- Facilitate open communication regarding community desires, needs, and challenges.
- Meet the stakeholders and public where they're comfortable.
- Solicit relevant engagement through educational and informative messaging.

Public engagement was targeted during key points in the LRTP process, and stakeholder engagement occurred throughout the development of the plan to best coordinate with standing meetings and

events. The following sections outline engagement and feedback received throughout the LRTP process. All public and stakeholder engagement materials are available in Appendix D.

Engagement Overview

The public and stakeholder engagement activities for plan development reflected a multi-faceted approach. The outreach methods were created to facilitate communication between the public and consultant team and gather insights and direction for plan development. These engagement methods are delineated in Table 9.

Thank You

Over 520 comments were received from the public to inform the development of the LRTP. This input is critical towards shaping a more livable Billings for the entire community!

¹⁶ Billings-Yellowstone Metropolitan Planning Organization. (October 2018). *Billings Urban Area Long Range Transportation Plan*. https://www.billingsmt.gov/DocumentCenter/View/45535/Final-Billings-Urban-Area-LRTP-Update-Oct-2020_Low-1

¹⁷ Billings-Yellowstone Metropolitan Planning Organization. (August 2018). *Public Participation Plan*. https://www.billingsmt.gov/DocumentCenter/View/37536/Public-Participation-Plan_final-08-30-2018

¹⁸ Montana Department of Transportation. (2018). *Public Involvement Plan*. <https://www.mdt.mt.gov/publications/docs/manuals/pubinvhb.pdf>

TABLE 9. PUBLIC & STAKEHOLDER ENGAGEMENT METHODS OVERVIEW

ENGAGEMENT METHOD	DESCRIPTION
Branding & Logo	A logo, color scheme and reporting templates were developed and implemented with this LRTP. These items established brand awareness and cohesiveness with plan materials through the development and adoption of the plan.
LRTP 2023 Website	The project website (provided at URL www.BillingsLRTP.com) was maintained by the consultant team and served as the primary, public, 24-hour source for information on the plan. The website included maps, purpose, public involvement contacts, agency involvement, project schedule, documents, meeting information, and a place for the public to provide input, comments, or questions to the team.
Media Coordination	Outreach was conducted to appropriate media outlets to disseminate information regarding information on the plan and advising the community of public involvement opportunities. Media releases were provided to local media outlets in October 2022 and March 2023 regarding the plan development.
Email Updates	<p>The consultant team provided email updates to the MPO, which summarized the following:</p> <ul style="list-style-type: none"> ■ Consultant work tasks associated with the LRTP, which included a summary of completed and on-going work tasks of the consultant’s responsibility. ■ Action Items for MPO - Requests for guidance or materials review for the MPO from the consultant team ■ Upcoming Meetings - Location, date, and time for any upcoming meetings <p>The goal of the updates was to keep a consistent line of communication between the MPO and the consultant team throughout the LRTP process. Additionally, the email updates were forwarded on to other agencies, committees, and elected officials to keep them apprised of the LRTP schedule.</p>
Social Media	Social media content and graphics were developed and provided to the MPO and partner agencies to publish on their existing social media networks. This information was used to provide updates on the plan and to promote meetings and opportunities for online engagement.
Interactive Map Surveys	Between October – November 2022 and March – April 2023, interactive online maps were created to gather public and stakeholder input in a collaborative, crowdsourced manner. In the first round of engagement in Fall 2022, the interactive online map asked respondents to select areas where they have concerns or ideas to share, and categorize the comment by mode or type of concern. These comments influenced the identification of needs, deficiencies, and opportunities outlined in Chapter 6. In the second round of engagement in Spring 2023, the online interactive map was used to collect feedback on the Project List, outlined in Chapter 8. Stakeholder and public comments influenced the project prioritization for each project.

Steering Committee

Prior to kicking off the Plan, the MPO formed a Steering Committee (SC) that represented agencies within the Billings planning area to help guide the plan development. The SC served as the primary sounding board for the development of the plan. The SC’s responsibilities included reviewing project deliverables, providing guidance to the consultant team, and promoting the plan development to the public. The SC included staff from:

- City of Billings Administration
- City of Billings City Council
- City of Billings Planning
- City of Billings Public Works
- Healthy By Design
- Lockwood Steering Committee
- MDT Billings District
- MDT Planning
- MET Transit
- Yellowstone County Commission
- Yellowstone County Planning Board
- Yellowstone County Public Works

The consultant team, with assistance from the MPO, scheduled and led ten SC meetings throughout the duration of the project. The goal of the SC meetings was to solicit feedback concerning the development of project deliverables and determine next steps for the consultant team. The consultant team provided materials to the SC, prior to the meeting, for review and comment. All meeting agendas and materials are included in Appendix E.

Stakeholder Engagement

Key stakeholders in the development of the LRTP include various community groups, special interest organizations, and public leaders. This section outlines how Billings planning area stakeholders were involved throughout the plan development process.

STAKEHOLDER MEETINGS

One-on-one meetings were held with various individuals and groups who have a key interest or stake in the LRTP. The purpose of these meetings included:

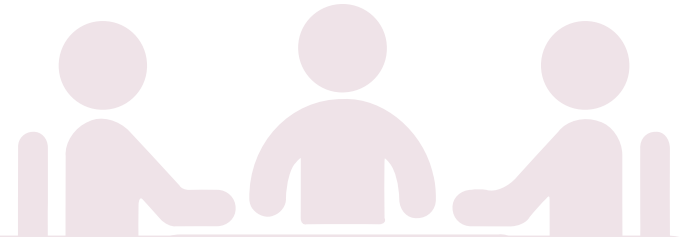
- Introduce the planning process and components, the LRTP purpose, and the planning timeline.

- Identify existing transportation deficiencies, needs, and opportunities that should be addressed with the plan.
- Gather input on the proposed projects included in the plan.

Throughout the planning process, the consultant team met with the following stakeholders:

- Bicycle & Pedestrian Advisory Committee
- Bike Walk Montana
- Healthy By Design
- Joint All-Task Force
- Living Independently for Today & Tomorrow (LIFTT)
- Lockwood Pedestrian Safety District

- Lockwood Steering Committee
- Pioneer Park Task Force
- Southside Task Force
- Healthy by Design
- Billings Industrial Revitalization District (BIRD)
- Midtown Community Collaborative



ELECTED OFFICIALS WORKSHOPS

To facilitate broader understanding of the long-range planning process among elected officials, the consultant team conducted two workshops during the planning process, in October 2022 and April 2023. Both workshops coincided with the public open houses described in the following section, to provide an additional opportunity for elected officials to interact with the consultant team and provide comments.



Elected Officials Workshop #1

- Held in October 4th, 2022 at the Billings Public Library.
- Topics included the plan development process, an overview of existing conditions, and a discussion of regional priorities regarding transportation, land use, and growth.
- Elected officials from the City of Billings Council, Yellowstone County Commission, Lockwood Steering Committee, Yellowstone County Public Works, Billings MET Transit, and the Billings-Yellowstone County MPO attended the workshop.



Elected Officials Workshop #2

- Held in April 5th, 2023 at the Billings Public Library.
- Topics included the plan development and adoption process, public and stakeholder outreach, and a discussion of the project list.
- Elected officials from the City of Billings Council, Yellowstone County Commission, Lockwood Steering Committee, Yellowstone County Public Works, Billings MET Transit, City of Billings Public Works, the Billings-Yellowstone County MPO, and Riverstone Health / Healthy by Design attended the workshop.



Public Engagement

Public input and involvement is crucial towards the development of a relevant, comprehensive, and federally-compliant LRTP. This section outlines how and when public input influenced the direction of the 2023 LRTP.

PUBLIC OPEN HOUSE #1

The first public open house was held on October 6th, 2023 from 5:00 pm to 6:30 pm at the Billings Public Library in the Community Room. There were 20 attendees who signed in at the front desk. Media coverage leading up to this public open house included Q2, KSVI/yourbigsky.com, and Northern News Network. The discussion at this open house included an update for the community on progress since the last LRTP. Present and existing conditions were also discussed. Feedback on transportation challenges and needs was gathered using laptops with an interactive map that collected comments and was available for two weeks following the public open house on the project website.

While active, the interactive, online map collected 278 comments, organized by self-selected category. These categories, and the number of comments received in each category, are depicted in Figure 4. Additionally, Figure 5 displays the location of each comment received. The feedback provided by the public through the open house and online comment map were crucial towards developing the needs, deficiencies, and opportunities discussed in Chapter 6, which formed the basis for the project list discussed in Chapter 8.



FIGURE 4. PUBLIC OPEN HOUSE #1 COMMENTS BY CATEGORY

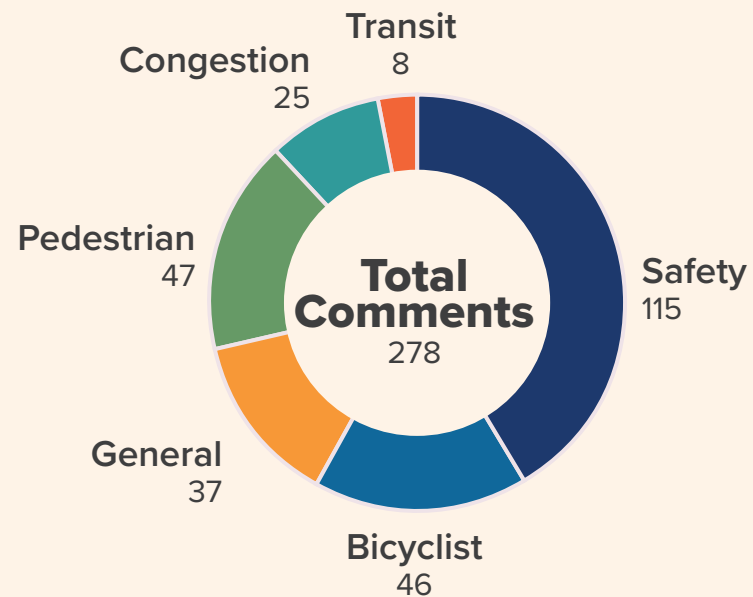
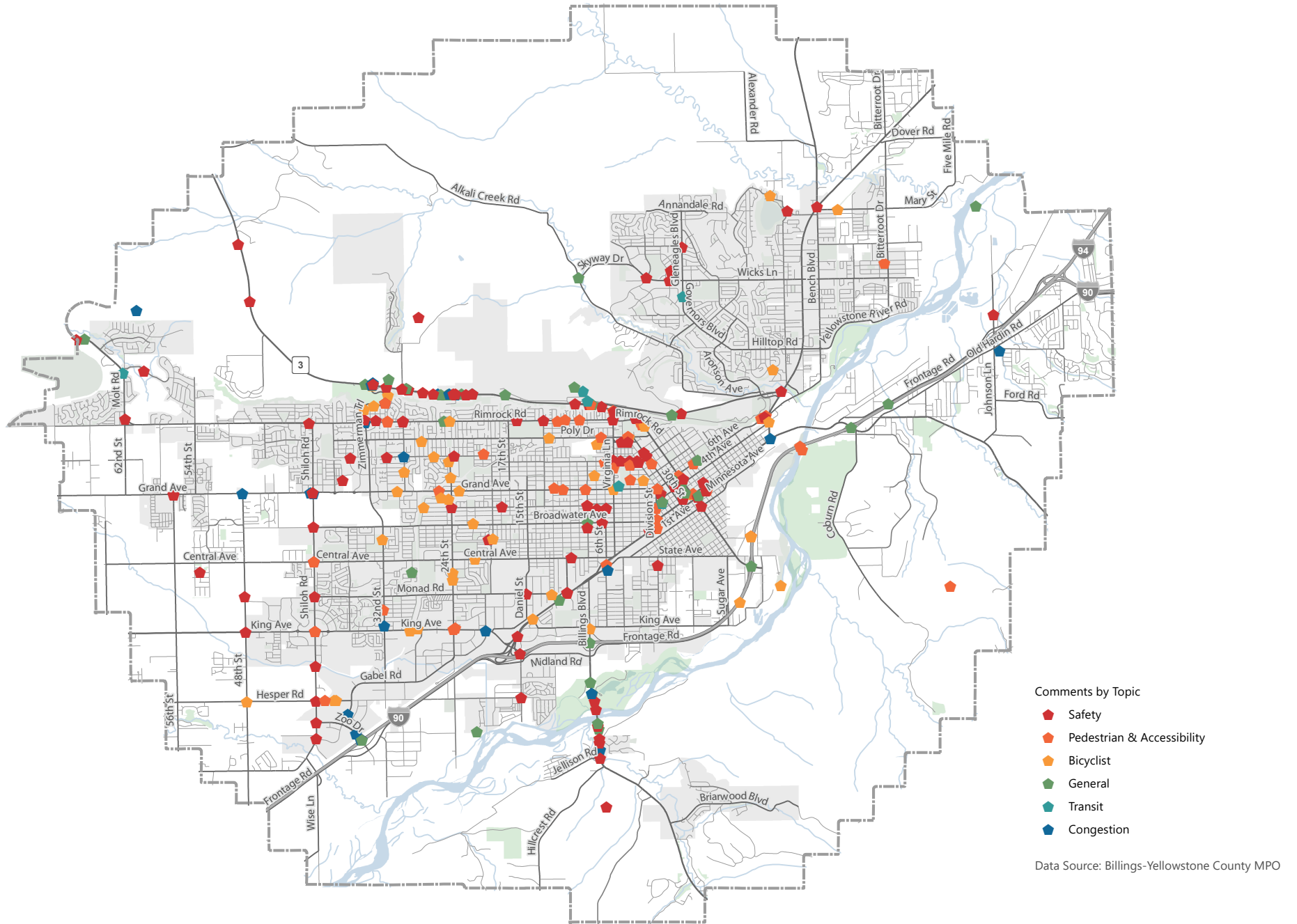


FIGURE 5. PHASE 1 PUBLIC & STAKEHOLDER COMMENTS



PUBLIC OPEN HOUSE #2

The second public open house was held on April 5th, 2023 from 5:00 pm to 6:30 pm at the Billings Public Library in the Community Room. There were 10 attendees who signed in at the front desk. Media coverage leading up to this public open house included YPR and the Billings Gazette. The discussion at this open house included an update for the community on progress since public open house #1. Future conditions, the identified needs, deficiencies, and opportunities, and the project list were also discussed. Feedback on the project list was gathered using laptops with an interactive map that collected comments, with the ability to “Like” another comment and respond to it. The online, interactive map was available for two weeks prior to the public open house and two weeks following the public open house on the project website.

While active, the interactive, online map collected 243 comments with 332 likes on the projects. Figure 6 displays the location of each comment received. The feedback provided by the public through the open house and online comment map were crucial towards refining and finalizing the prioritization of the project list, as discussed in Chapter 8.

FIGURE 6. PUBLIC OPEN HOUSE #2 COMMENTS BY CATEGORY

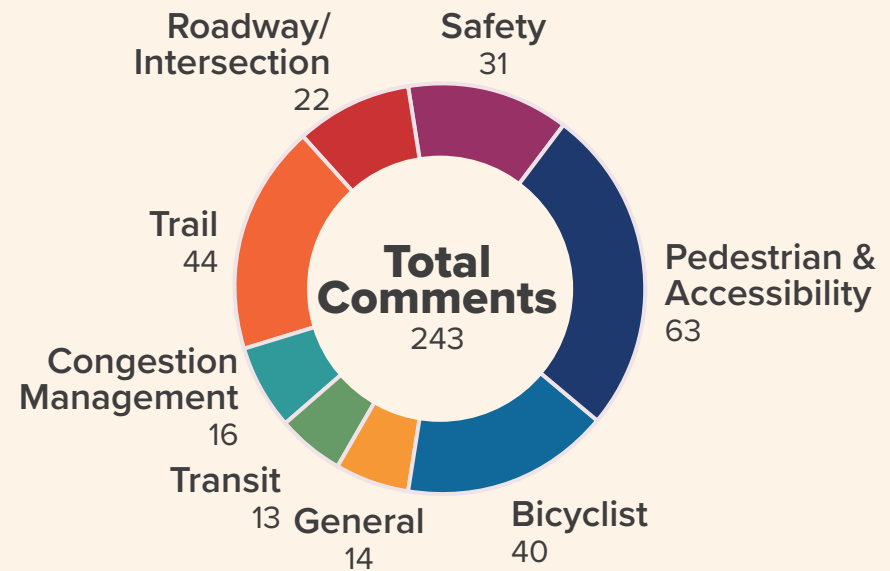
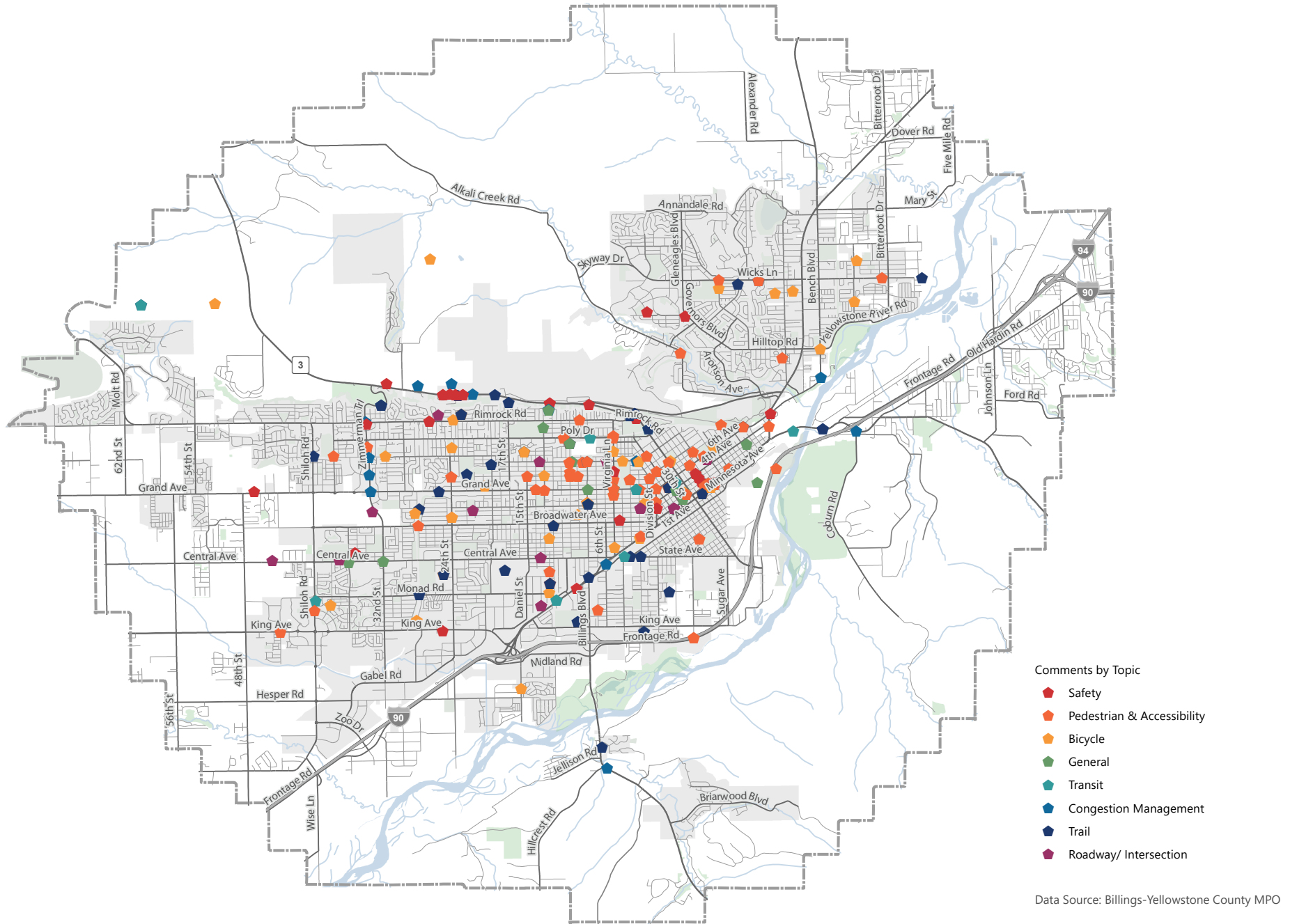


FIGURE 7. PHASE 2 PUBLIC & STAKEHOLDER COMMENTS



Plan Review & Approval

THIS SECTION TO BE UPDATED FOLLOWING PLAN ADOPTION IN JULY 2023.



04 WHAT IS THE TRANSPORTATION SYSTEM LIKE TODAY?

Billings is located in Yellowstone County and is the largest city in Montana by population. Due to its location in south-central Montana, near Wyoming and the Dakotas, Billings has developed as an important economic, cultural, educational, and transportation urban center for the entire region. Transportation is a vital element to the residents and businesses of Billings and connects commerce via road, rail (freight), and air. The region's transportation infrastructure is robust and includes streets, highways, Interstate, rail, transit, sidewalks, bicycle facilities, trails, and an airport. This chapter details the existing conditions of these system elements, to identify needs and deficiencies that are further discussed in Chapter 6.

Community & Land Use

Understanding the current land use patterns and opportunities envisioned for growth is a critical part to developing a long range transportation plan. Through this understanding, the transportation system and land use vision

can be integrated to effectively match future infrastructure and system management projects with the desires of the community. Relevant documents to land use and growth in the Billings planning area include:

- Billings Urban Area Long Range Transportation Plan (2018)
- City of Billings Growth Policy (2016)
- Lockwood Growth Policy (2016)

ZONING

The Billings planning area encompasses approximately 151.2 square miles and includes the City of Billings (44.9 square miles) and Lockwood, as well as a planning area extending 4.5 miles outside of the city limits and into Yellowstone County. Figure 8 shows the existing zoning map and key destinations within the planning area. Since the 2018 LRTP, the City of Billings and Yellowstone County have modified their zoning ordinances to include several types of mixed use zoning, including:

- Corridor Mixed Use and Commercial Centers
- Neighborhood Mixed Use
- Mixed Residential (varying between 3 – 8+ units per structure)

The relationships between land-use development and the effects on generating travel demand are well-defined. Established land uses in the planning area have influenced the travel patterns that exist today. Understanding the relationship between the distribution of population/housing and the resulting regional travel patterns is key to projecting future transportation demand, which is discussed in Chapter 5.

POPULATION & HOUSEHOLDS

Yellowstone County has the highest population of any county in Montana with a reported 2020 population of 160,390 persons, an increase of 8% over the 2010 population (147,972).¹⁹ Billings remains the largest city in Montana with a 2020 population of 117,116, a 12% increase over the 2010 population

¹⁹ United State Census Bureau. (2020). *Decennial Census – Total Population: Table B01003*. www.data.census.gov

(104,170). Figure 9 displays the 2020 population density of the Billings planning area, and Figure 10 shows the 2020 housing density. The population of the Billings planning area at the 2020 Decennial Census was 128,787 and the housing units were 57,343.²⁰

EMPLOYMENT

As the driver of the local and regional economy, understanding employment patterns is crucial towards understanding transportation needs. Figure 11 shows the current geographic concentrations of employment centers in the Billings planning area. As shown in Figure 11, employment concentrations are greatest around the major employment centers including Billings Airport, Downtown Billings, Saint Vincent and Billings Clinic Hospitals, Rimrock Mall, and industrial facilities to the south of the Zoo Drive Interchange on Interstate 90, as well as the Grand Ave, Central Ave, and King Ave corridors.

²⁰ United States Federal Register. (December 29, 2022). *2020 Census Qualifying Urban Areas and Final Criteria Clarifications*. <https://www.federalregister.gov/documents/2022/12/29/2022-28286/2020-census-qualifying-urban-areas-and-final-criteria-clarifications>



FIGURE 8. EXISTING ZONING AND MAJOR ACTIVITY CENTERS

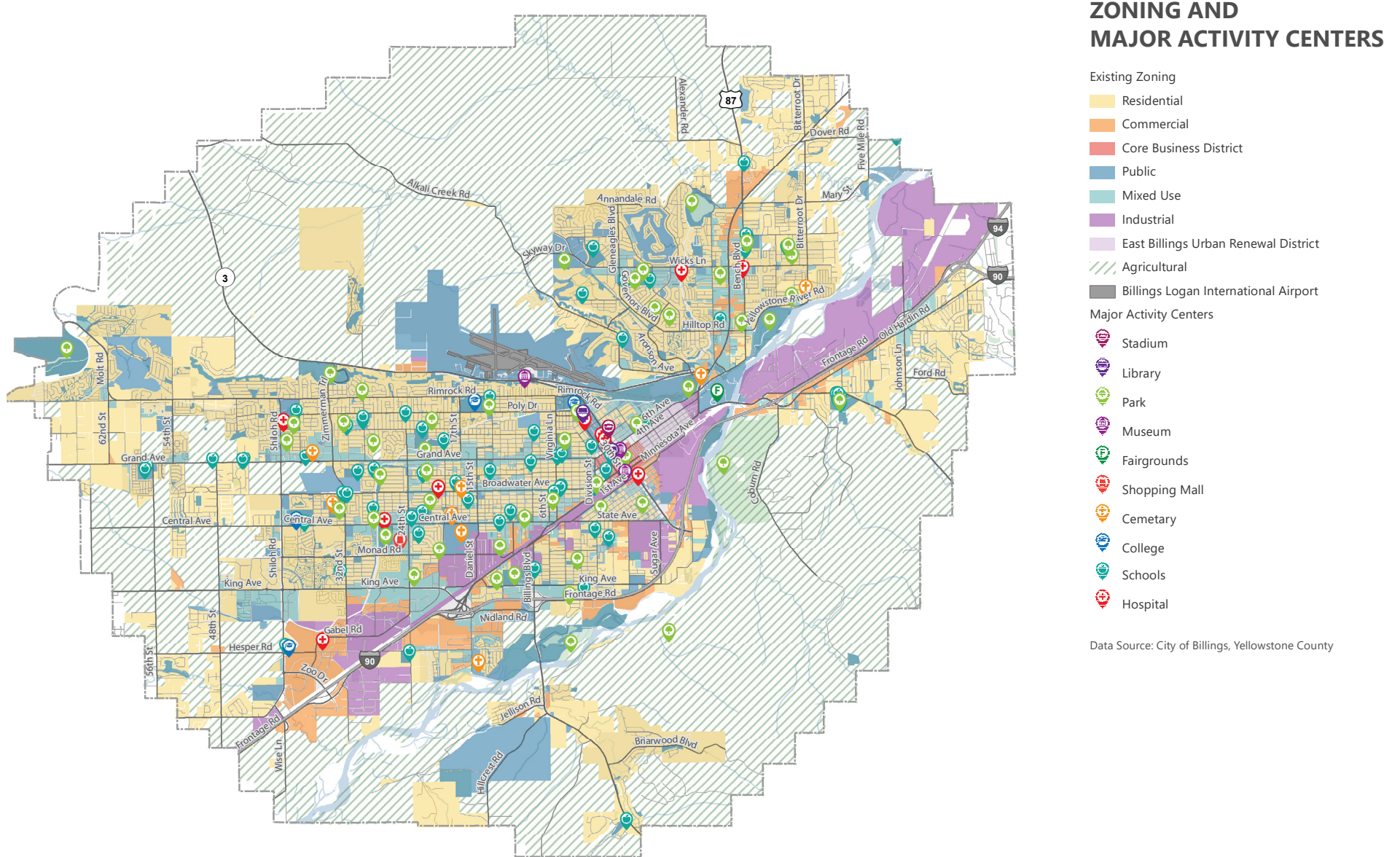


FIGURE 9. 2020 POPULATION DENSITY

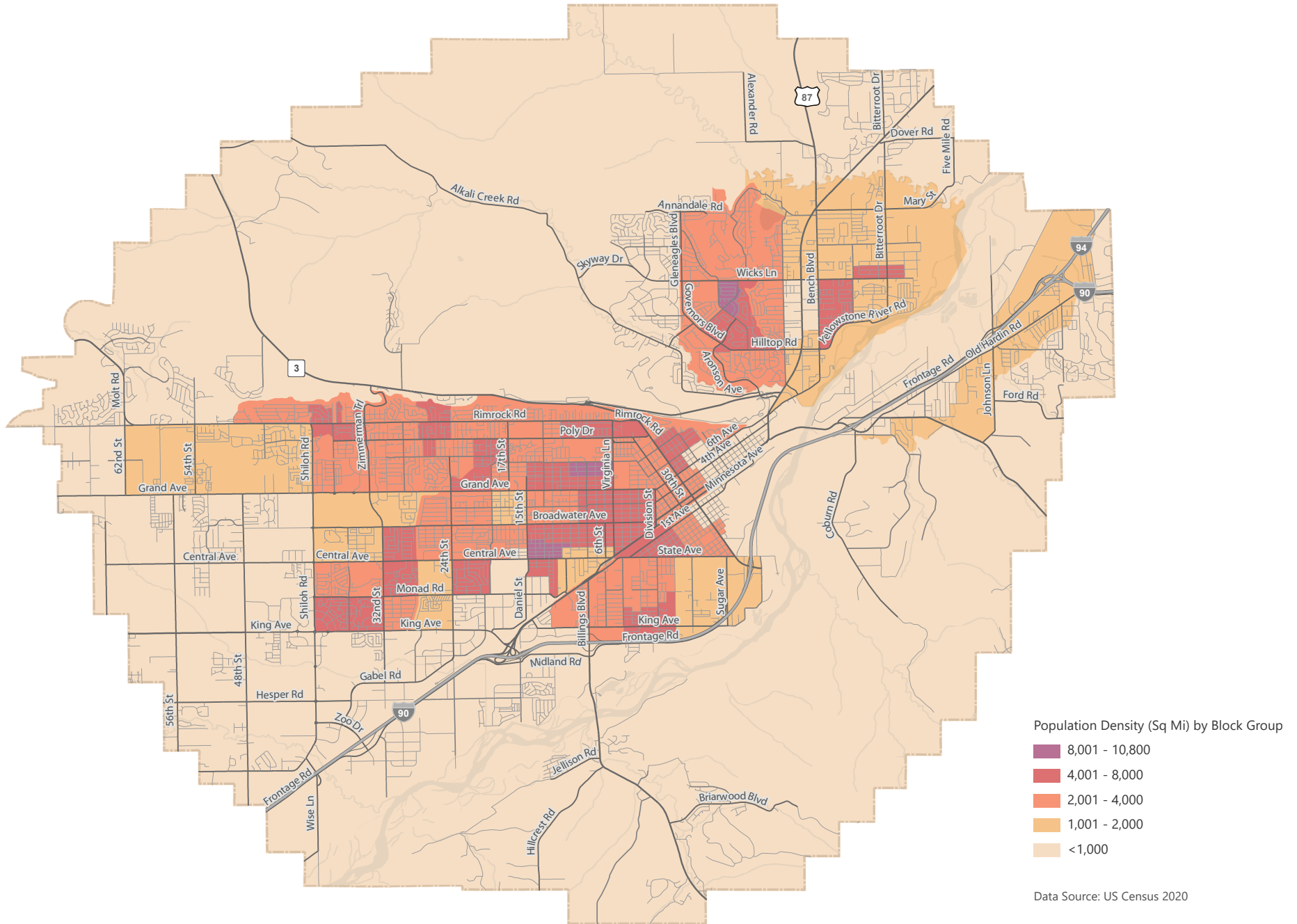


FIGURE 10. 2020 HOUSING DENSITY

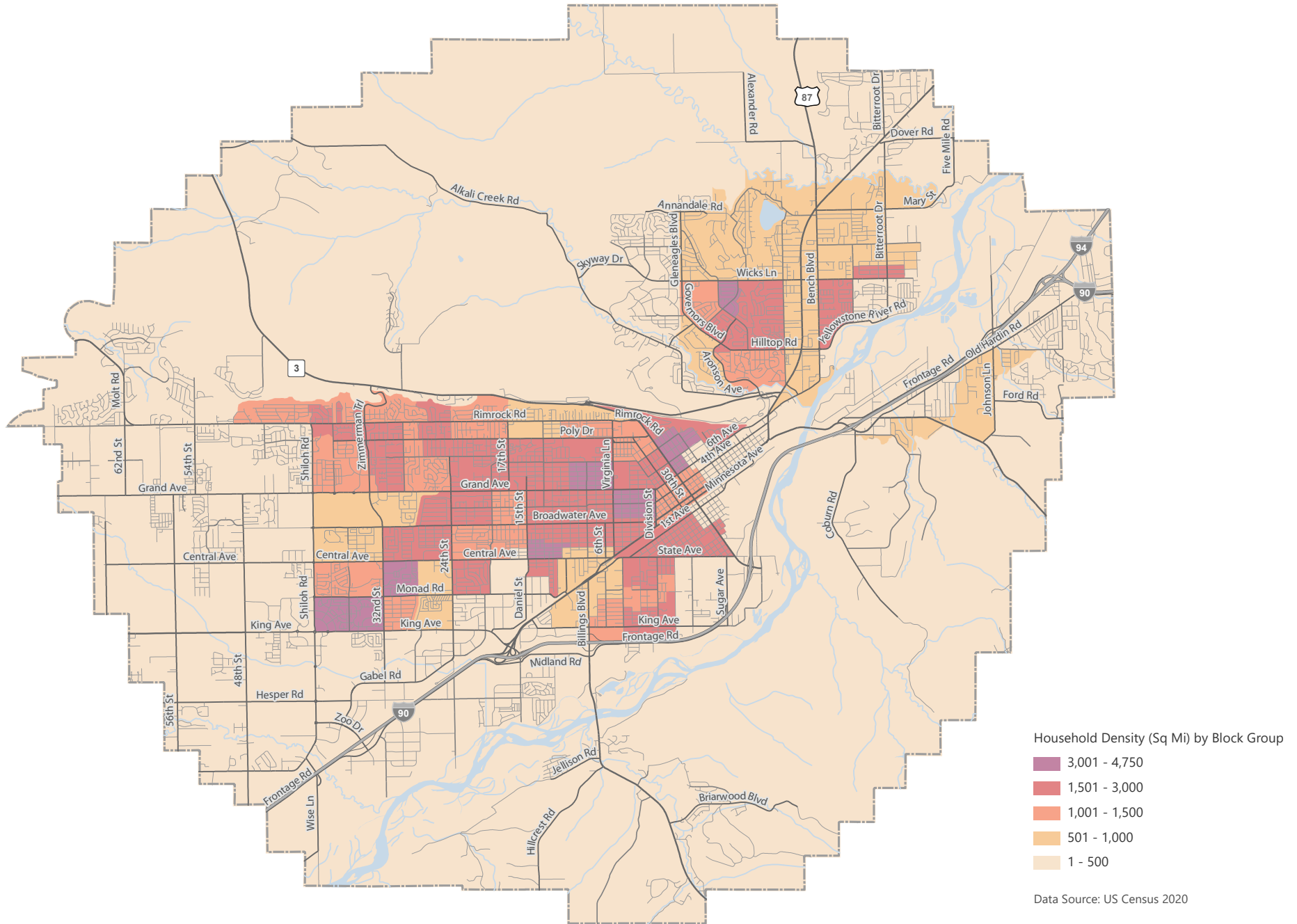
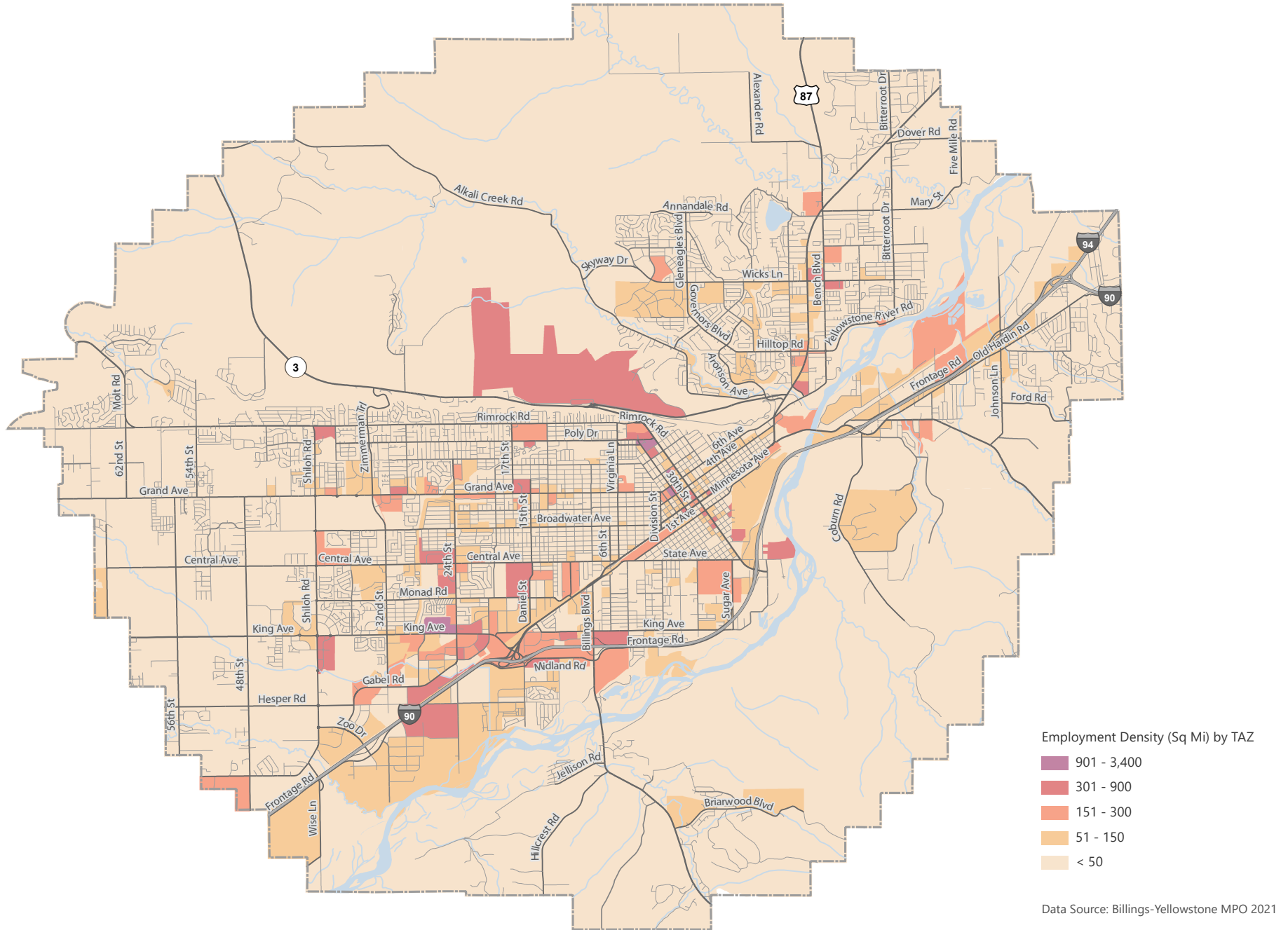


FIGURE 11. 2020 EMPLOYMENT DENSITY



COMMUTE MODE SHARE

Year 2020 mode share data was obtained through the American Community Survey (ACS), a product of the United States Census Bureau. Table 10 displays the commute mode share data for Billings, Yellowstone County, and the state of Montana.

Of all modes, most residents of the City of Billings and Yellowstone County commute by driving alone – 82.3% and 82.5%, respectively. The MPO has a higher percentage of commuters driving alone than the state of Montana as a whole, at 75.2%. The City of Billings and Yellowstone County have a lower percentage of walking and bicycling commuters than the state of Montana.

In the City of Billings, the 2018 LRTP reported ACS 2016 data, with walk mode share at 3.2% (compared to 2.5% in 2020) and bicycle mode share at 0.8% (compared to 1.5% in 2020), which indicates an increase in bicycling and a decrease in walking to work. Public transit, which relies on the active transportation network for many of its users to begin and end their trips, accounts for 1.0% of commute mode share in 2020, a slight decrease from 1.1% in 2016. Additionally, the City of Billings and Yellowstone County have slightly higher percentages of transit riding than the state of Montana, but lower percentages of telecommuters. Additionally, in the City of Billings in 2016, 4% of residents reported telecommuting,

compared with 4.9% in 2020. Across Montana, the percentage of people reporting telecommuting as their mode to work increased 2%, from 6.4% in 2016 to 8.4% in 2020. Telecommuting increased to 9.6% in 2021.²¹ These increases could potentially relate to the increase of telework due to the COVID-19 pandemic.

EQUITY

In accordance with directives from the Justice40 Initiative²² and guidance from the IIJA passed in November 2021, the US Department of Transportation has adopted a definition and methodology for Areas of Persistent Poverty (“APPs”)²³ and Historically Disadvantaged

TABLE 10. 2020 COMMUTE MODE SHARE IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, AND MONTANA

TRAVEL MODE	CITY OF BILLINGS		YELLOWSTONE COUNTY		MONTANA	
	NUMBER OF COMMUTERS	PERCENT OF COMMUTERS	NUMBER OF COMMUTERS	PERCENT OF COMMUTERS	NUMBER OF COMMUTERS	PERCENT OF COMMUTERS
Walk	1,382	2.5%	1,829	2.3%	23,670	4.6%
Bicycle	801	1.5%	938	1.2%	11,242	2.2%
Public Transit	533	1.0%	628	0.8%	3,729	0.7%
Telecommute	2,678	4.9%	4,203	5.2%	41,108	8.0%
Carpool	4,428	7.9%	6,526	8.1%	47,247	9.2%
Drove Alone	45,428	82.3%	66,395	82.5%	385,206	75.2%
Total	55,174	100%	80,519	100%	512,202	100%

Source: American Community Survey 2020 5-Year Estimates, Table DP03 Selected Economic Characteristics

21 United States Census Bureau. (2021). Table S0801: Commuting Characteristics by Sex, ACS 1-Year Estimates for the Billings Urban Area. American Community Survey. <https://data.census.gov/table?q=S0801:COMMUTING+CHARACTERISTICS+BY+SEX&q=400XX00US07705&y=2021&tid=ACST1Y2021.S0801>

22 United States Department of Transportation. (July 29, 2022). Justice40 Initiative. <https://www.transportation.gov/equity-Justice40>

23 United States Department of Transportation. (May 10, 2022). Areas of Persistent Poverty (APP) Project and Historically Disadvantaged Community (HDC) Status Tool. <https://datahub.transportation.gov/stories/s/tsyd-k6ij>

Communities ("HDCs")²⁴, also known as transportation-disadvantaged populations. Both APPs and HDCs are measured at the Census tract level. HDCs are measured using 22 indicators grouped into six categories of transportation disadvantage, including:

- **Transportation access disadvantage** identifies communities and places that spend more, and take longer, to get where they need to go.
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures.
- **Environmental disadvantage** identifies communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units.
- **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- **Resilience disadvantage** identifies communities vulnerable to hazards caused by climate change.
- **Equity disadvantage** identifies communities with a with a high percentile of persons (age 5+) who speak English "less than well."

One Census tract in the Billings planning area is designated as an APP, displayed in Figure 12. While no Census tracts within the Billings planning area are designated as HDCs, it is still important to acknowledge the communities in Billings that likely need more equitable and accessible transportation investments. For this reason, demographic data from the 2020 Census was analyzed to understand the population density of Billings communities in terms of:

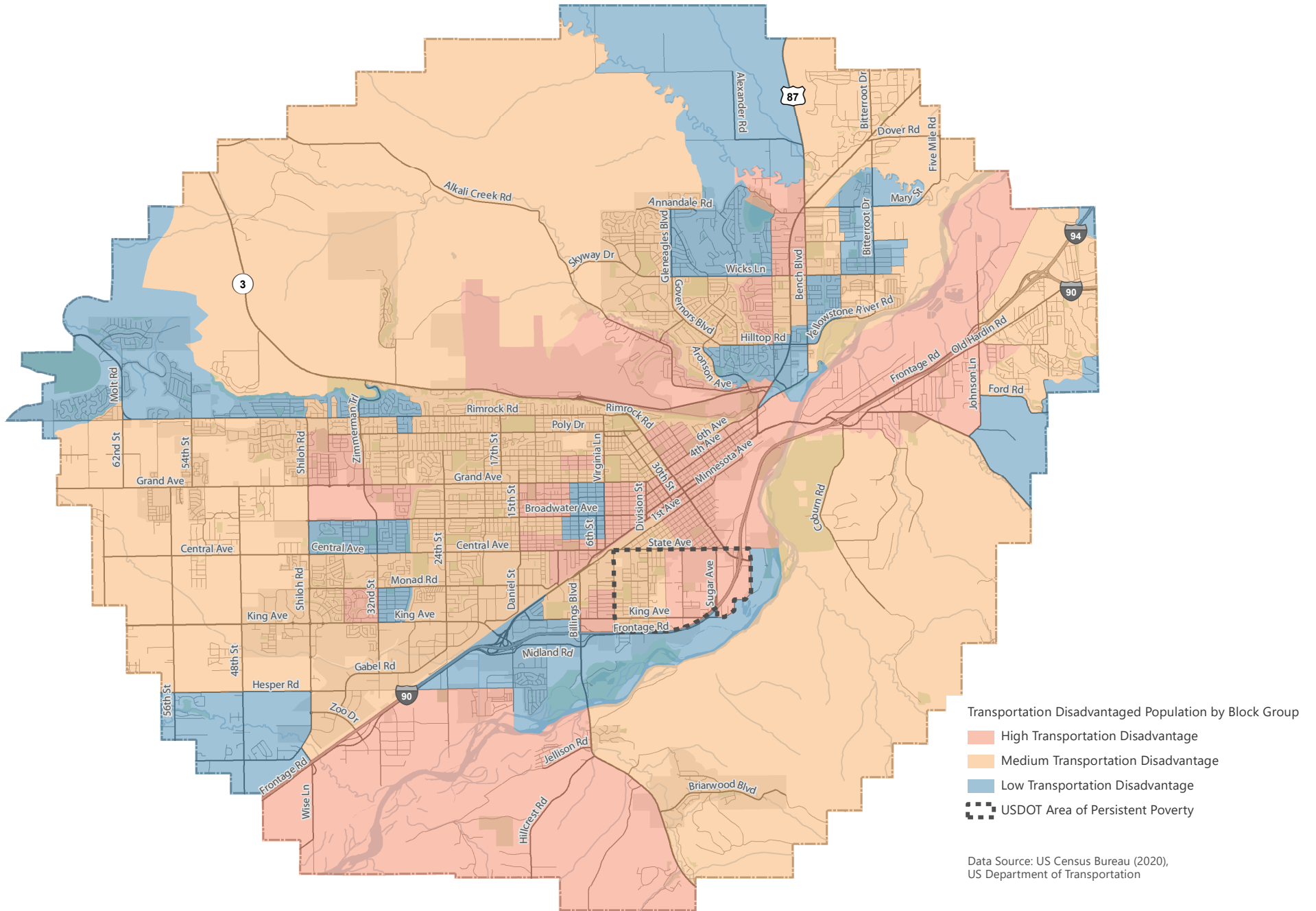
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

Areas identified as having High Transportation Disadvantage tend to cluster around the I-90 corridor, with pockets in west Billings, Lockwood, the Heights, and near the airport. Most Census block groups in the planning area are identified as either high or medium disadvantage, with a few areas exhibiting low disadvantage in the Heights and west Billings.

An index based on the 50th percentile for each of these criteria was created to identify transportation-disadvantaged communities in the Billings planning area. These communities are displayed in Figure 12. Supporting figures are available in the Existing Conditions Supporting Figures Appendix.

24 United States Department of Transportation. (July 2022). Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities) Online Mapper. <https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

FIGURE 12. TRANSPORTATION-DISADVANTAGED POPULATIONS AND AREAS OF PERSISTENT POVERTY



Safety

A variety of federal, state, and local requirements and guidelines address incorporating safety into the transportation planning process. This section presents background information, analysis, and strategies to address safety within the Billings planning area, including specific modal analyses for pedestrian, bicycle, heavy vehicle, and railroad crashes. Overall, safety is a key element in the transportation planning process.

MPOs must comply with federal requirements associated with the transportation planning process as outlined in the 23 CFR Part 450 for Metropolitan Transportation Planning and Programming. The planning process should address increasing the safety of the transportation system for motorized and nonmotorized users. The metropolitan transportation planning process should be consistent with the Strategic Highway Safety Plan, as specified in 23 U.S.C. 148, and other transit safety and security planning and review processes, plans, and programs, as appropriate. With new research and available data, safety can be incorporated in planning, project development, and operation/maintenance activities to effectively identify and implement countermeasures to reduce crashes and crash severity for the Billings community.

The Billings LRTP builds from the important work completed in the state and locally to improve safety, including:

- TranPlanMT, Montana’s Long Range Transportation Plan²⁵
- Montana Comprehensive Highway Safety Plan²⁶
- Billings Community Transportation Safety Plan²⁷
- Billings Safe Routes to School Plan²⁸

Further details about each of these plans are available in the Existing Conditions Supporting Figures & Content Appendix.

CRASH DATA SUMMARY

Crash data was obtained from the Montana Department of Transportation (MDT) for the period from January 1, 2016, to December 31, 2020, to identify crash trends over the five-year period. Crash data was unavailable for years 2021 and 2022 at the time of plan development. The data used for this analysis corresponds with that used in the *Community Transportation Safety Plan (2022)*. The dataset received was at the “crash” level – meaning that information about the entire crash is included; the “vehicle” level – meaning that information was provided for each

motor vehicle (or pedestrian, bicycle, train, or equestrian) involved in a crash; and the “person” level – meaning that information was provided for each person involved in the crash. For this analysis, the “crash” level data was utilized. Crashes are categorized into crash severity levels described below.

- **Property Damage Only (PDO)** – Any crash in which there was property damage incurred to any one person but no injuries or fatalities.
- **Possible Injury (C)** – Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating non-evident injury.
- **Suspected Minor injury (B)** – Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.
- **Suspected Serious Injury (A)** – Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.
- **Fatal Injury (K)** – Any injury that results in the death of a person within 30 days of the crash in which the injury was sustained.

25 Montana Department of Transportation. (2017). *TranPlanMT: Moving Montana Forward, Together*. <https://mdt.mt.gov/tranplan/>

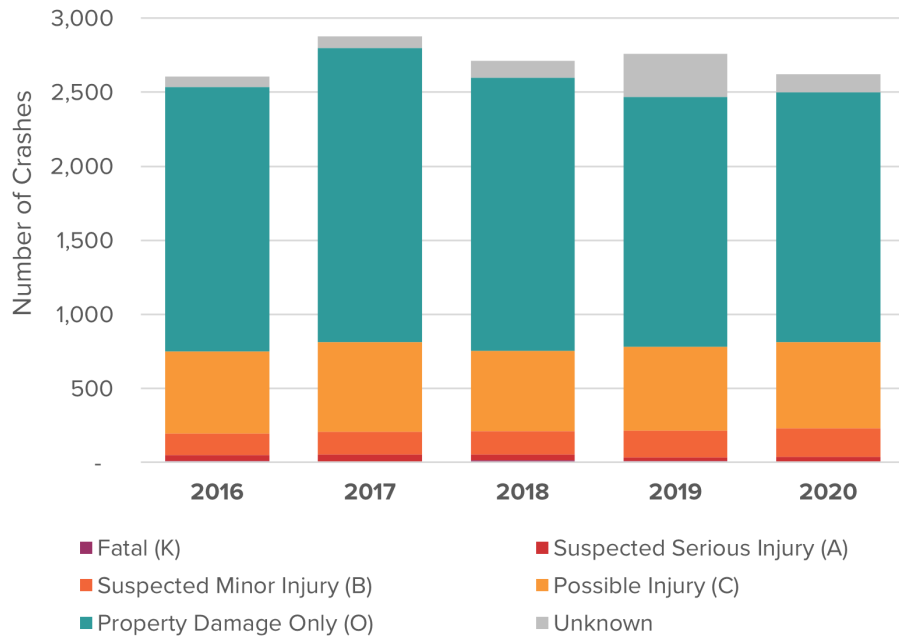
26 Montana Department of Transportation. (2020). *Montana Comprehensive Highway Safety Plan - 2020 Update*. <https://www.mdt.mt.gov/visionzero/plans/docs/chsp/current-chsp.pdf>

27 Billings-Yellowstone County Metropolitan Planning Organization. (2022). *Community Transportation Safety Plan - 2022 Update*.

28 Billings-Yellowstone County Metropolitan Planning Organization. (2022). *Safe Routes to School Plan - 2022 Update*. https://ci.billings.mt.us/DocumentCenter/View/47663/Billings-SRTS-Study-07262022_final

A total of 13,574 crashes occurred in the Billings planning area during the five-year period. A summary of total crashes by severity is shown in Table 11 and displayed in Figure 13. Additionally, these crashes are mapped in Figure 16.

FIGURE 13. CRASHES BY SEVERITY BY YEAR



Source: Montana Department of Transportation

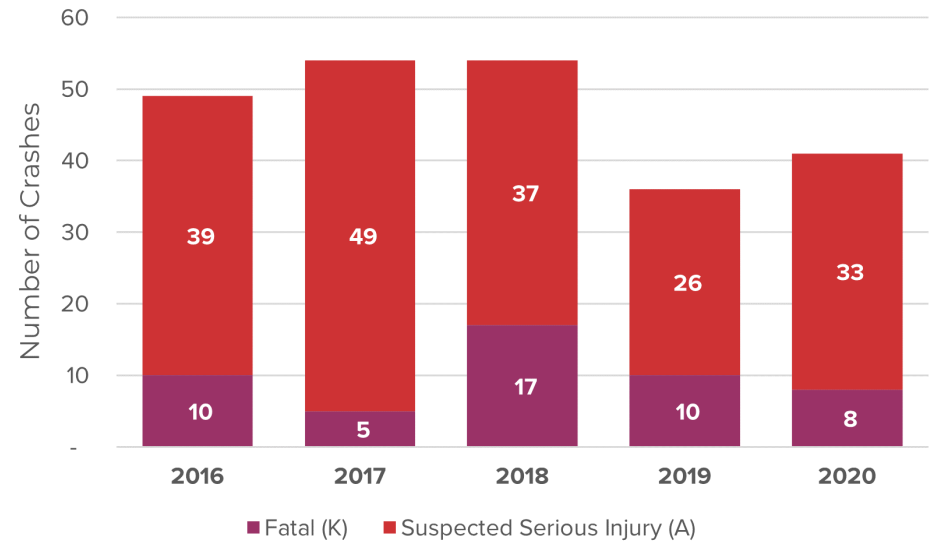
TABLE 11. CRASHES BY SEVERITY (2016-2020)

YEAR	FATAL (K)	SUSPECTED SERIOUS INJURY (A)	SUSPECTED MINOR INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (O)	UNKNOWN (U)	TOTAL
2016	10	39	148	552	1,785	73	2,607
2017	5	49	153	605	1,988	76	2,876
2018	17	37	159	542	1,841	114	2,710
2019	10	26	180	567	1,684	291	2,758
2020	8	33	192	579	1,688	123	2,623
Total	50	184	832	2,845	8,986	677	13,574

Source: Montana Department of Transportation

In the five-year period, the total number of crashes remained relatively steady. However, there was a slight decrease in fatal and serious injury crashes in this time period, as displayed in Figure 14. Both 2019 and 2020 show a decrease in fatal and suspected serious injury crashes, from a high in 2018. These fatal and serious injury crashes are displayed in Figure 17.

FIGURE 14. FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY YEAR

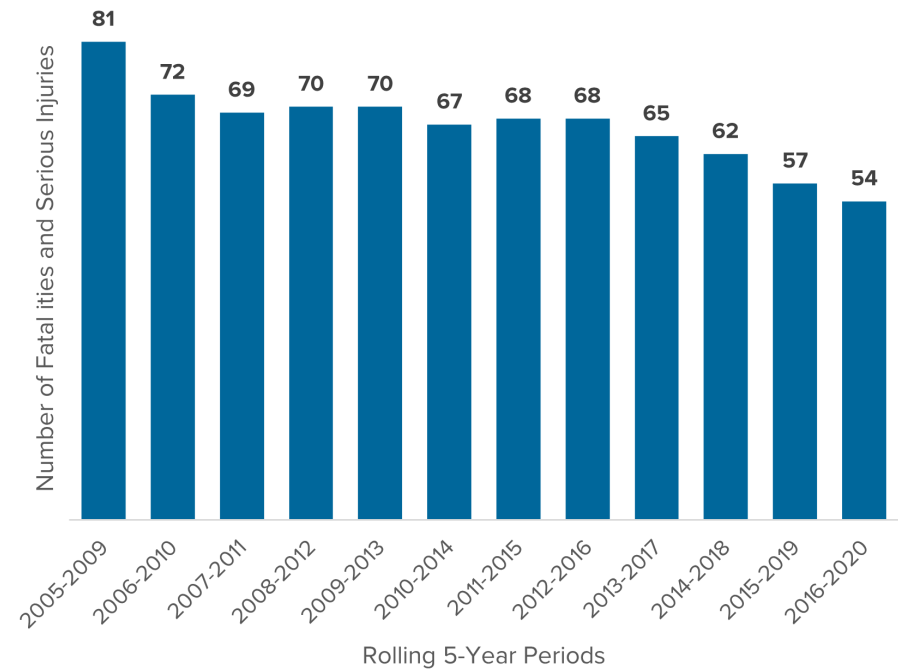




The 2016 CTSP set a goal of reducing fatalities and serious injuries by 20% from 70 people in the 2009 – 2013 period to 56 people in the 2016 – 2020 period (based on a five-year rolling average). As shown in Transportation Planning & Implementation Since 2018, the five-year rolling average from 2016 – 2020 was 54 total fatalities and serious injuries, which achieves the CTSP goal.

Note that Figure 14 displays data at the crash level, while Figure 15 displays data at the person-level, which corresponds with the CTSP goal. In 2023, the MPO updated the CTSP, and has established a goal of reducing the rolling five-year average number of fatalities and serious injuries by 20% to 47 by the end of 2024.

FIGURE 15. ROLLING 5-YEAR AVERAGE OF FATALITIES AND SERIOUS INJURIES



Source: Montana Department of Transportation

FIGURE 16. CRASHES BY SEVERITY (2016-2020)

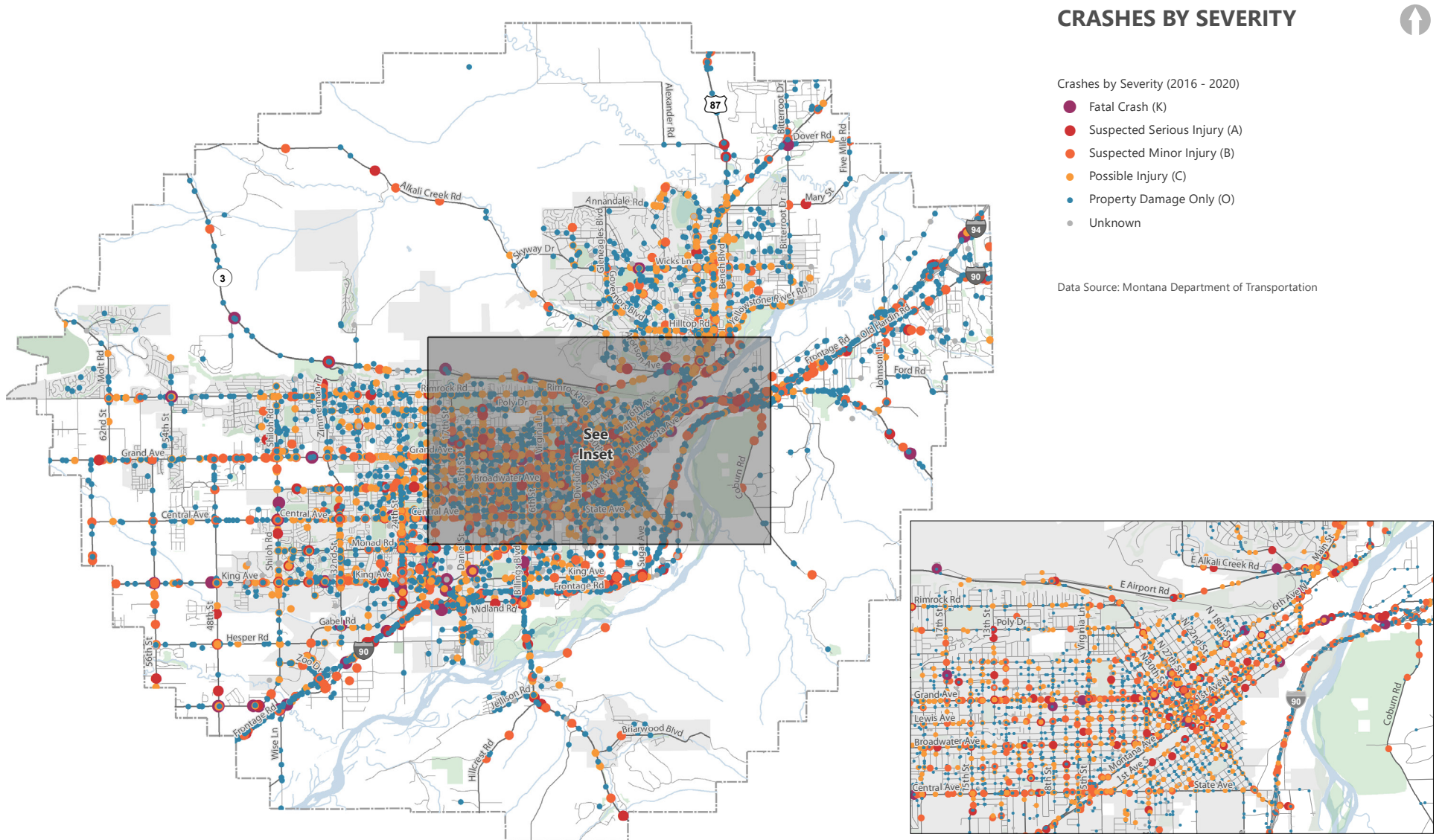
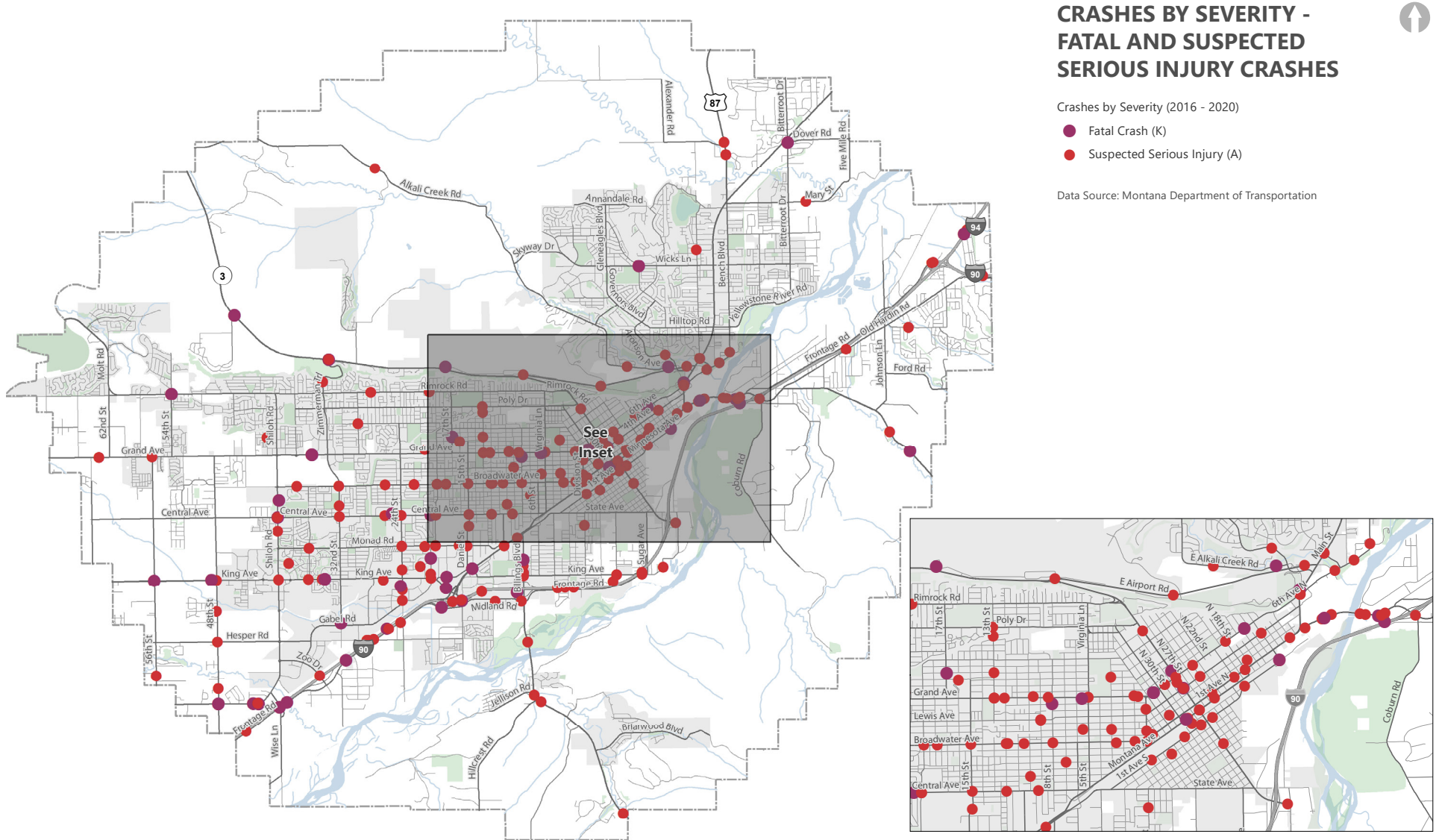


FIGURE 17. FATAL AND SUSPECTED SERIOUS INJURY CRASHES (2016–2020)



Equivalent Property Damage Only (EPDO) Analysis

The Equivalent Property Damage Only (EPDO) analysis method is one of the safety network screening performance measures included in the *Highway Safety Manual*.²⁹ The following analysis employs the KABCO Injury Classification Scale, a system recognized by the Federal Highway Administration which defines injury severity as:³⁰

- K – Fatal Crash
- A – Suspected Serious Injury Crash
- B – Visible Injury Crash
- C – Possible Injury Crash
- O – Property Damage Only Crash

An EPDO analysis is used here because the MPO’s goals and targets are related to Fatal Injury (K) and Suspected Serious Injury (A) crashes and this method considers crash severity, unlike using crash rates of frequency alone. The EPDO method assigns societal costs to each crash by KABCO severity level to develop an equivalent property-damage only value (i.e., all crashes are scored based on their relative magnitude to a PDO crash) that can be used to evaluate and compare intersections and roadway corridors by number of crashes and crash severity.

Table 12 shows the values assigned to each crash by severity. These values were used to develop the weighting factors for crashes by dividing the cost for each severity by the value of a PDO crash (e.g., \$77,200 [Cost of Injury C Crash] / \$3,900 [Cost of PDO Crash] = 19.79 [EPDO Value for Injury C Crash]). These costs were selected using guidance from the *USDOT (United States Department of Transportation) Benefit-Cost Analysis Guidance for Discretionary Grant Programs*.³¹ The USDOT guidance lists the monetized value for Fatal Injury (K) crashes as \$11,600,000 and for Suspected Serious Injury (A) as \$554,800.

In the Billings planning area, the USDOT-recommended value for Fatal Injury (K) crashes skewed EPDO values upward for any intersection or segment with fatal injury crashes. For purposes of this analysis, the monetized value for (K) and (A) crashes was developed by calculating a weighted average of total Fatal Injury (K) and Suspected Serious Injury (A) crashes over the five-year period. The weighted average reduces the influence of a single fatal injury crash on EPDO values. Additionally, MDT crashes classified as “Unknown” severity were assigned the same monetized value as a PDO crash.

TABLE 12. EPDO VALUES BY SEVERITY

SEVERITY (KABCO)	MONETIZED VALUE (2020 \$)	EPDO SCORE
Property Damage Only (O) / Unknown	\$3,900	1
Possible Injury (Injury C)	\$77,200	19.79
Visible Injury (Injury B)	\$151,100	38.74
Suspected Serious Injury (A)	\$2,884,167	739.53
Fatal Injury (K)	\$2,884,167	739.53

Source: US Department of Transportation

The economic costs of crashes in the Billings planning area for the five-year period between 2016 – 2020 is summarized in Table 13. The average annual EPDO value for the 2016 – 2020 time period was \$211.56 million, with the highest annualized EPDO value in 2017 at \$233.62 million.

29 Association of American State Highway Transportation Officials. (2010). *Highway Safety Manual*. <https://www.highwaysafetymanual.org/Pages/default.aspx>

30 Federal Highway Administration. (N.D.). *KABCO Injury Classification Scale and Definitions by State*. https://safety.fhwa.dot.gov/hisp/spm/conversion_tbl/pdfs/kabco_ctable_by_state.pdf

31 US Department of Transportation. (March 2022). *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*. <https://www.transportation.gov/sites/dot.gov/files/2022-03/Benefit%20Cost%20Analysis%20Guidance%202022%20%28Revised%29.pdf>

FIGURE 18. TOTAL CRASH COSTS BY YEAR IN MILLIONS OF DOLLARS (\$)



An EPDO analysis was conducted for the Billings planning area in the five-year period at both the intersection- and roadway segment-level, detailed in the following sections.

EPDO ANALYSIS – INTERSECTIONS

The intersection EPDO analysis calculated the total EPDO value of crashes at each intersection by selecting crashes within 250 feet of each intersection and assigning an EPDO value based on crash severity (as delineated in Table 12), then summing the values per intersection. Figure 19 shows intersections by EPDO value and Table 13 shows high EPDO value intersections. Four of the listed high-EPDO intersections are on Central Avenue, and three on 6th Avenue N. Of the twenty highest scoring intersections, sixteen are signalized intersections. With the exception of Bitterroot Drive & Dover Road, all of the highest scoring intersections are within the city limits of Billings.

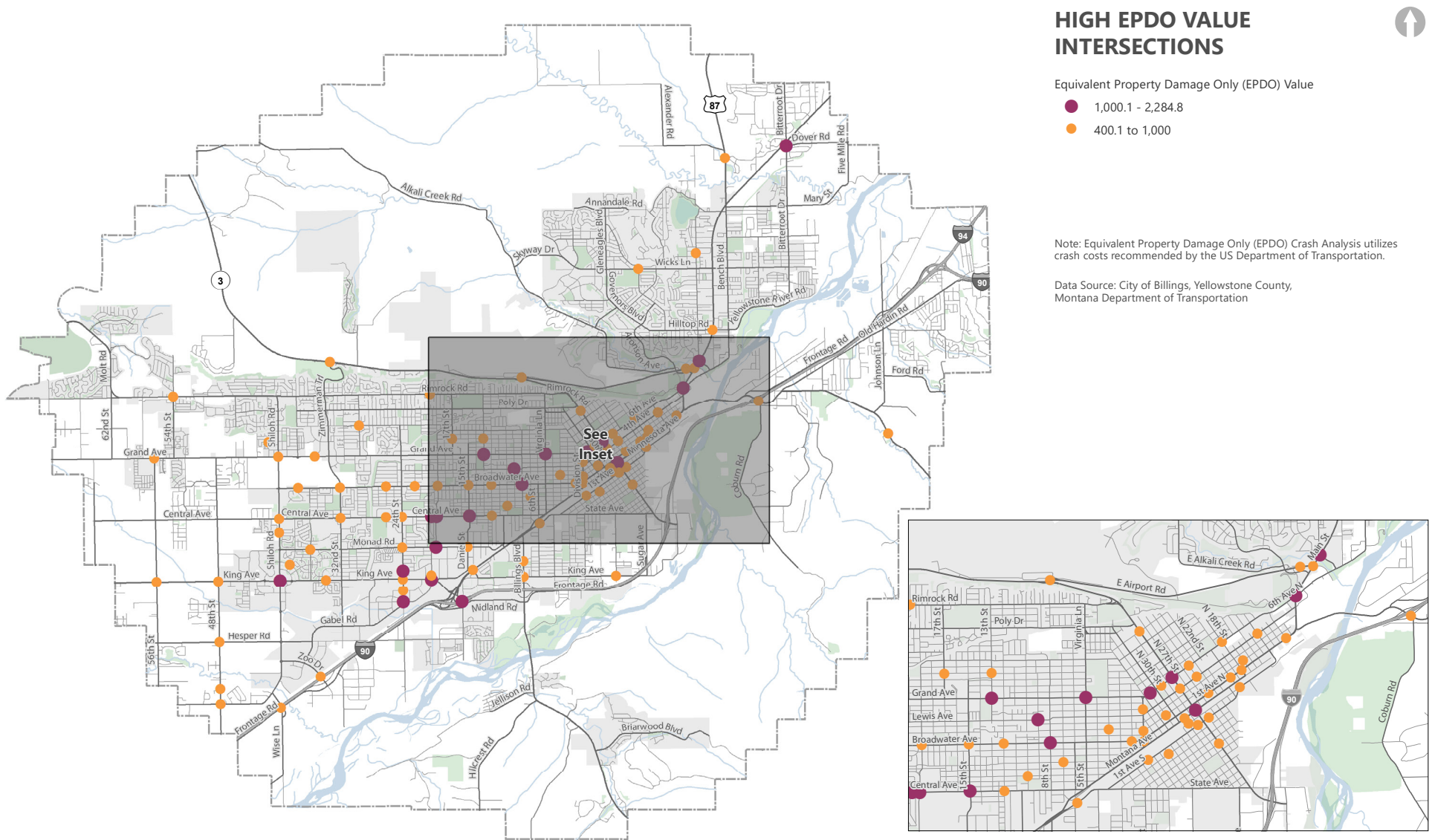
TABLE 13. HIGHEST EPDO VALUE INTERSECTIONS (2016 – 2020)

RANK	INTERSECTION	CONTROL TYPE	TOTAL CRASHES	K AND A INJURY CRASHES	EPDO VALUE
1	Main Street & 6th Avenue N	Signal	74	3	2,284.8
2	Lake Elmo Drive & Main Street	Signal	109	2	1,779.5
3	Muldowney Lane & Exit 446	Signal	40	2	1,476.7
4	Grand Avenue & 13th Street W	Signal	47	2	1,467.4
5	Montana Avenue & N 27th Street	Signal	37	2	1,415.8
6	Central Avenue & S 19th Street W	Signal	31	2	1,396.4
7	N 31st Street & 6th Avenue N	Signal	15	2	1,354.7
8	Grand Avenue & 5th Street W	Signal	43	2	1,317.7
9	Monad Road & S 19th Street W	Signal	24	2	1,302.9
10	Overland Avenue & Gabel Road	Signal	22	2	1,301.3
11	S 20th Street W & King Avenue W	Signal	100	2	1,255.6
12	Lewis Avenue & 9th Street W	Stop Control	9	1	1,247.2
13	Bitterroot Drive & Dover Road	Stop Control	6	2	1,200.9
14	Birchwood Drive & Central Avenue	Stop Control	6	2	1,171.4

RANK	INTERSECTION	CONTROL TYPE	TOTAL CRASHES	K AND A INJURY CRASHES	EPDO VALUE
15	S 24th Street W & Rosebud Drive	Signal	76	2	1,090.2
16	Shiloh Road & King Avenue W	Roundabout	157	1	1079.8
17	15th Street W & Central Avenue	Signal	49	1	1,025.3
18	27th Street & 6th Avenue N	Signal	81	1	1,006.1
19	Broadwater Avenue & 8th Street W	Signal	41	1	1,004.6
20	24th Street W & Central Avenue	Signal	71	1	998.2



FIGURE 19. HIGH EPDO VALUE INTERSECTIONS (2016 - 2020)



EPDO ANALYSIS - ROADWAY SEGMENTS

The roadway segment EPDO analysis was conducted with roadway crashes, excluding any crashes within 250 feet of an intersection, and using the 'sliding window' method, as recommended by the Highway Safety Manual, to effectively compare roadway segments of equal length. The sliding window method calculates EPDO by evaluating total EPDO in 0.5-mile segments (i.e., "windows"), and then sliding the window along the roadway 0.1-miles at a time, as demonstrated in Figure 20. This method reduces the possibility of splitting locations with high concentrations of crashes into separate segments, which would reduce the EPDO value for segments that start and end in high-crash spots. Figure 21 depicts roadway segments by EPDO and Table 14 shows the roadway segments in the Billings planning area with the highest 0.5-mile EPDO value. A 1.4-mile segment of US-87 includes the highest EPDO values across its 0.5-mile sections. Additionally, the roadway segment EPDO analysis revealed a mix of urban and rural locations with high EPDO values, with a range of total crashes due to the presence of fatal and suspected serious injury crashes. This trend tends to be more common in less-urbanized areas where posted speeds are higher.

FIGURE 20. EPDO SEGMENT 'SLIDING WINDOW'

0.5 MILE ANALYSIS SEGMENTS

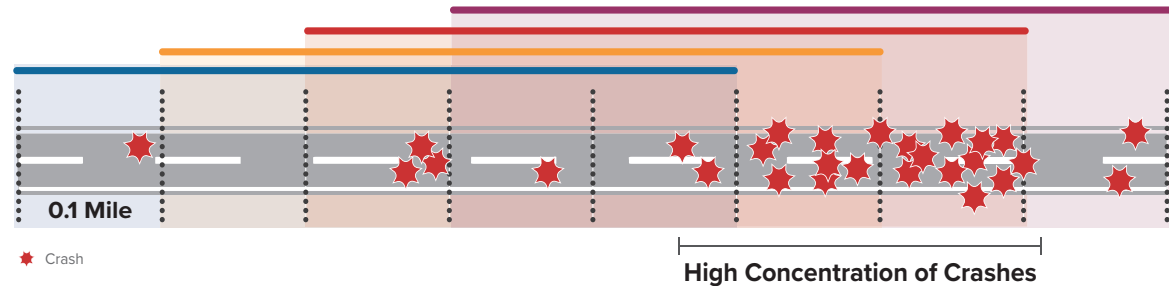


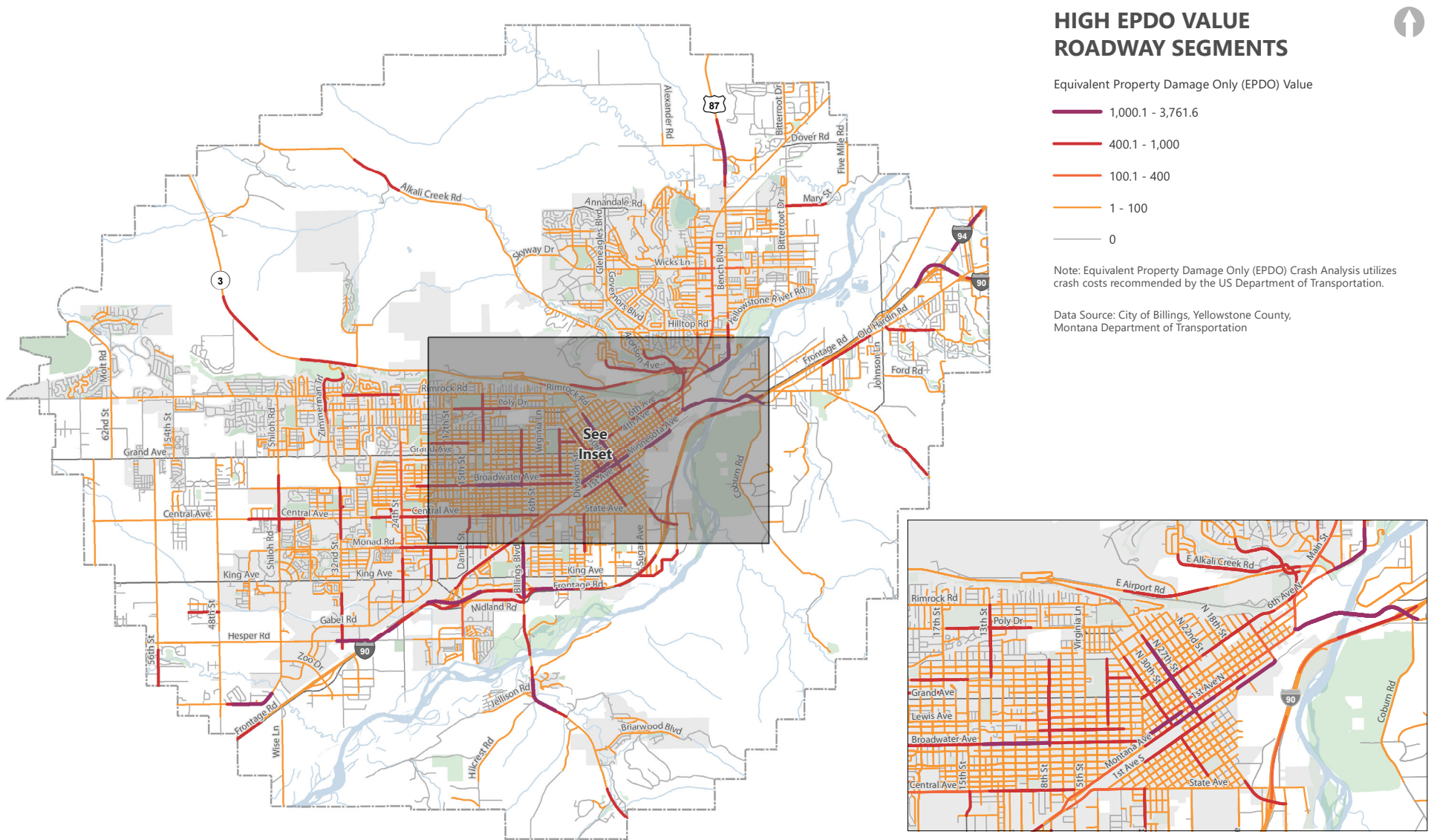
TABLE 14. HIGHEST EPDO VALUE ROADWAY SEGMENTS (2016 – 2020)

RANK	ROADWAY	EXTENT	ADT ¹	LENGTH (MI)	TOTAL CRASHES	K AND A INJURY CRASHES	EPDO VALUE
1	US-87	1st Avenue N to Coburn Road	15,895	1.4	198	6	3,761.6
2	27th Street	11th Avenue N to Montana Avenue	16,563	0.9	59	6	2,017.5
3	Neibauer Road	Autumn Lane to Harvest Lane	2,832	0.7	7	5	1,763.1
4	Montana Avenue	N 31st Street to N 23rd Street	11,612	0.5	47	4	1,336.4
5	Broadwater Avenue	14th Street West to 8th Street W	21,709	0.6	26	4	1,299.9
6	Bench Boulevard	Lake Elmo Drive to 603 Bench Boulevard Driveway	12,208	0.6	18	4	1,285.3
7	Minnesota Avenue	1st Avenue S to N 13th Street	9,444	0.5	18	3	1,239.6
8	1st Avenue N	Division Street to N 29th Street	9,749	0.5	28	3	1,232.6
9	I-90 Westbound	Mile Post 445.6 to Mile Post 446.5	34,200	0.9	20	3	1,224.24
10	I-90 Eastbound	Mile Post 444.4 to Mile Post 445	34,200	0.6	8	3	1,216.3

RANK	ROADWAY	EXTENT	ADT ¹	LENGTH (MI)	TOTAL CRASHES	K AND A INJURY CRASHES	EPDO VALUE
11	S Billings Boulevard	I-90 Eastbound Ramp to 430 Billings Boulevard Driveway	12,538	0.8	21	3	1,208.7
12	I-90	Mile Post 456.1 to Mile Post 457	31,200	0.9	15	3	1,192.5
13	I-94	East of I-90 Interchange from I-94 Mile Post 0.5 to I-94 Mile Post 1.1	31,200	0.6	12	3	1,190.0
14	Blue Creek Road	Santiago Boulevard to 2504 Blue Creek Road Driveway	6,694	0.7	11	3	1,189.3
15	Hesper Road	3242 Hesper Road Driveway to End of Hesper Road (East)	413	0.5	7	3	1,172.2
16	US-87 (Roundup Road)	2811 US-87 Driveway to 3415 US-87 Driveway	5,974	0.7	6	3	1,156.8
17	I-90	Reference Marker 447.4 to Reference Marker 448	28,700	0.6	6	2	1,156.0

¹Average ADT across the high-EPDO segment.

FIGURE 21. HIGH EPDO VALUE ROADWAY SEGMENTS (2016 - 2020)



Pedestrian & Bicycle Crashes

The LRTP is focused on addressing safety for all transportation modes, including active transportation modes. Table 15 delineates pedestrian and bicycle crashes by severity. Between 2016 – 2020, there were a total of 205 pedestrian related crashes, ten of which resulted in fatalities and 21 of which were suspected serious injuries. In the same time period, there were a total of 130 bicyclist related crashes, two of which were fatal and seven of which were suspected serious injuries.

Figure 22 displays pedestrian crashes by severity between 2016 – 2020. While 2017 had the highest number of total crashes (47), with no fatal crashes and six suspected serious injury crashes, 2018 had only 40 total crashes but the highest number of fatal and suspected serious injury crashes (8). Pedestrian crash frequency has remained relatively stable over the five-year period.

Figure 24 shows bicycle crashes by severity during the five-year period. Since experiencing highs in 2018, fatal and serious injury crashes for pedestrians and bicycles decreased in 2019 and 2020.

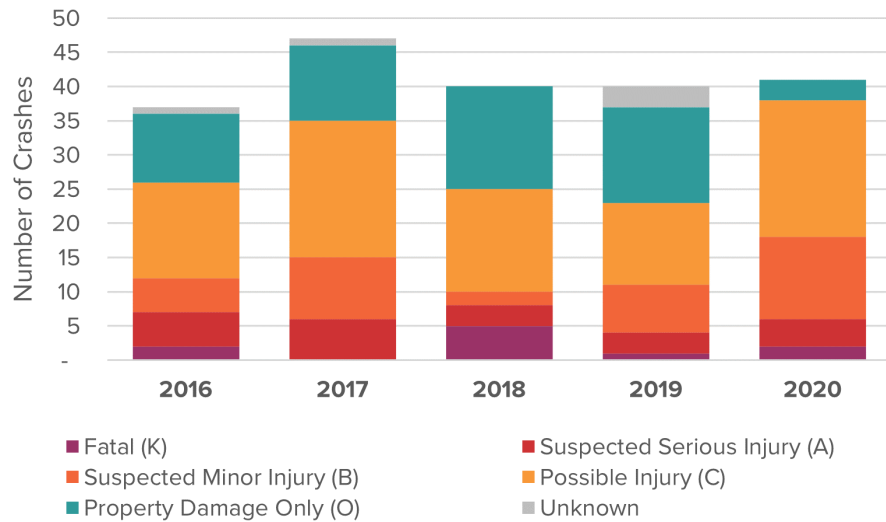


TABLE 15. PEDESTRIAN AND BICYCLE CRASHES BY SEVERITY (2016 – 2020)

TYPE	FATAL (K)	SUSPECTED SERIOUS INJURY (A)	SUSPECTED MINOR INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (O)	UNKNOWN (U)	TOTAL
Pedestrian	10	21	35	81	53	5	205
Bicyclist	2	7	32	57	29	3	130
Total	12	28	67	138	82	8	335

Source: Montana Department of Transportation

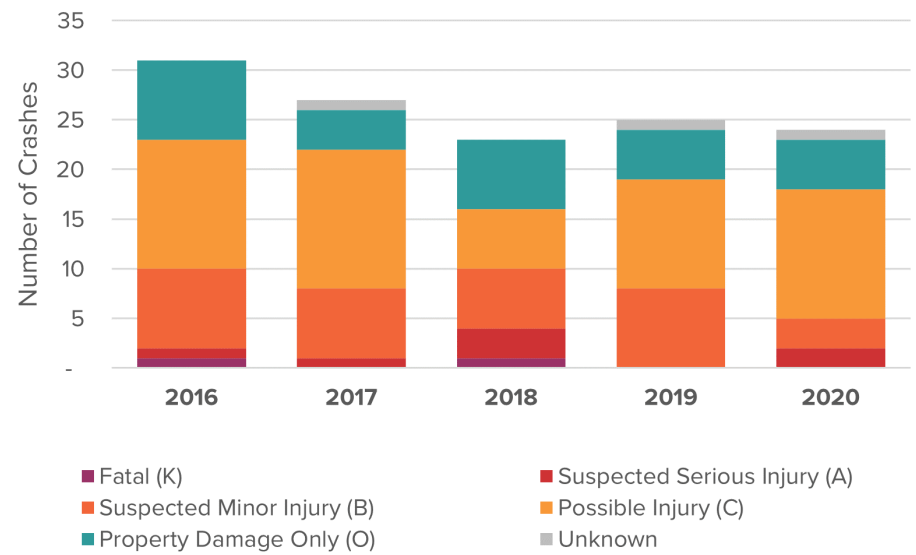
FIGURE 22. PEDESTRIAN CRASHES BY SEVERITY (2016-2020)



Source: Montana Department of Transportation

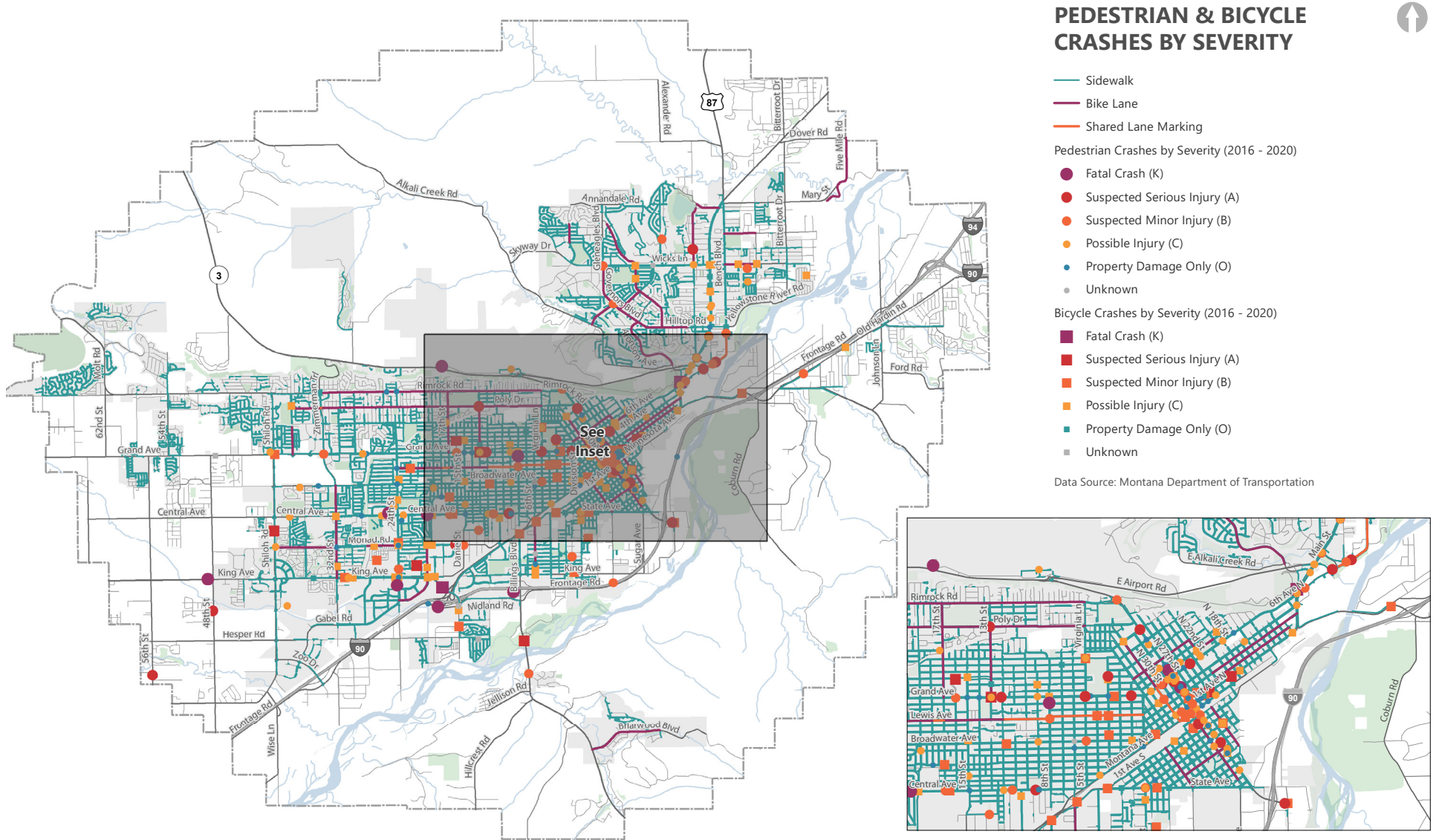
Figure 24 maps pedestrian and bicycle crashes by severity over the five-year period. While both pedestrian and bicycle crashes occur throughout the MPO region, crashes tend to cluster in the downtown Billings area, as well as along Bench Boulevard, 24th Street, Grand Avenue, and Central Avenue.

FIGURE 23. BICYCLE CRASHES BY SEVERITY (2016-2020)



Source: Montana Department of Transportation

FIGURE 24. PEDESTRIAN & BICYCLE CRASHES BY SEVERITY (2016-2020)



Heavy Vehicle Crashes

Heavy vehicle crashes are classified as any type of crash involving a vehicle over 9,999 pounds, which were identified utilizing crash details collected by MDT. Table 16 summarizes crashes with heavy vehicles by severity in the five-year period. Of the 432 heavy vehicle crashes, there were four fatal crashes and nine serious injury crashes between 2016 - 2020. Similar to overall crash trends, heavy vehicle crashes peaked in 2018, and are lower in 2019 and 2020. Figure 25 shows all heavy vehicle crashes in the Billings planning area. Heavy vehicle crashes tend to cluster on freight routes such as I-90, Montana Highway 3, and US Highway 87, in addition to 1st Avenue N, Bench Boulevard, and King Avenue.

Railroad Crashes

Table 17 summarizes crashes located at at-grade rail crossings and with railway vehicles (trains) in the Billings planning area, which were identified utilizing crash details collected by MDT. Between 2016 – 2020, there were four railway vehicle crashes and nine railroad crossing crashes, for a total of 13 crashes. Two of the thirteen crashes were possible injury (C) crashes, and eleven were property damage only (PDO) crashes. Figure 26 shows crashes with railway vehicles or at at-grade rail crossings in the Billings planning area. Most rail-related crashes occurred in or near downtown Billings, along rail spurs.

TABLE 16. HEAVY VEHICLE CRASHES BY SEVERITY (2016 – 2020)

YEAR	FATAL (K)	SUSPECTED SERIOUS INJURY (A)	SUSPECTED MINOR INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (O)	UNKNOWN (U)	TOTAL
2016	-	3	5	10	62	1	81
2017	1	2	5	8	75	3	94
2018	3	2	5	12	78	3	103
2019	-	2	5	9	54	3	73
2020	-	-	10	11	57	3	81
Total	4	9	30	50	326	13	432

Source: Montana Department of Transportation

TABLE 17. AT-GRADE RAIL CROSSING AND RAILWAY VEHICLE CRASHES BY SEVERITY (2016 – 2020)

YEAR	FATAL (K)	SUSPECTED SERIOUS INJURY (A)	SUSPECTED MINOR INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (O)	UNKNOWN (U)	TOTAL
2016	-	-	-	-	2	-	2
2017	-	-	-	1	3	-	4
2018	-	-	-	1	2	-	3
2019	-	-	-	-	3	-	3
2020	-	-	-	-	1	-	1
Total	-	-	-	2	11	-	13

Source: Montana Department of Transportation

FIGURE 25. HEAVY VEHICLE CRASHES BY SEVERITY (2016-2020)

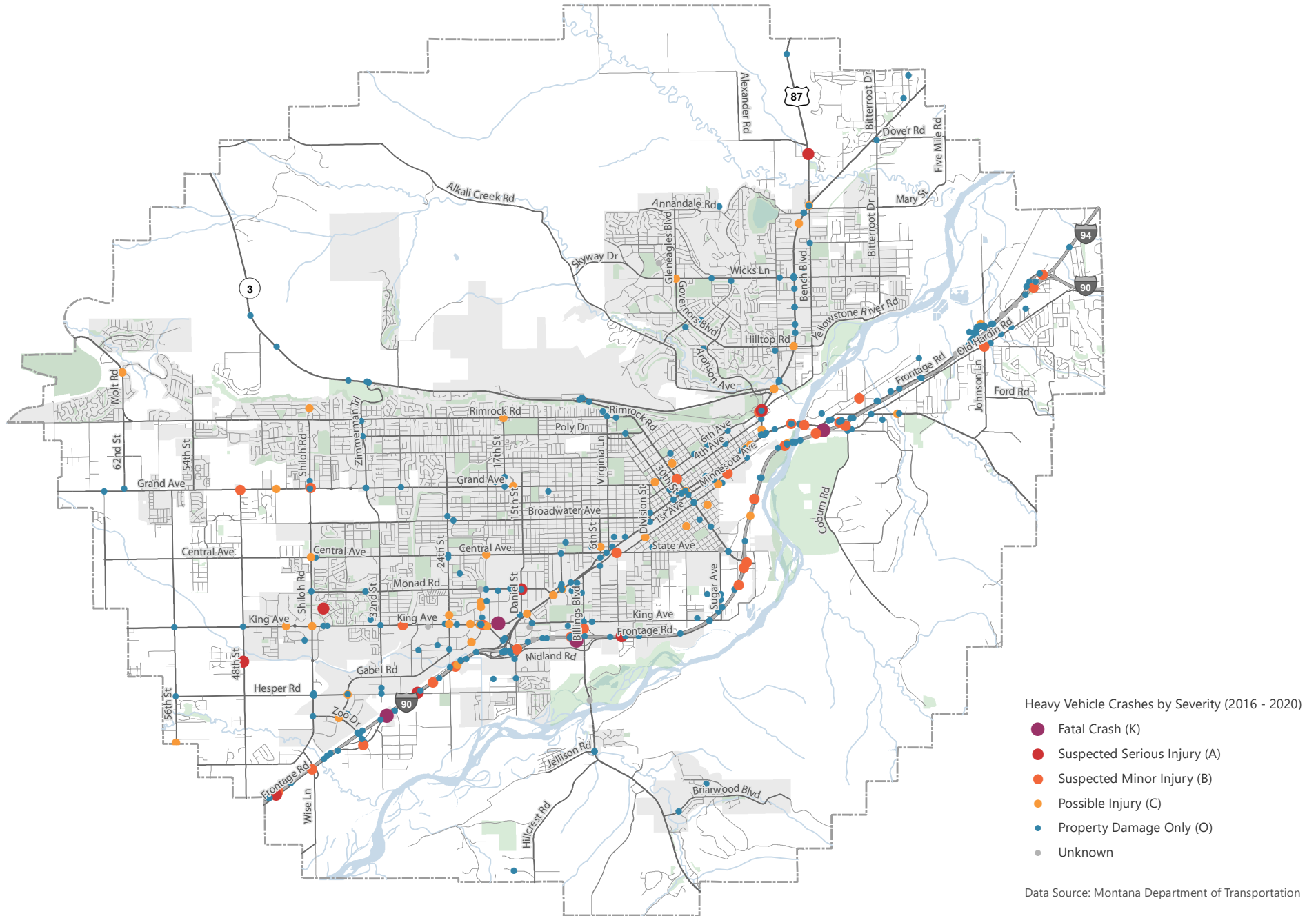
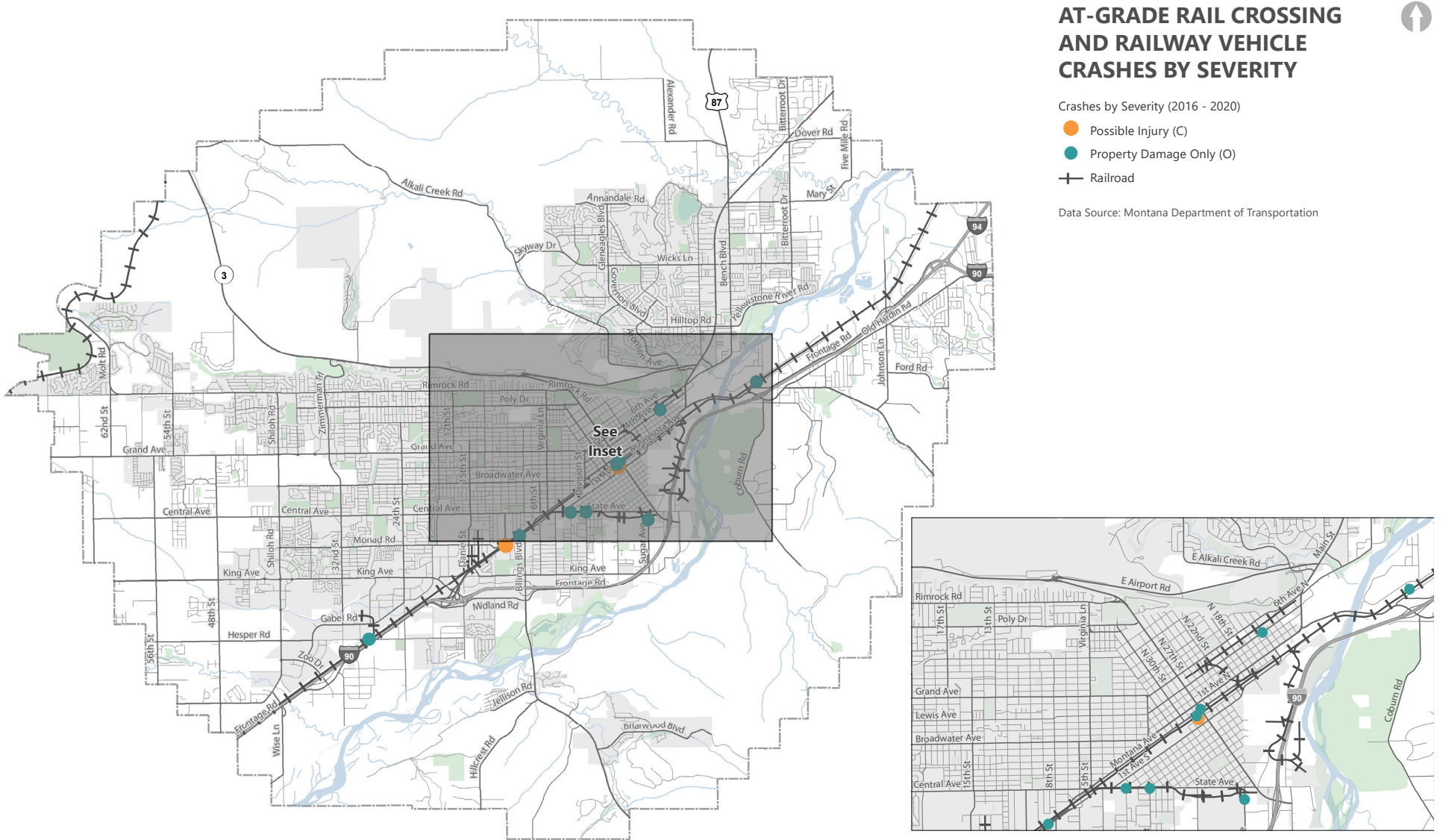


FIGURE 26. AT-GRADE RAIL CROSSING AND RAILWAY VEHICLE CRASHES BY SEVERITY (2016-2020)



Transportation

The Billings transportation system both influences and is influenced by the land use decisions in the planning area, including the zoning, population, employment, and equity considerations discussed in the previous sections. The movement of people – by foot, mobility device, bicycle, bus, or car – and the movement of freight – by truck, plane, or rail – depends on a complex, interwoven system of infrastructure and services that connect residents and businesses with one another, the state, and the country. This section provides details about the work being done to improve this system, documents the existing facilities, volumes, and services; and creates a framework for understanding what is important to Billings planning area residents in the coming years, for each mode.



PEDESTRIAN & BICYCLE

The Billings planning area has been upgrading sidewalk facilities, enhancing crossings, constructing trails, and building bicycle facilities throughout the region over the last 30 years. Recently, important efforts to improve walking, rolling, and bicycling conditions in the area include:

- Investigating how bicycle share and scooter share systems could operate, through the *Billings Bike & Scooter Share Feasibility Study* in 2021,
- Assessing the evolution of creating streets that are safe and comfortable for people of all ages and abilities, through the *Complete Streets Progress Report* in 2020,
- Planning for elementary school students to commute through the *Safe Routes to School Plan Update* in 2022, and
- Including pedestrian or bicycle infrastructure in 93% of projects since 2018.

Much of the work completed to date dovetails and supports the goals and strategies outlined in the *Billings Bikeway and Trails Master Plan* goals and strategies:³²

- **Complete Streets:** Improve, expand, and consider active transportation and recreation facilities within the Billings planning area.
- **Implementation:** Consider the implementation of active transportation facilities at all levels of government and through all related policies, processes, and standards that encourage and enhance walking, bicycling, and other trail-related activities in the Billings area.
- **Evaluation:** Monitor the implementation of the *Billings Area Bikeway and Trails Master Plan*.
- **Transit Integration:** Integrate bicycle and walking into the MET Transit system.
- **Maintenance:** Ensure bicycle and trail facilities are clean, safe, and accessible.
- **Education and Encouragement Programs:** Implement comprehensive education and encouragement programs targeted at all ages and abilities.
- **Enforcement:** Increase enforcement on city/county streets, trails, and bikeways to make interactions between motorists, bicyclists, and pedestrians safer.
- **Health and Safety:** Encourage healthy activities through increased access and safe infrastructure for bicyclists and pedestrians.

32 Billings-Yellowstone County MPO. (2016). *Billings Area Bikeways and Trails Master Plan Update*. <https://ci.billings.mt.us/DocumentCenter/View/34091/Billings-Bikeway-and-Trails-Master-Plan>

Facilities

The Billings planning area has a robust network of pedestrian and bicycle facilities, including crossings, sidewalks, multi-use trails, and bicycle lanes.

PEDESTRIAN FACILITIES

For people walking and rolling, the Billings planning area has 670 miles of sidewalks, in addition to 85 miles of multi-use trails, depicted in Figure 29. These multi-use trails are delineated by type and length in Table 18. The City of Billings

has tracked the expansion of the shared use path network since 1997, starting with just two miles of pathways and growing to 50 miles in 2021, as displayed in Figure 27.

BICYCLE FACILITIES

Development of the City’s bicycle facilities has steadily increased and notably mostly occurred over the last ten years, including 8.1 miles of new bicycle lanes constructed between 2017 – 2021, an increase of 31%. The overall rate of bicycle lane implementation has remained essentially

constant at a rate of close to two miles per year over this time. The City of Billings currently maintains 40.5 miles of bikeway facilities, classified as bicycle lanes, neighborhood bikeways, shared roadways.

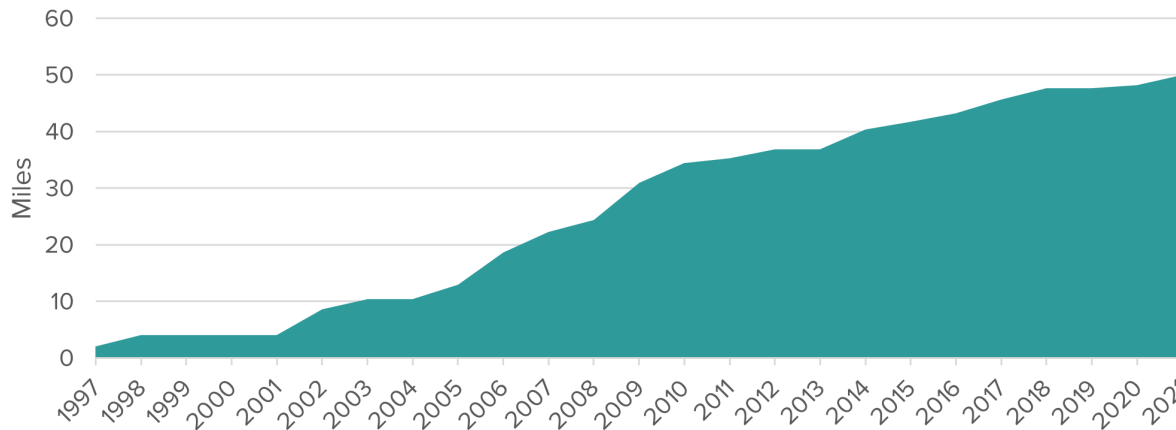
- **Bicycle Lanes:** This type of facility provides a dedicated space within the roadway for bicyclists to travel and uses signage and striping to delineate the right-of-way assigned to bicyclists. Billings currently has 33.5 miles of bicycle lanes in its transportation system.
- **Neighborhood Bikeways:** This type of facility is located on local streets and designated with signs and shared lane markings. The intent of a neighborhood bikeway is to provide a low-stress connection between neighborhoods. Billings currently has 4.5 miles of neighborhood bikeways in its transportation system.
- **Shared Lane Markings:** Shared roadways are designated by signage and/or shared lane markings on collector or arterial roadways. Shared lane markings are pavement markings that indicate the position within a roadway where bicyclists should ride, and they also provide wayfinding guidance to bicyclists while alerting motorists to be aware of bicyclists. Streets marked with shared lane markings, or sharrows, are intended to be shared streets, with motorists and bicyclists sharing the travel lane. Billings currently has 2.5 miles of shared roadways in its transportation system.

TABLE 18. TYPE AND LENGTH OF EXISTING TRAILS

TYPE	LENGTH (MI)
Shared Use Path	50
Neighborhood Trail	11
Unpaved Trail	25
Total	86

Source: City of Billings

FIGURE 27. SHARED USE PATH MILEAGE (1997 - 2021)



Source: City of Billings



Source: DOWL



Source: City of Billings



Source: DOWL

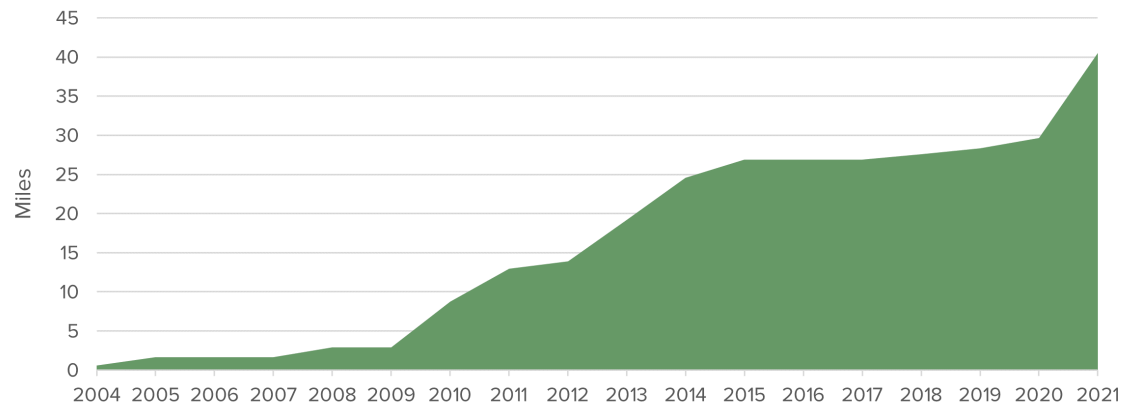
These facilities are delineated in Table 19 and depicted in Figure 30. Existing bikeway and trail facilities work together to provide good connectivity around the city. As shown in Figure 30 the bikeway and trail system almost provide a complete “loop” around Billings, as well as north-south connectivity in the Heights and the west end on Shiloh Road. To promote the construction of consistent facilities, the City of Billings has adopted specific design standards for all types of bikeway facilities, included in their *Design Standards for Trails & Bikeways*.³³ The City of Billings has constructed bicycle facilities since the early 2000’s, with substantial increases in the 2010’s, as displayed in Figure 28.

TABLE 19. TYPE AND LENGTH OF BICYCLE LANES

TYPE	LENGTH (MI)
Bicycle Lane	33.5
Shared Lane Marking	2.5
Neighborhood Bikeway	4.5
Total	40.5

Source: City of Billings

FIGURE 28. BICYCLE LANE NETWORK MILEAGE (2004 – 2021)



33 City of Billings. (N.D.). *Design Standards for Trails & Bikeways*. <https://www.billingsmtpublicworks.gov/DocumentCenter/View/202/Design-Standards-or-Trails-and-Bikeways-PDF?bidid=>

FIGURE 29. EXISTING COUNT LOCATIONS, SIDEWALKS, AND TRAIL FACILITIES

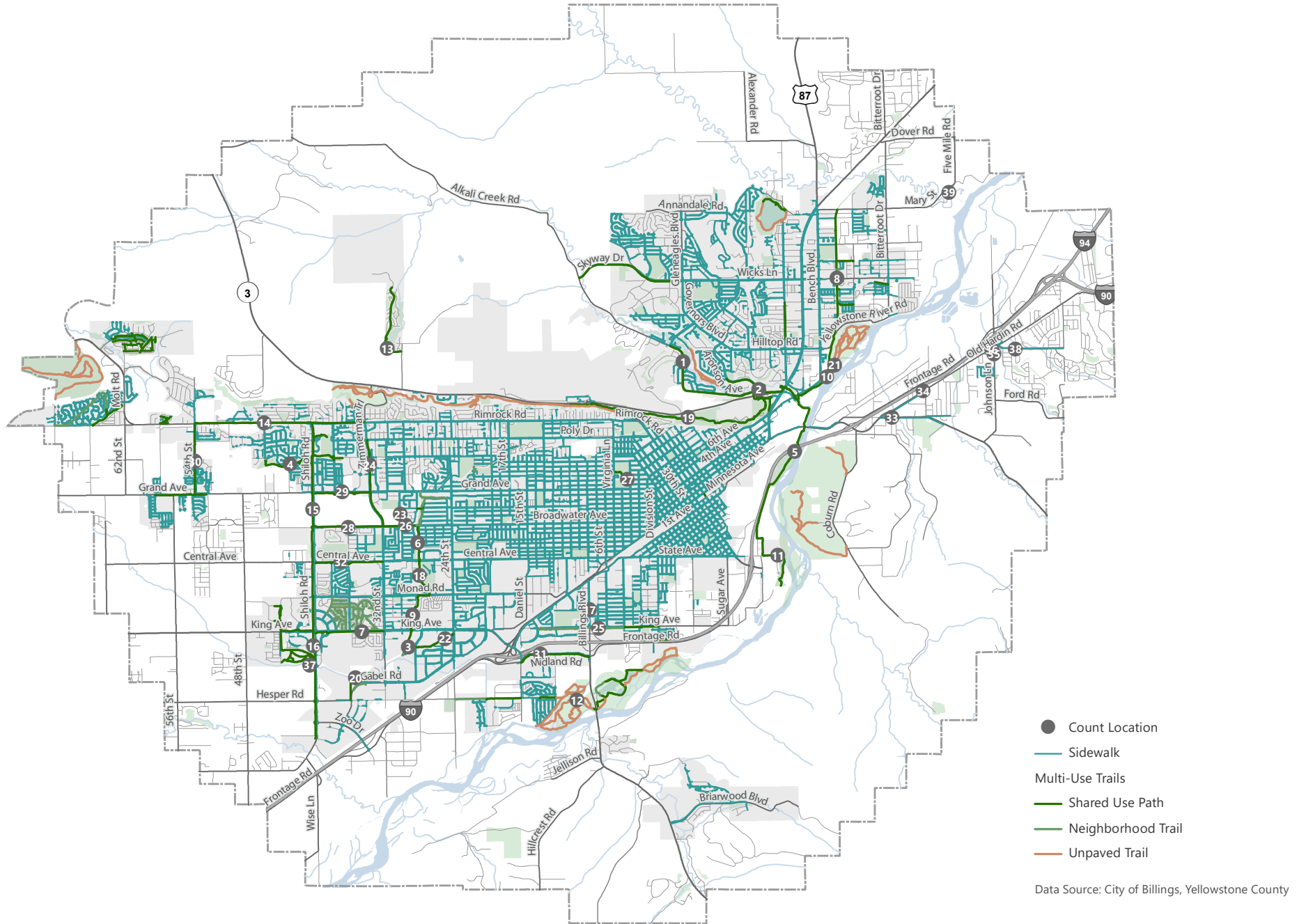
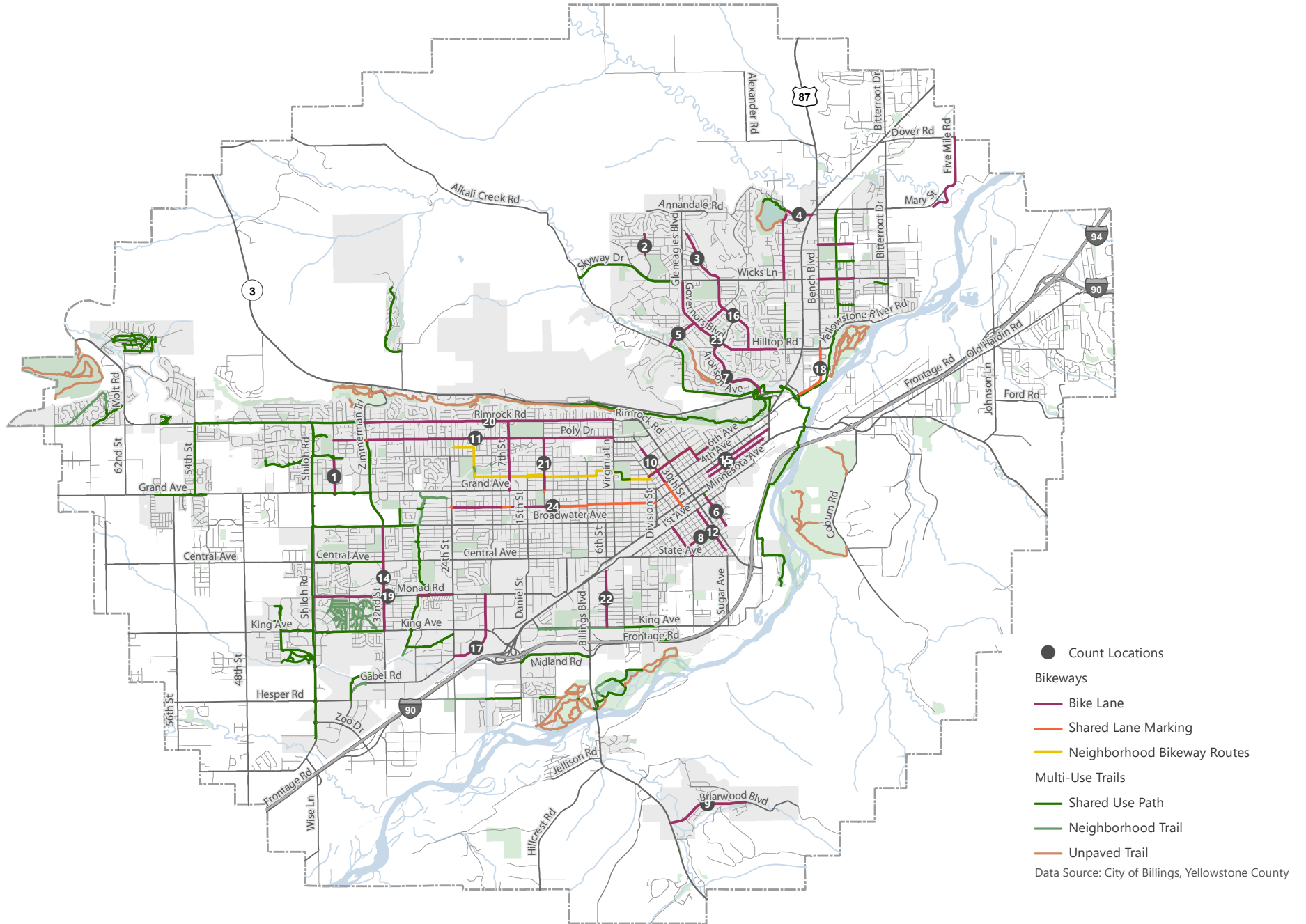


FIGURE 30. EXISTING COUNT LOCATIONS, BICYCLE LANES, AND TRAIL FACILITIES



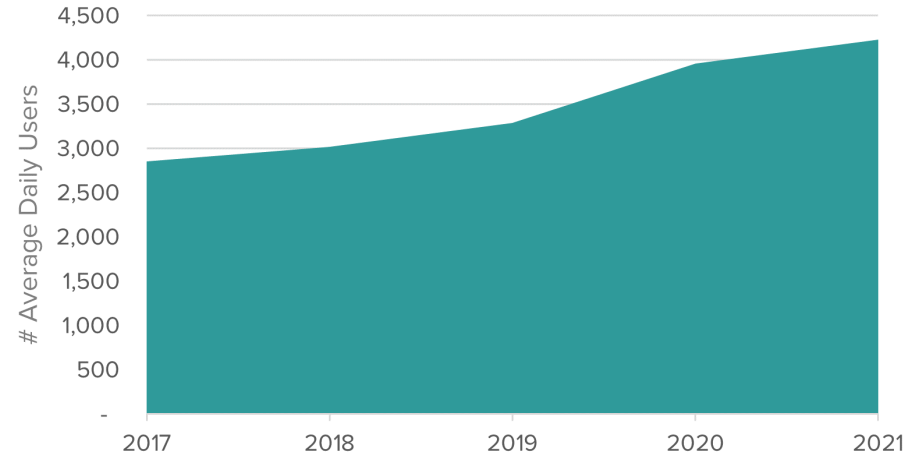
Volumes

As the Billings planning area has increased its walking and bicycling infrastructure, pedestrian and bicycle average daily volume data has been collected at select multi-use trail locations since 2008, and at select bicycle lane locations since 2017. For the most part, automated counters are utilized to collect this volume data, by conducting counts alongside a trail for one week and then rotating the counter to a new location to create an average daily volume for the location. Currently, the City of Billings owns three counters and rotates them such that the same location is counted during the same time frame each year, allowing for the year-to-year comparisons included here. The 39 multi-use trail count locations are displayed in Figure 31 and the 24 bicycle lane count locations are displayed in Figure 32. Each figure also depicts how volumes have increased at select locations over the past five years. System-wide, walking, bicycling, and rolling along the multi-use trail system and bicycle lane network has continued to grow, with trail system average daily volumes augmented by 48% (a change from 2,850 in 2017 to 4,225 in 2021) and bicycle lane system average daily volumes increased by 89% in the past five years (a change from 299 in 2017 to 517 in 2021), as displayed in Transportation Planning & Implementation Since 2018 and Figure 32, respectively.

Safe Routes to School

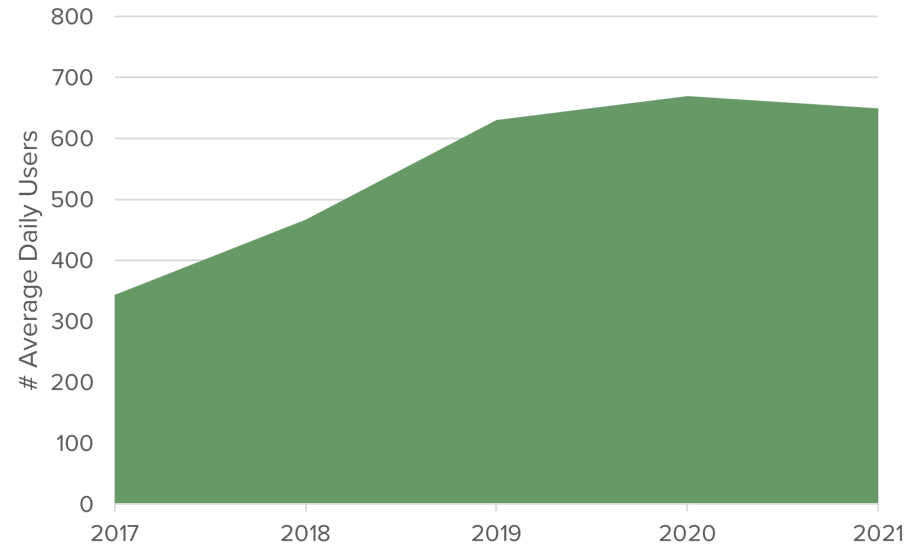
Completed in July 2022, the *Safe Routes to School Plan Update* is a comprehensive analysis of the existing barriers that prevent kids from walking and bicycling to school, coupled with systemic safety treatments to mitigate and remove the barriers. The Billings MPO conducted significant outreach with school administrators, planning partners, parents, and children to understand the challenges that exist and how to address them through policy, programs, and projects. Figure 33 displays the locations of infrastructure recommendations to improve walking and bicycling conditions for elementary school students throughout the Billings Public School system. The Billings MPO is working on the Phase 2 Safe Routes to School effort, which includes an additional 18 schools.

FIGURE 31. MULTI-USE TRAIL SYSTEM DAILY AVERAGE VOLUME (2017 - 2021)



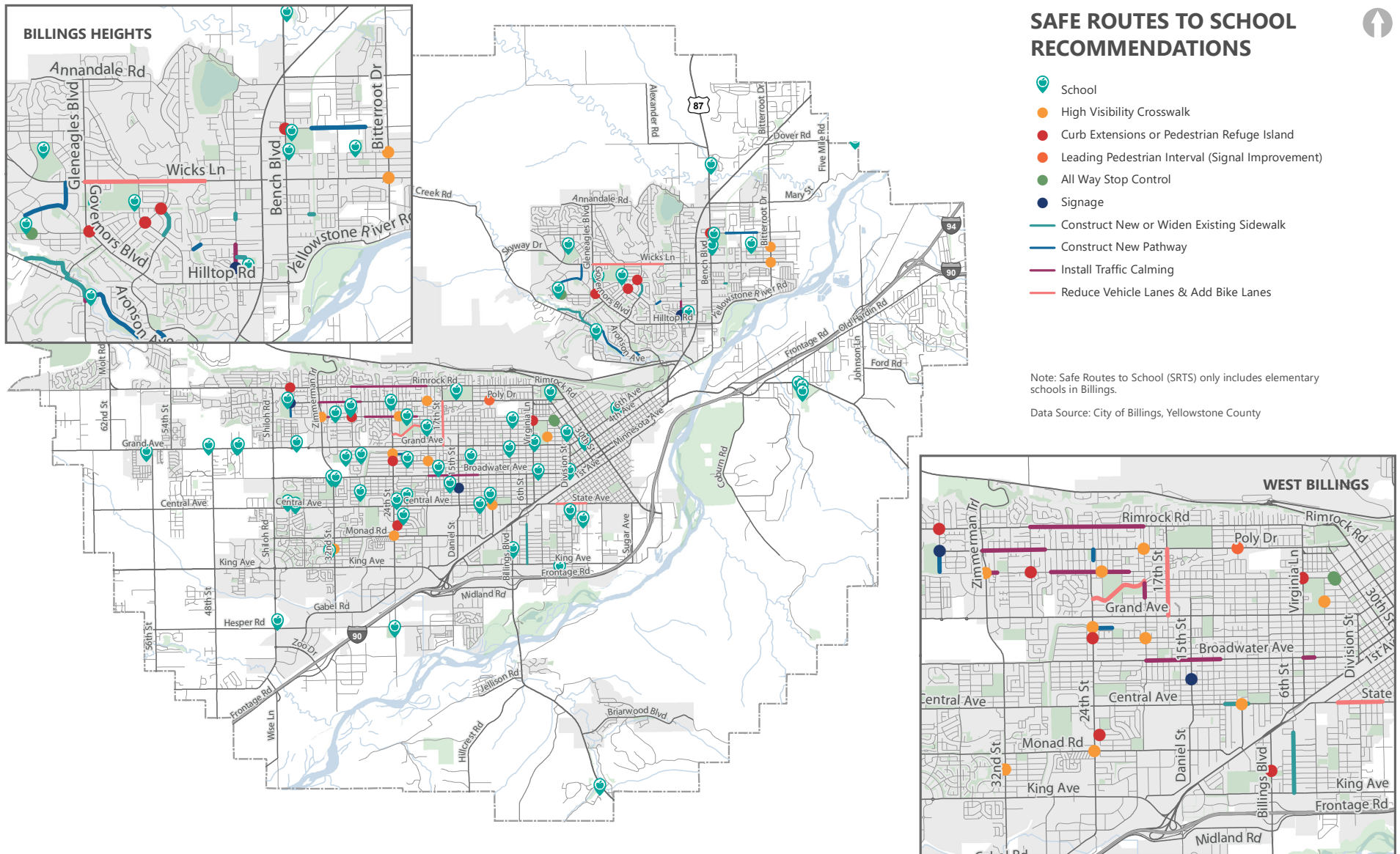
Source: City of Billings

FIGURE 32. BICYCLE LANE NETWORK DAILY AVERAGE VOLUME (2017 - 2021)



Source: City of Billings

FIGURE 33. SAFE ROUTES TO SCHOOL PLAN RECOMMENDATIONS





STREETS & HIGHWAYS

As noted in the 'Mode Share' section, approximately 90.2% of Billings residents carpool or drive along to commute to work, which indicates the primacy of cars in the Billings planning area. This section explores the existing conditions of the region's streets and highways.

Functional Classification

The roadway functional classification system defines a road's role in the overall context of the highway transportation system. In addition, it helps to define which standards are generally desirable for roadway width, right-of-way needs, access spacing, pedestrian and bicycle facilities, and other specifications. The functional classification system is typically established by the following hierarchy:

- **Freeways** serve high speed, long distance travel movements and provide limited access to adjacent lands. Often included in the arterial classification, freeways are unique in that they provide access to other arterial roadways via grade-separated interchanges. In the Billings planning area, the freeways are classified as Interstate. Typically, roadway access to these facilities is restricted from pedestrians and bicyclists.

- **Arterials** are intended to serve higher volumes of traffic, particularly through-traffic, at higher speeds. They also serve truck movements and should emphasize traffic movement over access to adjacent property. Arterial roadways are further designated as principal arterials and minor arterials. To accommodate pedestrians on arterial roadways, detached sidewalks or shared use paths should be provided. To accommodate bicyclists on arterial roadways, separated bicycle lanes should be provided.
- **Collectors** represent the intermediate class. As the name suggests, these roadways collect traffic from the local street system and link travel to the arterial roadway system. These roadways provide a balance between through-traffic movement and property access and provide extended continuity to facilitate traffic circulation within an urban community or rural area. To accommodate pedestrians on collector roadways, attached or detached sidewalks should be provided. To accommodate bicyclists on collector roadways, bicycle lanes or neighborhood bikeways should be provided.
- **Local Roads and Streets** are the lowest classification. Their primary purpose is to carry locally generated traffic at relatively low speeds to the collector street system and to provide more frequent access to individual businesses and residential property. Local streets provide connectivity through neighborhoods, but generally should be designed to discourage cut-through vehicular traffic and encourage lower vehicle speeds. To accommodate

pedestrians on collector roadways, attached or detached sidewalks should be provided. To accommodate bicyclists on collector roadways, bicycle lanes or neighborhood bikeways should be provided.

As part of the LRTP planning process, the existing functional classification map was updated to reflect completed roadway projects, new connections, and future connections. Figure 35 illustrates the updated functional classification map for the Billings planning area. The functional classification map is used for local planning purposes by the MPO and does not represent the federally approved system. A map of the federally approved system can be accessed through the MDT website. In the Billings planning area, 4% of roadways are classified as Interstate, 14% as Principal Arterials, 5% as Minor Arterials, 8% as Collectors, and 70% as Local Street as shown in Figure 34.

FIGURE 34. SUMMARY OF ROADWAYS BY FUNCTIONAL CLASSIFICATION

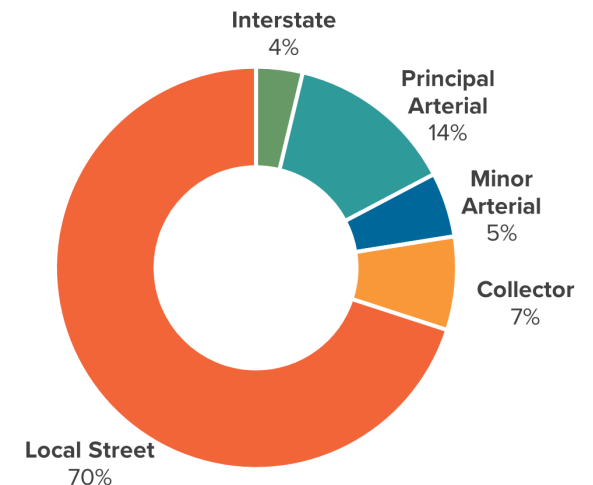
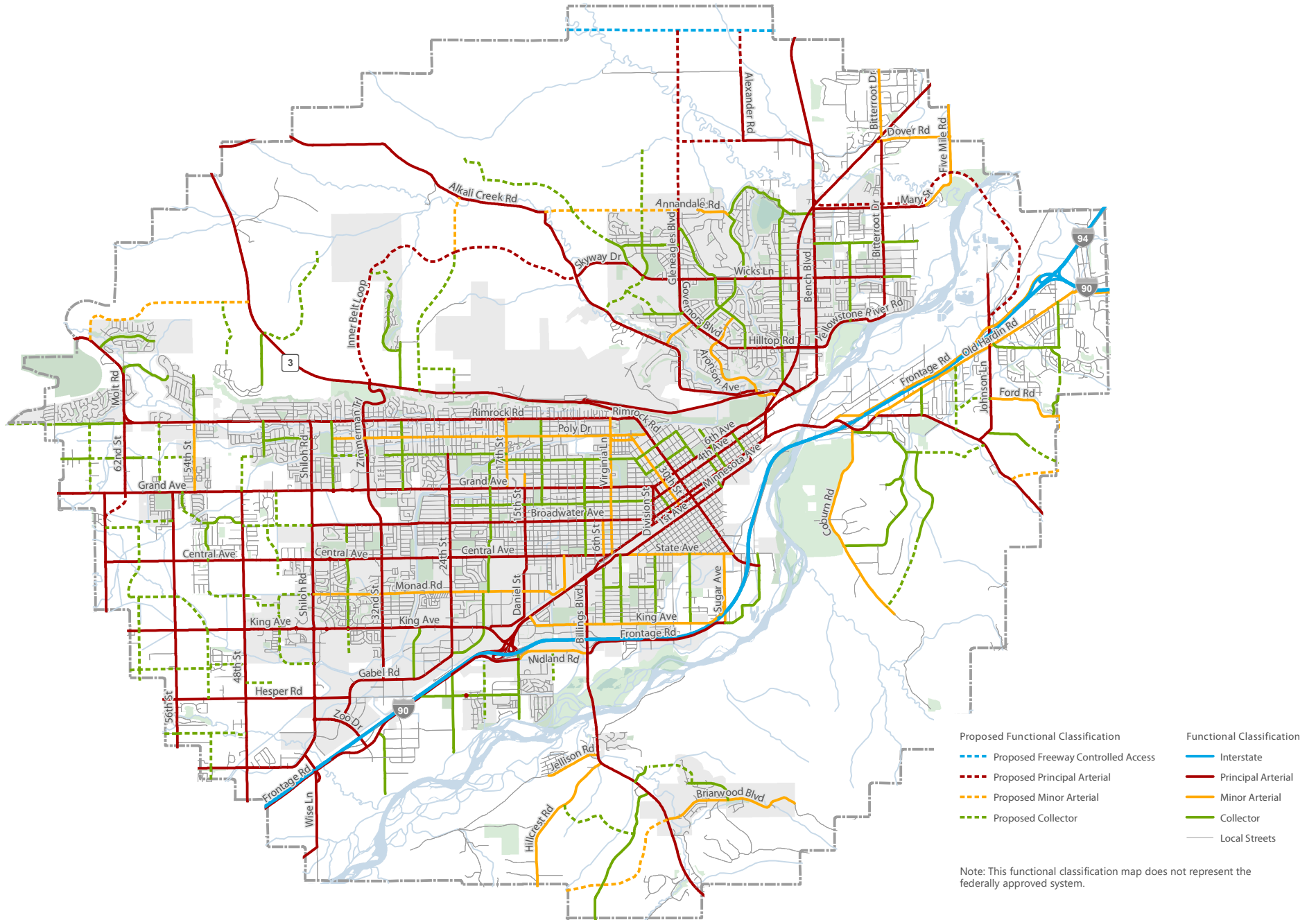


FIGURE 35. FUNCTIONAL CLASSIFICATION



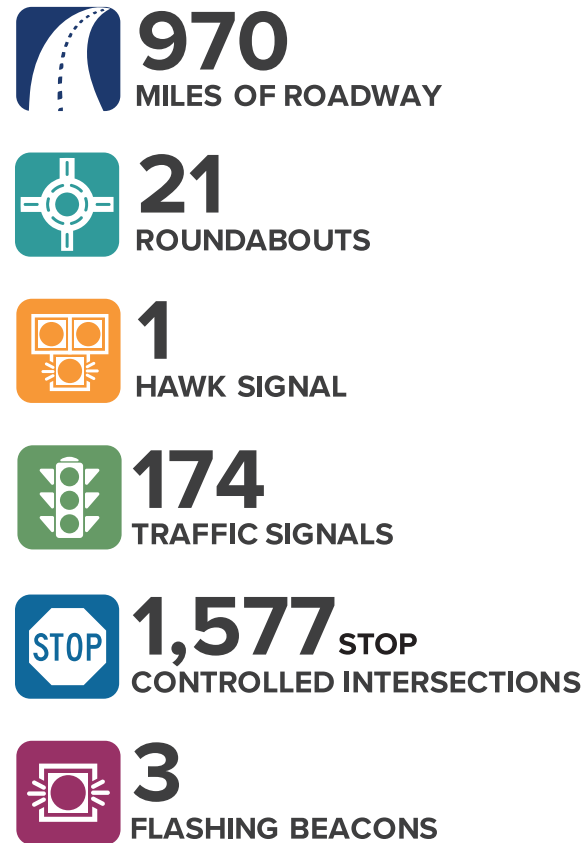
Facilities

Several major highways and roadways serve the Billings planning area, including Interstate 90, Interstate 94, US Route 87, and Montana Highway 3. Billings also lies along the Camino Real Corridor, a high priority corridor on the National Highway System and part of the North American Free Trade Agreement (NAFTA) that connects Canada, the United States, and Mexico. In total, the Billings planning area encompasses 970 miles of roadway, 174 signalized intersections, and 21 roundabouts. As shown in Figure 37, Interstate 90, Montana Highway 3, and US Route 87 are the three major roadways that converge near downtown Billings. Critical roadways that are part of the National Highway System (NHS) in the Billings planning area include:

- Interstate 90 (NHS, Eisenhower Interstate System) – Busiest truck route in the state
- Interstate 94 (NHS, Eisenhower Interstate System)
- Montana Highway 3 (NHS, STRAHNET Route)
- US Route 87 (NHS, Other NHS Route)
- King Avenue (NHS Principal Arterial)
- Zoo Drive (NHS Principal Arterial)
- Laurel Road (NHS Principal Arterial)
- 1st Avenue N (NHS Principal Arterial)
- 1st Avenue S (NHS Principal Arterial)
- Montana Avenue (NHS Principal Arterial)

For additional figures showing roadway facility characteristics, please reference the Existing Conditions Supporting Figures & Content Appendix. Additionally, in the Billings planning area, there are a variety of intersection control types, as displayed in Figure 36.

FIGURE 36. SUMMARY OF ROADWAY FACILITY TYPES



Traffic Volumes

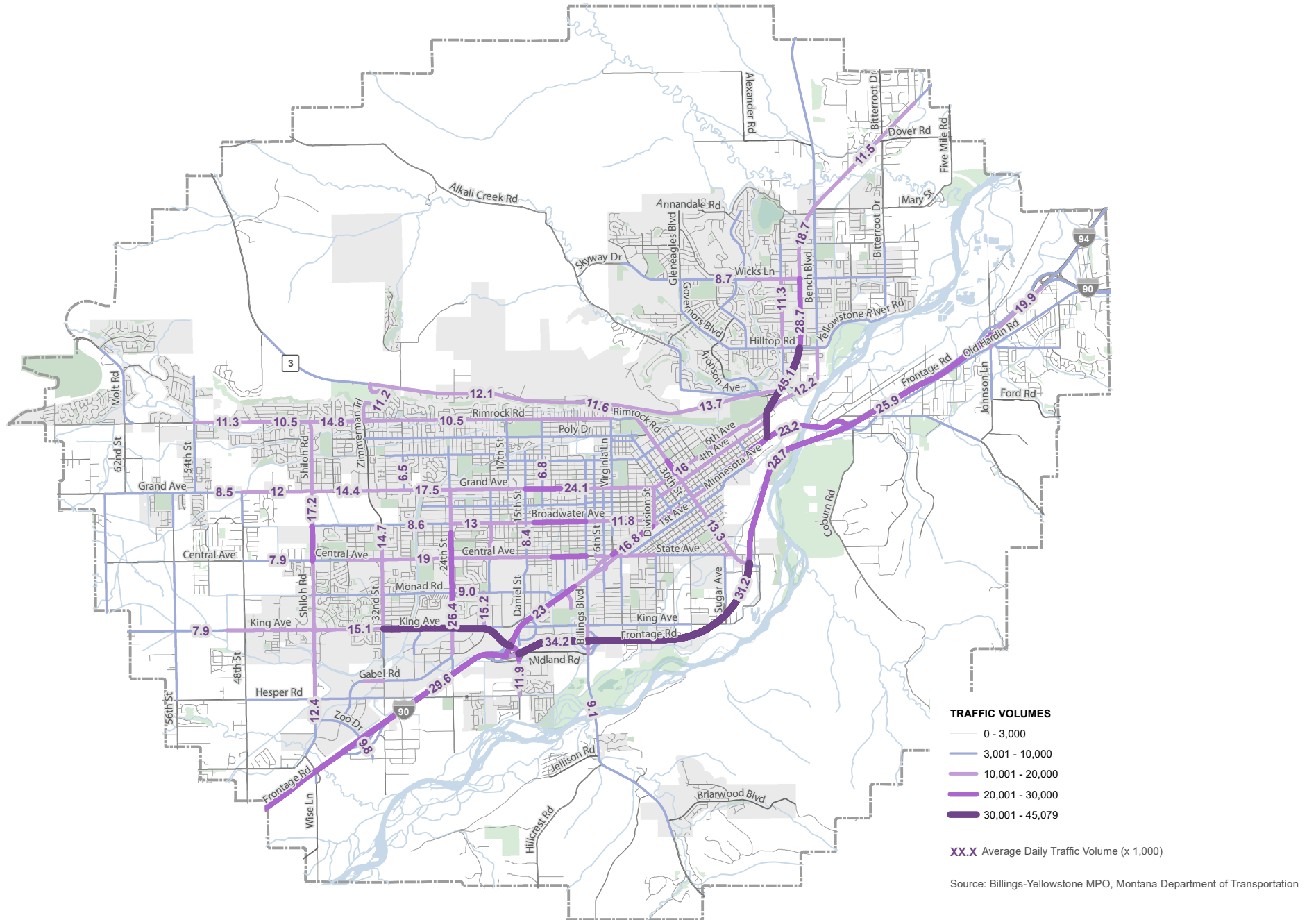
Figure 37 shows average annual daily traffic (AADT) volumes on roadways in the study area for year 2021 conditions. MDT collects traffic counts on roadways and provides an estimated AADT annually. These estimates are based on seasonally adjusted 48 hour sample counts. In the event a traffic count is not taken, current year change factors from continuous count stations in the region are applied to reflect positive or negative growth.

MDT also maintains a series of permanent, continuous traffic count locations and locations where data is collected daily, year-round. Traffic data at these locations was analyzed to determine traffic volume growth from year 2017 to year 2021. MDT traffic count data from 2017 to 2021 was analyzed from other count locations and indicated that the average annual growth rate for traffic volumes in the study area is approximately 1.3%.

In conjunction with the 2018 LRTP, the MPO developed a travel model for use in estimating traffic volumes and travel mode splits within the Billings planning area. The Billings travel model is a conventional travel demand forecasting model that is similar in structure to most other current area-wide models used for traffic forecasting. The model uses socioeconomic, land use, and network data to estimate travel patterns and roadway traffic volumes. The planning area is represented by 21 gateway zones at major road crossings of the planning area. For the 2023 LRTP, the travel demand model has been updated from the base year of 2017 to a base year of 2021, and the future year has been updated from 2040 to 2045.³⁴

³⁴ Billings-Yellowstone Metropolitan Planning Organization. (2022). *Billings Urban Area Travel Demand Model Update Report*.

FIGURE 37. YEAR 2021 AVERAGE ANNUAL DAILY TRAFFIC (AADT)



Traffic Operations

Intersection turning movement count data from a variety of sources³⁵ informed evening (4 - 6pm) peak hour level of service estimates at approximately 365 intersections throughout the Billings planning area. The traffic operations analysis was conducted utilizing *Highway Capacity Manual (HCM) 6th Edition and 2000 methodology*^{36,37}. The *Highway Capacity Manual* methodology calculates average vehicle delay (which corresponds with level of service) and capacity at intersections based on traffic volume patterns. The level of service estimates included most intersections featuring both approaches with collector or higher roadway functional classification. Turning movement counts were normalized to 2022 levels by assuming a 1.3% annual, compounding growth rate. Turning movement counts located on Shiloh Road (north of King Avenue) and to the west of Shiloh Road were normalized to 2022 levels by assuming a 3.0% annual, compounding growth rate due to higher growth occurring in this area based on review of historical traffic count data. Figure 38 shows existing intersection PM peak hour level of service. Intersections operating at a critical peak hour level of service E or F are shown in Table 20.

Level of service (LOS) has traditionally been the primary metric for evaluating roadway performance and impacts to transportation users. More recently, there's been an increased focus on reevaluating traditional metrics such as LOS that are used to assess the performance of transportation systems

due to the limitations of those metrics for capturing multiple factors across the entire transportation network. LOS is focused on evaluating performance of motorized vehicles and does not consider alternative modes of transportation, which can lead to adverse consequences in long-term planning when LOS is used as the primary performance measure. Active transportation projects such as bicycle lanes or separated pedestrian paths do not result in a significant change in LOS despite the benefits of such facilities to the overall transportation network, particularly related to safety and accessibility. Additionally, roadway projects that are necessary to improve LOS can be very costly and could potentially induce demand, increase speeds, and ultimately compromise safety of all transportation modes.

Overall, vehicular LOS is an important metric to capture performance of motorized travel. For the Billings planning area, additional performance measures that focus on safety, mobility, and other community goals are identified in Chapter 2.

TABLE 20. CONGESTED INTERSECTIONS (LOS E AND LOS F) DURING PM PEAK HOUR (YEAR 2022)

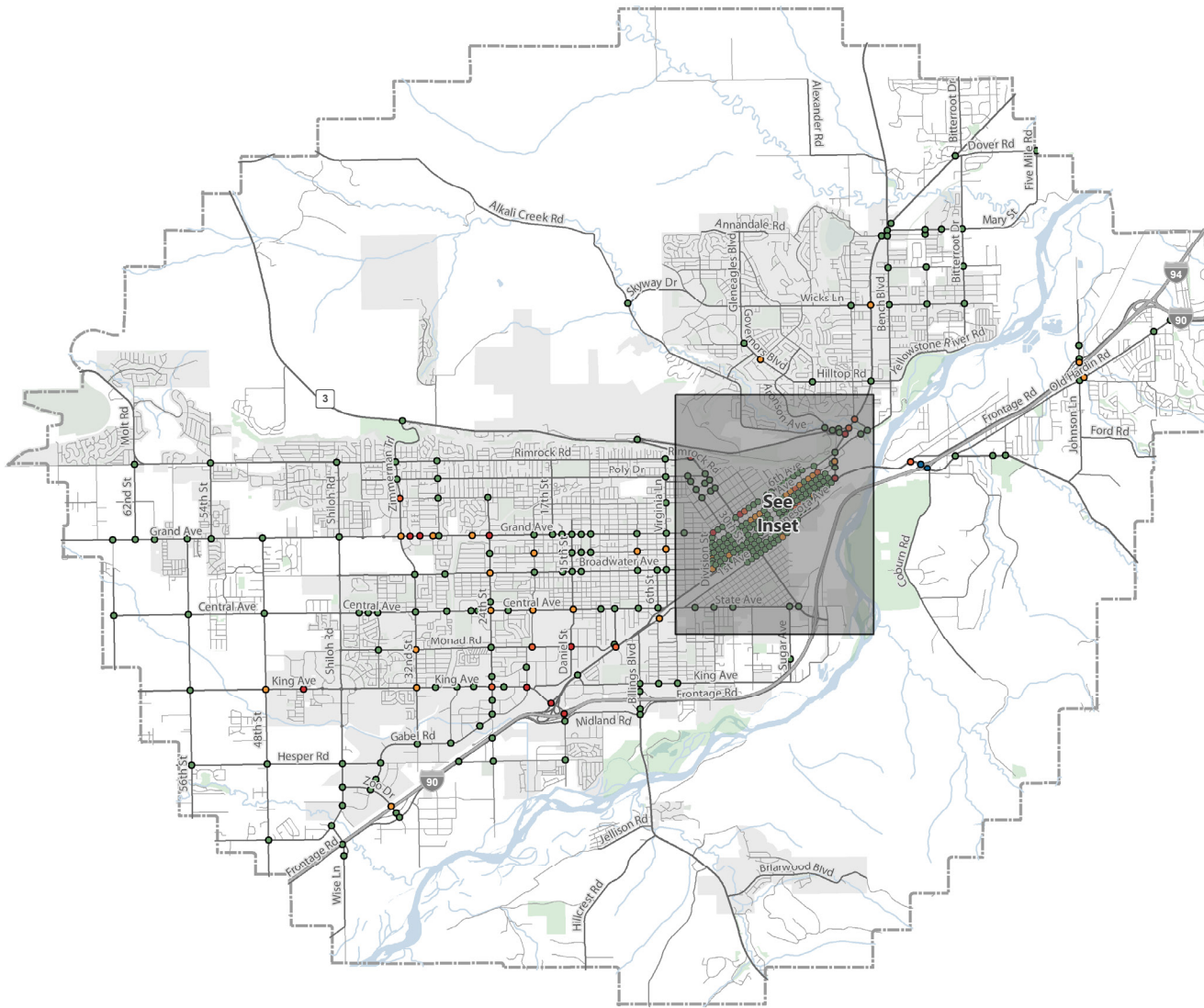
Intersections Operating at LOS E	Intersections Operating at LOS F
1st Ave N & 16th St (Stop Controlled)	1st Ave N & Main St (Traffic Signal)
1st Ave N & 17th St (Stop Controlled)	6th Ave N & 26th St (Stop Controlled)
4th Ave N & 10th St (Stop Controlled)	Aronson Ave & Main St (Stop Controlled)
4th Ave N & 15th St (Stop Controlled)	Grand Ave & 24th St (Traffic Signal)
6th Ave N & 25th St (Stop Controlled)	Grand Ave & 32nd St (Traffic Signal)
Airport Rd & Main St (Traffic Signal)	Grand Ave & Golden Blvd (Stop Controlled)
Colton Blvd & Zimmerman Trail (Stop Controlled)	Grand Ave/6th Ave N & 32nd St (Traffic Signal)
King Ave & 24th St (Traffic Signal)	King Ave & 44th St (Stop Controlled)
Lake Elmo Dr & Main St (Traffic Signal)	King Ave & I-90 Ramps (Traffic Signal)
Monad Rd & 19th St (Traffic Signal)	King Ave & Laurel Rd (Traffic Signal)
Moore Ln & Laurel Rd (Traffic Signal)	King Ave & Overland Ave (Traffic Signal)
US 87 & N Frontage Rd (Traffic Signal)	Monad Rd & Daniel St (Stop Controlled)
	Rimrock Rd & 27th St (Stop Controlled)

35 Intersection turning movement count data was obtained from MDT's Miovision database, the City of Billings, and transportation impact studies that have been conducted within the study area between 2017 and 2022.

36 Transportation Research Board. *Highway Capacity Manual 6th Edition*. 2016.

37 Transportation Research Board. *Highway Capacity Manual 2000*. 2000.

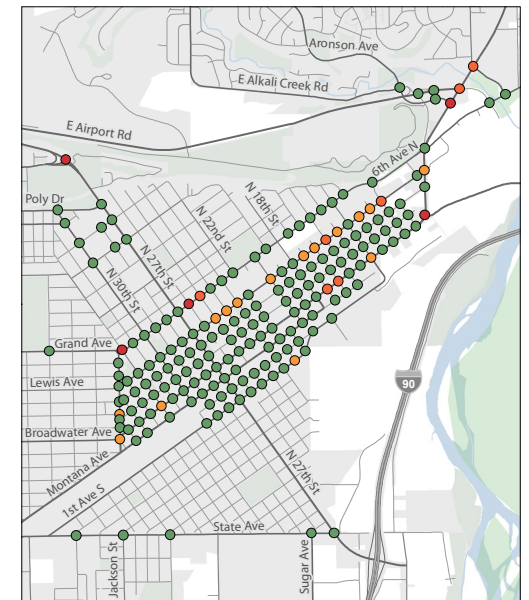
FIGURE 38. EXISTING (YEAR 2022) PM PEAK PERIOD INTERSECTION LEVEL OF SERVICE



YEAR 2022 INTERSECTION LEVEL-OF-SERVICE (LOS)



- LOS A, B, or C
- LOS D
- LOS E
- LOS F
- No Data





TRANSIT

Service Overview

Billings Metropolitan Transit, known as MET Transit (herein referred to as MET) is the public transit system serving the Billings planning area through fixed-route and paratransit bus services since 1973. MET is operated by the City of Billings. The METroplex is a 31,000 square-foot facility located at 1705 Monad Road in Billings. This complex, built in 1983 with renovations in 1998, 2000, and 2016 provides a centrally located facility for MET operations that includes administration, dispatch, vehicle maintenance, washing, and fueling. MET operates all routes through two transfer centers that operate a “pulse” system where buses arrive and depart from the transfer center simultaneously:



Source: DOWL

- **Stewart Park Transfer Center** – This transfer center was constructed in 1993 and renovated in 2003. It is located south of Central Avenue and adjacent to the Rimrock Mall. This transfer center has ten bus parking spaces, passenger shelters and benches, and a driver break area.
- **Downtown Transfer Center** – This transfer center was constructed in 2008 (opened in 2009) and is located at 220 N 25th Street in Billings. This transfer center has fifteen bus parking spaces, passenger shelters and benches, a covered passenger pavilion, and a driver break area.

Recently, MET has been implementing several technology upgrades to improve convenience and ease of use, including on-board Wi-Fi, an electronic fare system, new paratransit dispatching and scheduling software, real-time bus tracking software, and automatic passenger counters. Along with this, MET updated its Transit Development Plan in 2022, which includes a redesign of the transit network that is further discussed in Chapter 5. Additional details about transit planning in the Billings area are available in the Existing Conditions Supporting Figures & Content Appendix.

FLEET

MET directly owns and operates a fleet of twenty-five buses to provide service on its fifteen fixed routes. Seventeen of MET’s fixed-route fleet are recently purchased 32-foot buses to replace the aging fleet using federal grants and other sources (in 2021). MET’s fleet also includes 15 body-on-

chassis small buses to provide service on 10 paratransit demand-response routes. MET’s fleet is delineated in Table 21.

TABLE 21. MET FIXED ROUTE FLEET

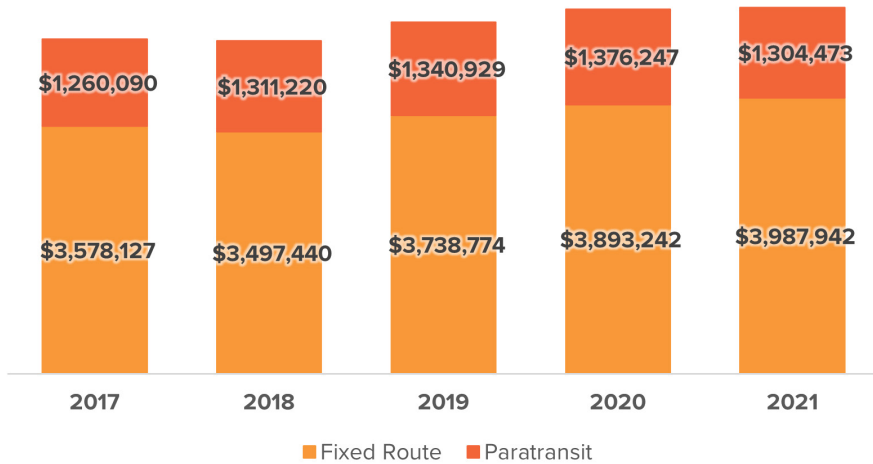
VEHICLE SERVICE TYPE	NUMBER OF VEHICLES
Fixed Route	25
Paratransit	15
Support (Staff Fleet Vehicles)	3

Source: MET Transit

FINANCES

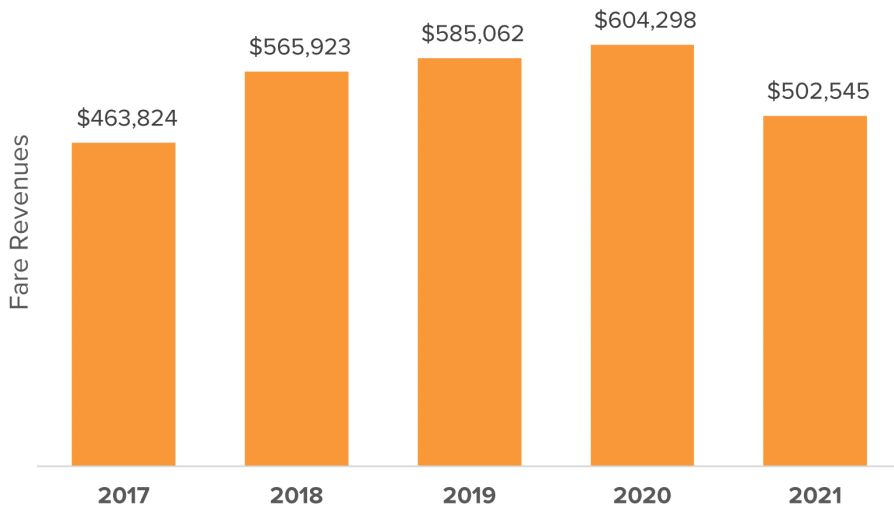
MET operates using several funding sources including FTA grants, MDT grants generally passed through from FTA funding sources, local mills, advertising, and fare revenues. The average annual operating expense budget is approximately \$5 million. MET is set up as an "enterprise" fund, meaning MET does not receive funding from the City of Billings general fund; similarly, other City departments and operations do not have access to the transit division funds as the operating mills and revenue are designated specifically for transit use only. Figure 39 depicts the total operating cost for MET between 2016 – 2020, which has increased slightly and steadily over the past five years.

FIGURE 39. MET TOTAL OPERATING COSTS (2017 - 2021)



Source: MET Transit, National Transit Database

FIGURE 40. MET TOTAL FARE REVENUES (2017 - 2021)



Source: MET Transit, National Transit Database

MET offers a variety of fare options for riders, including on-bus cash payments, UMO Mobility app-based digital payments, and card-based TouchPass payments, which are available for purchase at Billings City Hall and participating school offices. For fixed route service, MET offers one-way fares, single day passes, 10-ride passes, and unlimited monthly passes – these fares vary in price, with discounts for youth (6-18 years), seniors (62 years and up), and disabled citizens. Additionally, MET offers the Veterans with Service Connected Disabilities program, which provides free fares for qualified veterans. MET offers fare-capping, a benefit that automatically upgrades riders to an unlimited monthly pass once their fare purchases of one-way fares, single day passes, or 10-ride passes equals the cost of the unlimited monthly pass. For paratransit service (MET Plus), the fare is \$3.50 for each one-way ride. Total fare revenue for both fixed route and paratransit services is depicted in Figure 40. Fare revenue provides funding for approximately 8 – 12% of the operating cost.

COVID-19 IMPACTS & RESPONSE

The COVID-19 global pandemic substantially impacted MET ridership, decreasing 30% from a high in 2016 to a low in 2020. To respond to the needs of the Billings community, MET implemented several modifications to help alleviate both the risk and financial hardships, including:

- Fare free operation from mid-March 2020 – May 2020.
- Creation of Transit Police to ensure rider safety.
- Rear door boarding during business closures (MET has since returned to front door boarding).
- On existing fleet vehicles, driver barriers were installed (newly purchased vehicles do not include barriers, as drivers did not prefer them).
- Digital fare payment system implemented in Fall of 2020 to minimize the contact between operators and riders, in addition to allowing online or phone fare purchases.
- Due to driver shortages, MET eliminated many of its school tripper routes in Fall of 2021 and redirected students to fixed route services, which maintained student ridership.

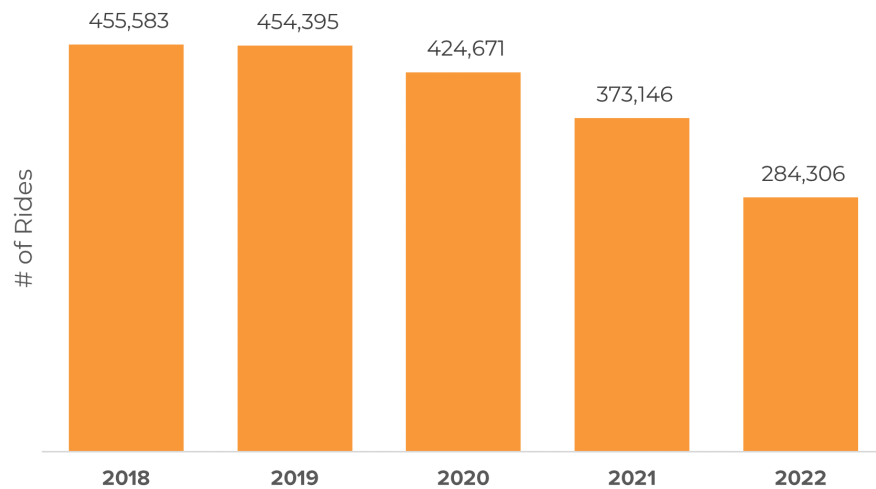
Fixed Route Transit Service

MET offers fifteen routes on weekdays (service hours between 5:50 AM – 6:40 PM), and seven routes on Saturdays (8:10 AM – 6:10 PM). Figure 43 displays MET routes and transfer centers. Most routes operate at one-hour service frequency in a "pulse" setup with buses simultaneously arriving to and departing from the two MET Transit Transfer Center locations: Downtown Transfer Center and Stewart Park Transfer Center. MET operates a modified flag stop system, with 101 designated bus stops and a ridership that can flag down buses

at any intersection along the route deemed safe enough to board or alight. Twenty-four of these stops have bus shelters – mostly along higher ridership routes, and many have benches. All fixed route buses are equipped with automated passenger counters (APCs) to collect data on popular boarding and alighting locations. MET is currently working with the Billings MPO to improve the coordination and development of pedestrian and bicycle infrastructure that connects with MET routes.³⁸

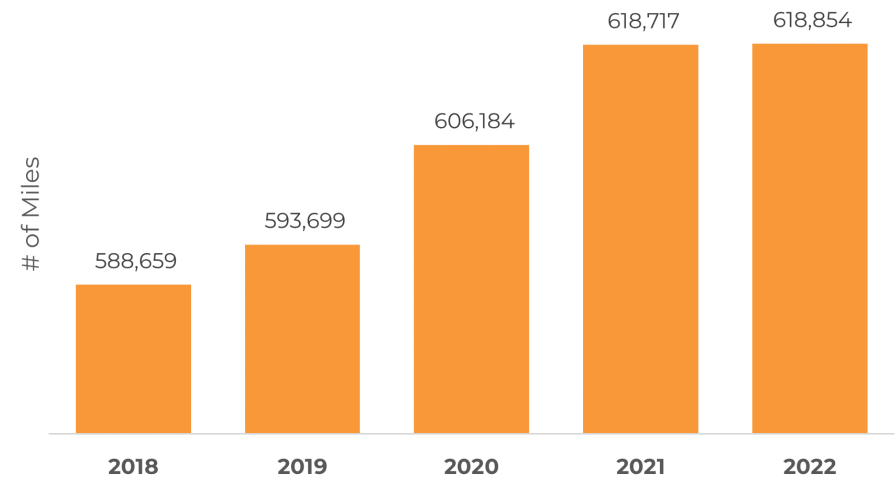
Figure 41 depicts the fixed route ridership between 2018 – 2022, which shows a steady decrease over the past five years, with a substantial decline in 2020 (likely due to the COVID-19 pandemic). Figure 42 shows the service miles for fixed routes, which have steadily increased over the past five years, likely due to service changes implemented in 2018. Figure 44 displays fixed route service hours, which have remained relatively steady over the past five years.

FIGURE 41. MET FIXED ROUTE RIDES (2018 - 2022)



Source: MET Transit, National Transit Database

FIGURE 42. MET FIXED ROUTE SERVICE MILES (2018 - 2022)



Source: MET Transit, National Transit Database

38 R. Logan (electronic communication, August 18, 2022).

FIGURE 43. MET ROUTES AND TRANSFER CENTERS

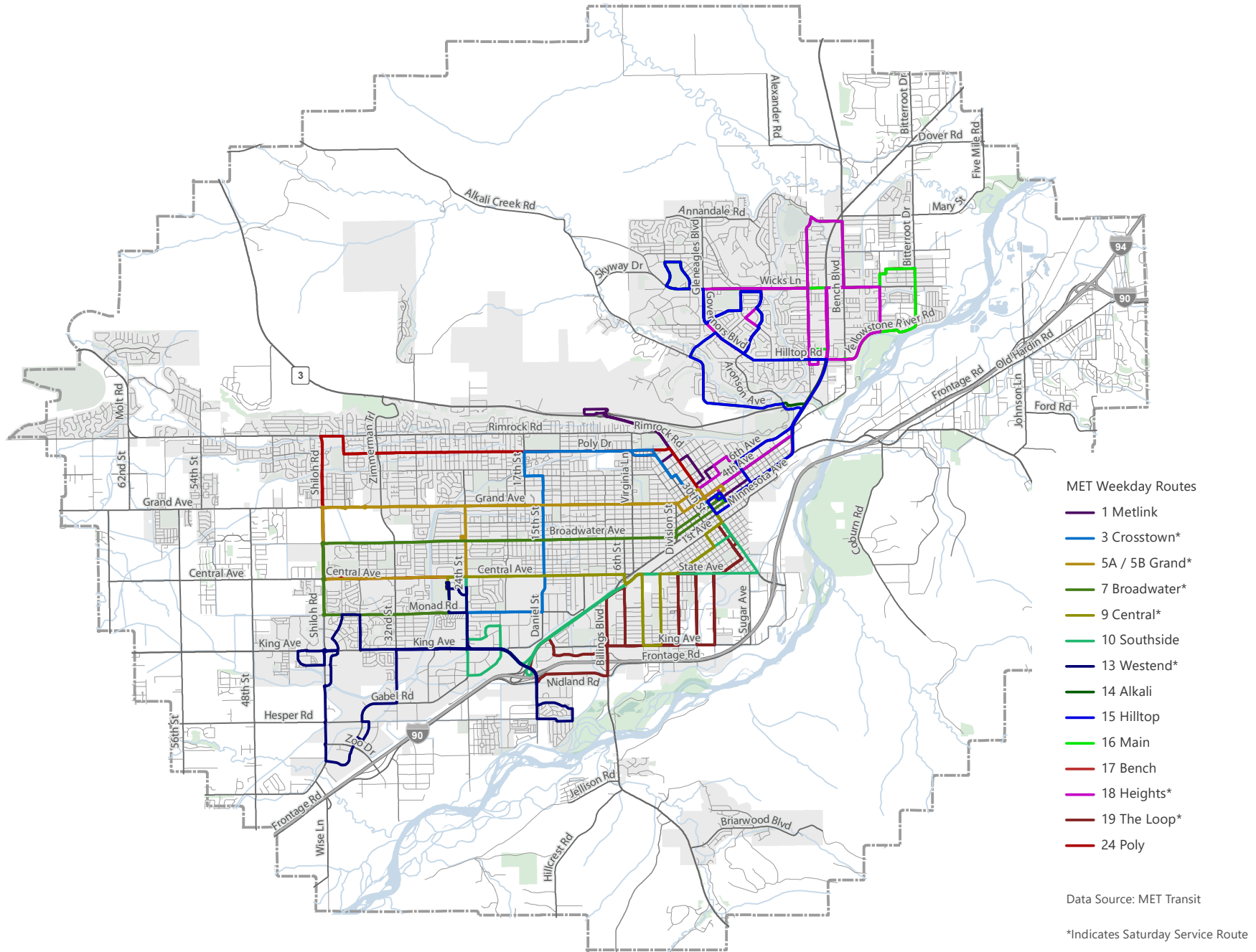
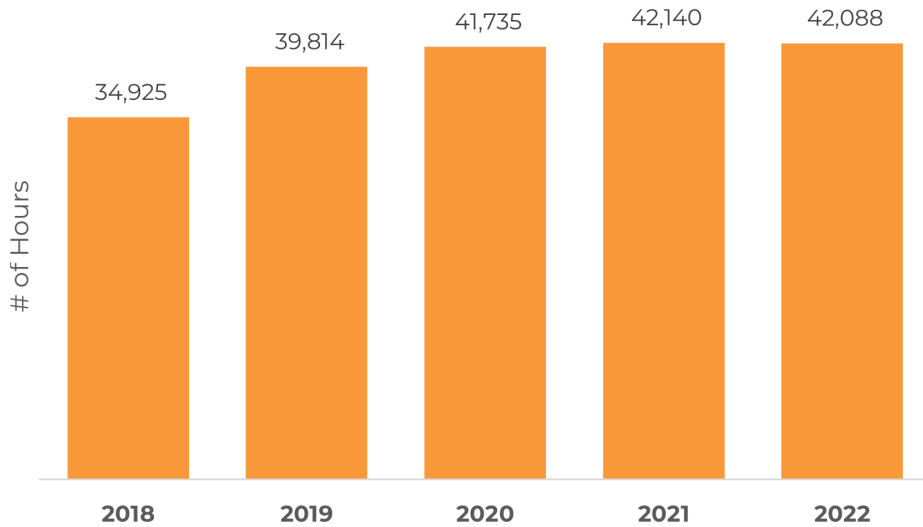


FIGURE 44. MET FIXED ROUTE SERVICE HOURS (2018 - 2022)



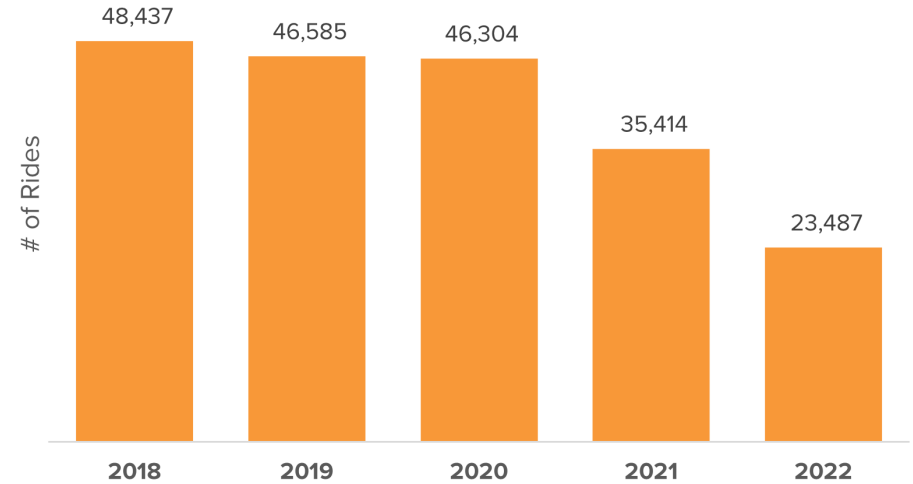
Paratransit Service (MET Plus)

MET directly provides complementary paratransit service for riders unable to use the fixed route service due to a disability. The paratransit service was rebranded as MET Plus in the summer of 2019. MET Plus is an origin to destination service for persons certified as eligible through an application process. The MET Plus service area includes the Billings city limits and within ¾ mile of a MET fixed route service. MET Plus service hours operate on weekdays between 5:50 AM to 6:40 PM and on Saturdays between 8:10 AM – 6:10 PM. MET Plus is a curb-to-curb service typically, but riders can request door-to-door service as well. Riders may request rides through a dispatch service (between 7:00 AM – 5:00 PM, Monday through Friday), the Ecolane Mobile App, or the Ecolane Self Service web portal. Rides are scheduled on a first-come, first-served basis. Additionally, MET contracts with both the Adult Resource Alliance as well as the State of Montana Developmental Disabilities Bureau to provide subscription services and expanded services outside of minimum required paratransit services.

Figure 45 depicts paratransit ridership between 2018 – 2022, which shows a steady decrease over the past five years, with a substantial decline in 2020 (likely due to the COVID-19 pandemic). Figure 46 shows the service miles

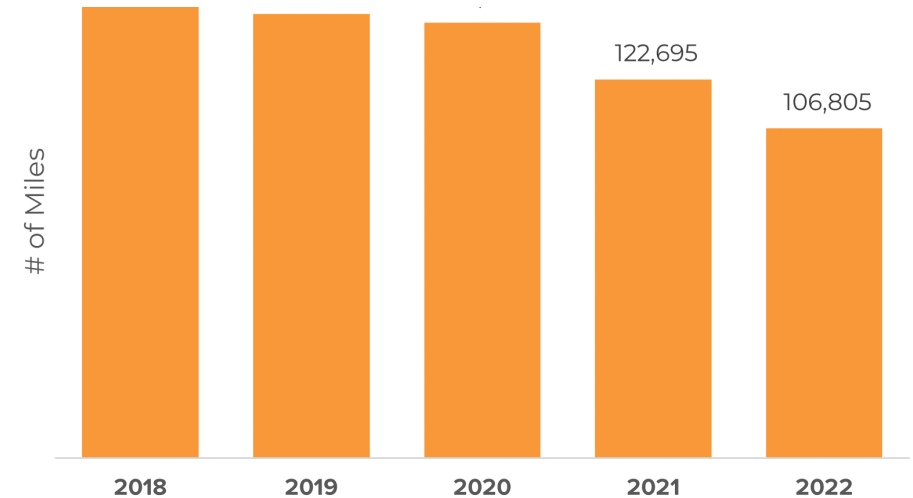
for fixed routes, which have also steadily decreased over the past five years. Figure 47 displays fixed route service hours, which have remained relatively steady over the past four years, with a substantial decline in 2020.

FIGURE 45. MET PARATRANSIT RIDES (2018 – 2022)



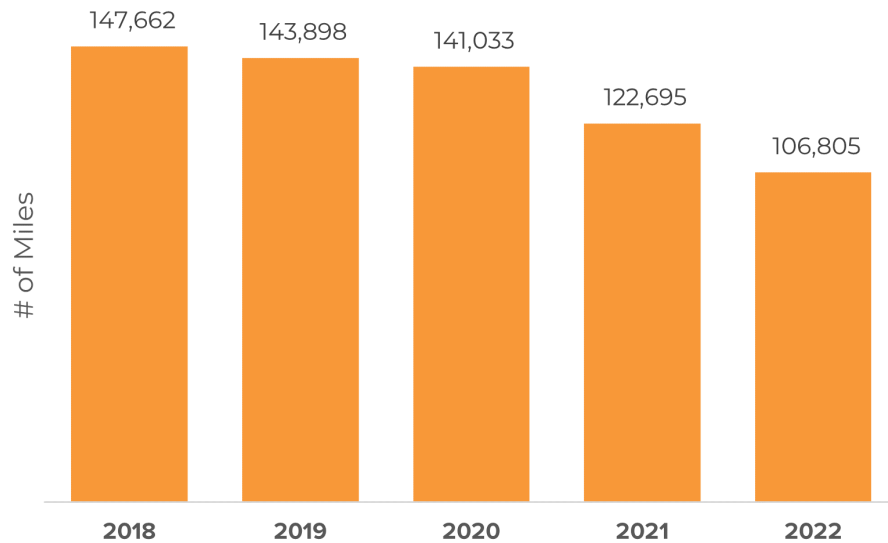
Source: MET Transit, National Transit Database

FIGURE 46. MET PARATRANSIT SERVICE MILES (2018 - 2022)



Source: MET Transit, National Transit Database

FIGURE 47. MET PARATRANSIT SERVICE HOURS (2018 – 2022)



Source: MET Transit, National Transit Database

Private Transit Service

Private for-profit public transportation providers operating in and through the Billings planning area include intercity bus lines, charter and rental bus services, and taxicab services. Jefferson Lines provides the most extensive service in the Billings planning area, connecting with *Whitefish, Kalispell, Lakeside, Polson, Pablo, Saint Ignatius, Ravalli, Arlee, Evaro, Missoula, Butte, Bozeman, Miles City, and Glendive*. Additionally, Greyhound Lines operates services that connect Billings with other destinations along the I-90 corridor. Billings also has several transportation network companies and private taxi services available, including:

- Uber
- Lyft
- Billings Yellow Cab
- Total Transportation (A Plus Limos)
- Billings Limousine Service
- Red Lodge Tour and Taxi

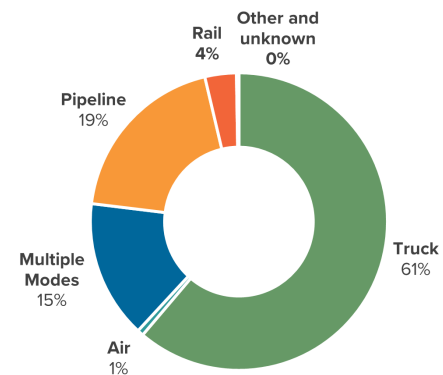


FREIGHT

The movement of goods and services is an economic driver for the City of Billings. As the largest city in Montana, Billings experiences a significant amount of freight traffic on its roadway system, at its airport, and on its railways due to the geographic location and proximity to other major hubs. This chapter will outline existing conditions for freight movement in trucking, aviation, and rail in the Billings planning area.

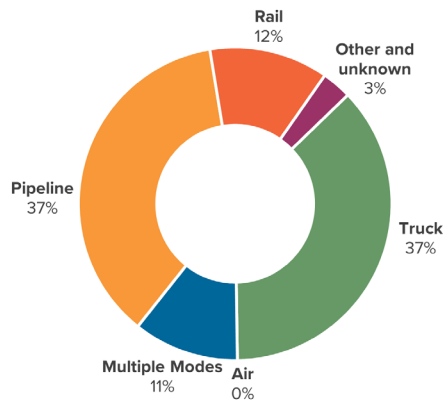
Utilizing the Federal Highway Administration Freight Analysis Framework, 5th Edition (FAF5), the existing (Year 2020) multimodal freight movement for the state of Montana is shown by value and by tonnage in Figure 48 and Figure 49. Trucking accounted for 61% of freight by value and 37% by tonnage in 2020, where rail accounted for 4% of freight by value and 12% of freight by tonnage. Overall, aviation comprises a small percentage of the total freight movement by value (1%) and by tonnage (0%).

FIGURE 48. MONTANA FREIGHT MOVED BY MODE - VALUE (2020)



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

FIGURE 49. MONTANA FREIGHT MOVED BY MODE - TONNAGE (2020)



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

Trucking

This section includes a summary of existing truck facilities, routes, and high freight activity zones within the Billings planning area. A brief operations analysis is included to identify trends related to truck traffic along key corridors and at key intersections. Highways that traverse the Billings planning area are included on the National Highway System (NHS), which qualifies these roadways for additional federal funding and stipulates additional performance measurement. In the Billings planning area, there are corridors included on both the Interstate NHS and non-Interstate NHS, which are displayed in the Existing Conditions Supporting Figures & Content

Appendix. NHS roadways in the Billings planning area include:

- Interstate 90
- Interstate 94

Non-Interstate NHS roadways in the Billings planning area include:

- US Highway 87 / Main Street / Roundup Road
- MT Highway 3 / Airport Road
- Laurel Road / Montana Avenue
- State Avenue
- 1st Avenue
- 27th Street
- King Avenue / Mallowney Lane
- Shiloh Road / Zoo Drive

FACILITIES

The primary truck routes in the study area are Interstate 90 (I-90), Interstate 94 (I-94), US Route 87 (US 87), and Montana Highway 3, as shown in Figure 51. The Camino Real, which is a North American Free Trade Agreement (NAFTA) designated transportation corridor connecting Mexico to Canada through the United States, traverses Billings along Montana Highway 3 and I-90. MDT and the City of Billings have identified or are constructing projects that are anticipated to have a significant impact to freight mobility within the study area:

- **1st Avenue N and Exposition Drive:** This on-going MDT project will provide safety and capacity improvements at the 1st Avenue N and Exposition Drive (Main Street) intersection and adjacent intersections. The 1st Avenue N and Exposition Drive intersection is on the Camino Real corridor and provides a connection between the Lockwood Interchange and the City of Billings.
- **Airport Road and Main Street:** This on-going MDT project will provide safety and capacity improvements at the Airport Road and Main Street intersection and adjacent intersections. The Airport Road and Main Street intersection is on the Camino Real corridor and provides a connection between the airport, downtown, and Heights neighborhoods.
- **Billings Bypass:** The Billings Bypass is a multi-phase MDT project that will connect the Johnson Lane/I-90 Interchange to the Heights neighborhood via a new roadway and Yellowstone River Crossing. This project will provide a new route that may be utilized by freight traffic between I-90 and US 87 or Highway 312 and will allow freight traffic to bypass congested corridors in the vicinity of Main Street and 1st Avenue N. The initial phase of the project (Five Mile Road and Yellowstone River Bridge) has been constructed.

- **Interstate 90:** MDT has three ongoing projects to widen I-90 and improve interchanges from Johnson Lane to 27th Street. These projects will improve freight movement and reliability on this segment of I-90 through the Billings community.

These truck routes, along with major freight activity generators and freight route restrictions, are displayed in Figure 51.

FREIGHT MOVEMENT

Billings

Within the Billings planning area, freight movement by truck is mostly concentrated on the facilities discussed in the previous section. The heavy vehicle percentage for planning area roadways, calculated from the 2021 average annual daily traffic volumes, is available in the Existing Conditions Supporting Figures & Content Appendix.

Montana

Freight movement by truck was assessed using the most recent data for the state of Montana from the FHWA FAF5. Table 22 summarizes trucking demand by location-destination category for Year 2020 in millions of tons and millions of dollars. As shown, trucking plays a significant role in transporting freight within the state and to the state, with a slightly lesser role in transporting freight from the state (both by tonnage and by value).

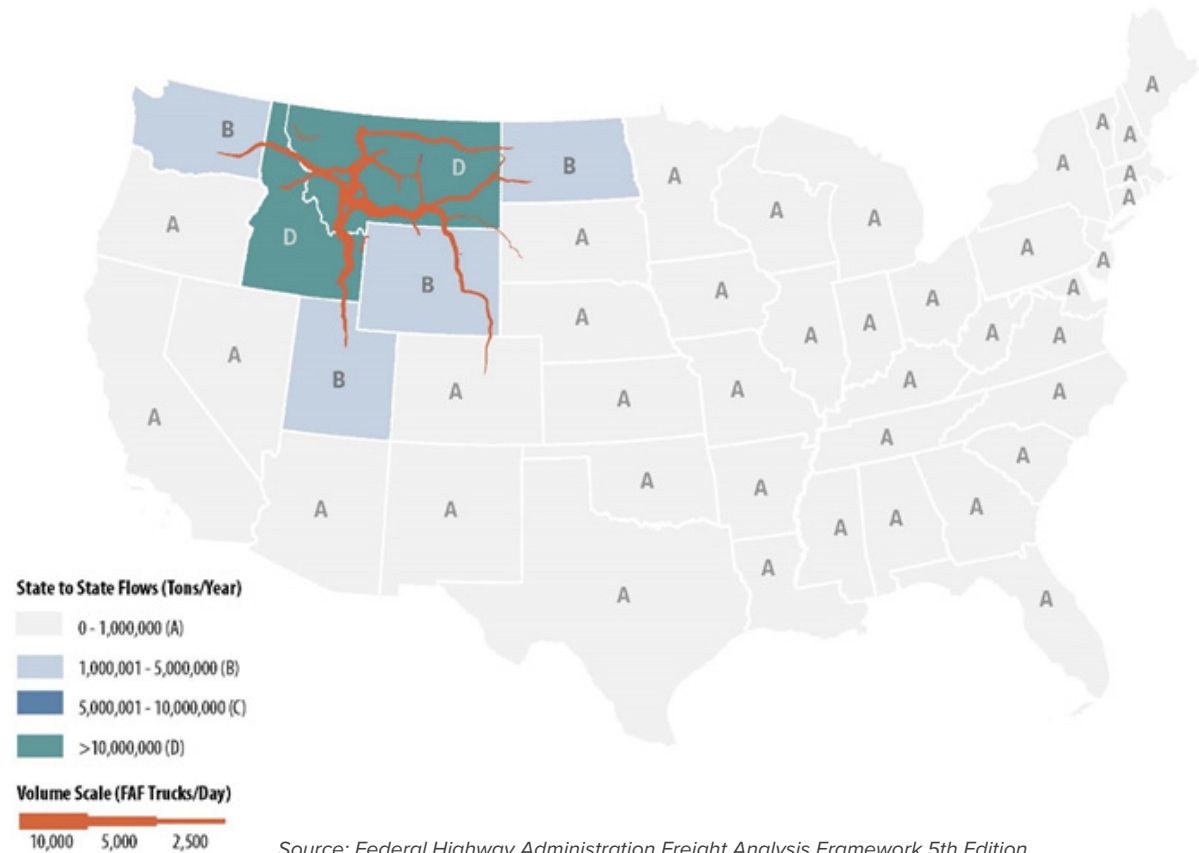
Utilizing regional FAF5 data, the major freight flows by truck for Year 2017 are depicted in Figure 50. As a statewide hub, Billings is expected to continue serving the highest volumes of trucking traffic in the state. As demand continues to increase in the state and region, it is important for Billings to invest in infrastructure maintenance, capacity, and safety on designated trucking routes to address anticipated future needs.

TABLE 22. YEAR 2020 TOTAL FREIGHT MOVED BY TRUCK

MONTANA TRUCK SHIPMENTS	WITHIN STATE	FROM STATE	TO STATE
In Millions of Tons (% Moved by Truck)	33.7 (46%)	13.4 (19%)	14.7 (65%)
In Millions of Dollars (% by Truck)	14,635 (60%)	9,892 (46%)	24,377 (72%)

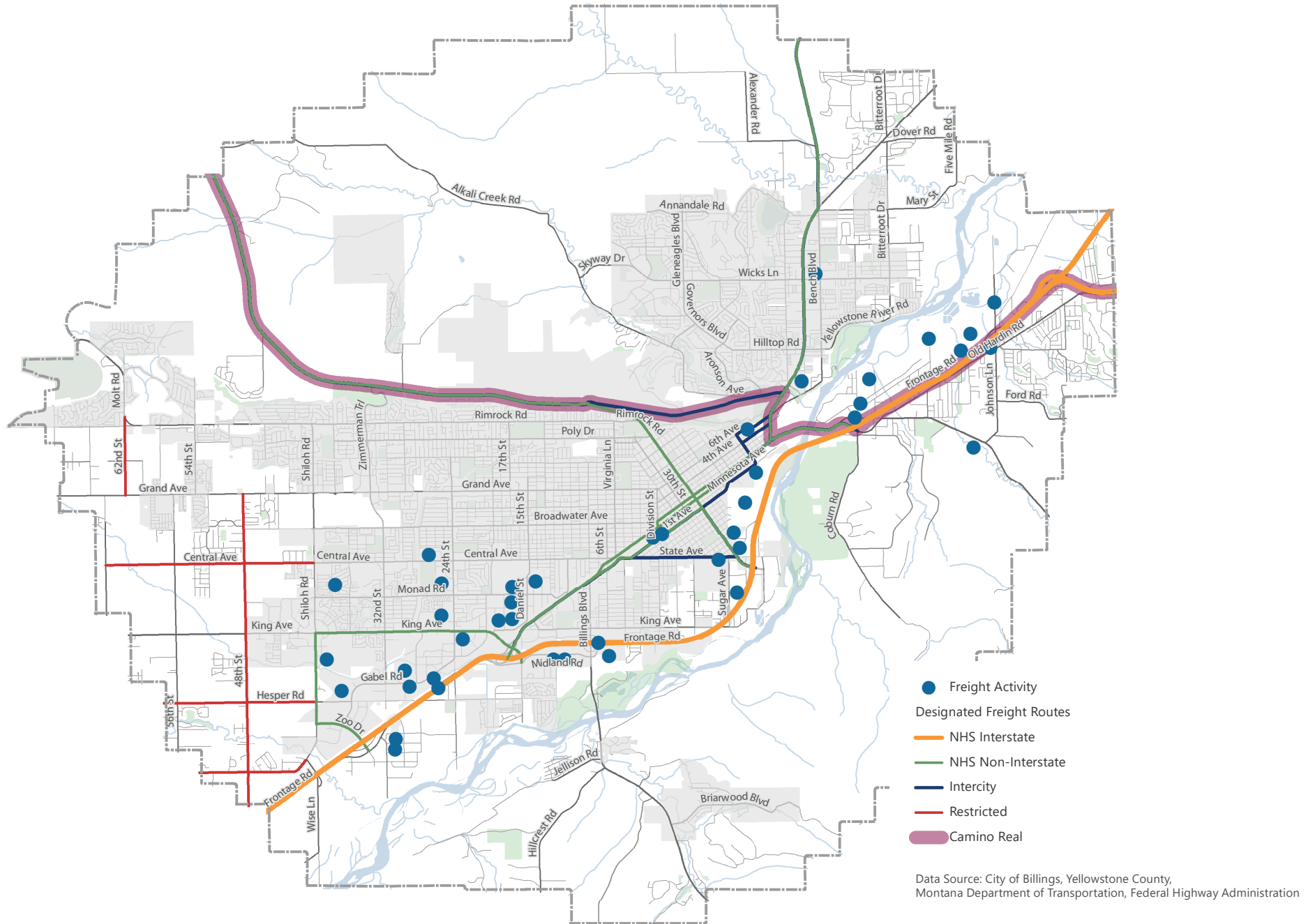
Source: Federal Highway Administration Freight Analysis Framework 5th Edition

FIGURE 50. MAJOR FLOWS BY TRUCK TO, FROM, AND WITHIN MONTANA (2017)



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

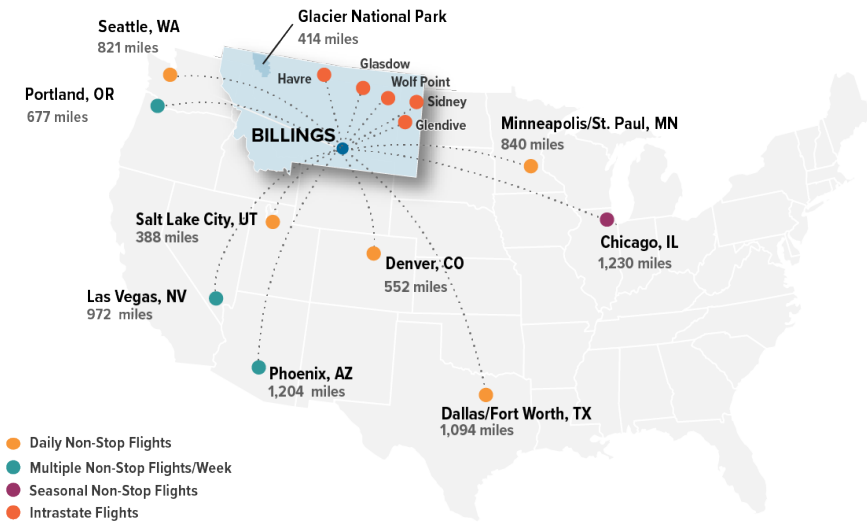
FIGURE 51. TRUCK ROUTES, RESTRICTIONS, AND LOCAL GENERATORS



Aviation

The Billings Logan International Airport (BIL) serves as a regional air traffic hub for travel within the state of Montana and outside of Montana to several major US cities, shown in Figure 52. The airport officially opened in 1927 as the Billings Municipal Airport and has since undergone several major terminal expansions in 1958, 1972, 1992, and 2022 to accommodate growing demand. The management of BIL is housed within the City of Billings Aviation and Transit Department, along with MET.

FIGURE 52. BIL DIRECT COMMERCIAL AIR SERVICES



The *Airport Master Plan* was completed in March 2010 and serves as a 20-year development plan for BIL. The next Master Plan update is scheduled to begin in 2024. The BIL Airport's 2022-2026 Five-Year Capital Improvement Plan (CIP) identifies construction projects for the next five years and is updated yearly. In June 2022, Phase 1 and Phase 2 of another major terminal expansion project



were completed. The expansion included constructing the new A Concourse. Phases 3, 4, and 5 include the construction of a new TSA queuing area, building the new B concourse, and remodeling the existing C concourse. These construction projects are expected to be complete by Summer 2024. Upon completion of the project, the expansion will add 8 new gates/hold rooms with the ability to feasibly add additional gates as the need for capacity arises.

SERVICE

The available commercial airline services at BIL are summarized in Table 23. However, the addition of 8 new gates/hold rooms as part of the BIL expansion project will allow BIL to offer more air passenger services upon completion scheduled for 2024.

TABLE 23. PRIVATE OPERATOR CONNECTIONS

AIRLINE	DIRECT SERVICES	DAILY DEPARTURES	WEEKLY DEPARTURES
Delta/Skywest	Minneapolis, MN and Salt Lake City, UT	5	-
United/United Express	Denver, CO and seasonal to Chicago, IL	3	-
Frontier	Seasonal to Denver, CO	-	-
Alaska	Portland, OR and Seattle, WA	2 (Seattle, WA)	1 (Portland, OR)
American	Dallas, TX and seasonally to Chicago, IL and Phoenix, AZ	3 (Chicago, IL and Dallas, TX)	1 (Dallas, TX)
Allegiant	Phoenix, AZ and Las Vegas, NV	-	5
Cape Air	Glasgow, Glendive, Havre, Sidney, Wolf Point, MT	8	-

Source: Billings Logan International Airport as of July 2022

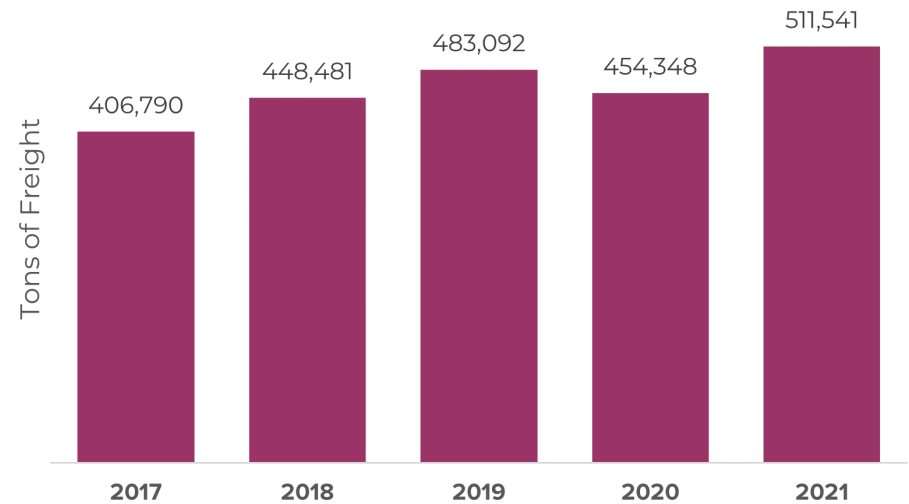
FREIGHT MOVEMENT

Annual freight tonnage moved by air through BIL is shown in Figure 53. Freight tonnage has increased 26% between 2017 – 2021, growing steadily except for a slight dip in 2020, likely due to the COVID-19 pandemic.

PASSENGER ENPLANEMENTS

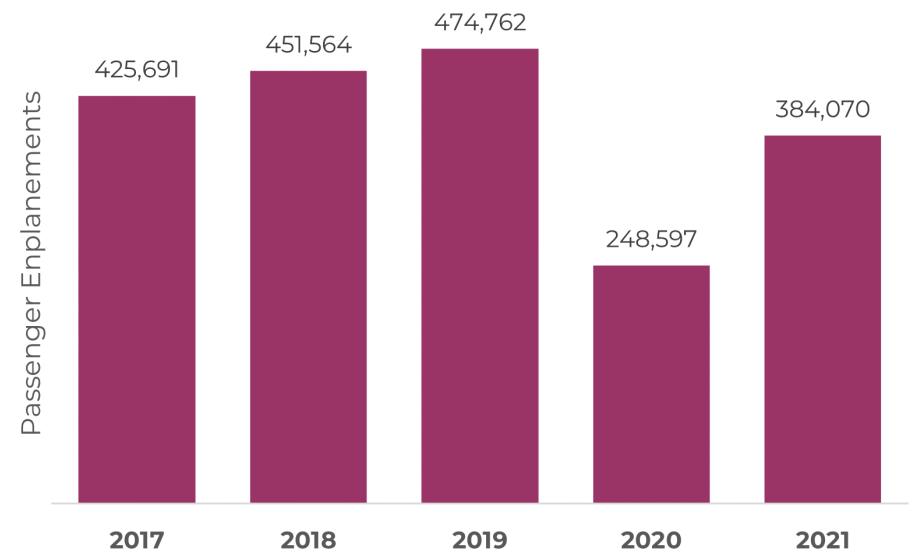
Annual passenger enplanements at BIL are shown in Figure 54. In 2019, annual passenger enplanements reached a peak of 474,762 enplanements, however, in 2020, enplanements decreased by nearly half (248,597) due to a significant decrease in air passenger travel because of the COVID-19 pandemic. In 2021, enplanements have increased (384,070), but are still approximately 90,000 less than pre-2020 enplanements.

FIGURE 53. BIL ANNUAL FREIGHT TONNAGE (2017 - 2021)



Source: Billings Logan International Airport

FIGURE 54. BIL ANNUAL PASSENGER ENPLANEMENTS



Source: Billings Logan International Airport



Rail

FACILITIES AND OPERATORS

At present, Burlington Northern Santa Fe Corporation (BNSF) operates all rail lines in the planning area, except for multiple privately operated spurs for industrial use, as shown in Figure 55. At the close of 2022, BNSF and MRL ended the existing lease on MRL-operated rail lines. This change eliminates the need for interchange between different railroads and does not impact operations and maintenance of railroads in the Billings planning area.³⁹

BNSF now operates a 33.7-mile main line connecting main lines between Laurel and Huntley, MT. There are seven stations along the route, two of which are in the Billings planning area. BNSF railroad tracks generally follow on the north side of I-90, south side of Montana Avenue, along I-94, and along Montana Highway 3.

There are 19 railroad crossings on the BNSF main lines within the Billings planning area, as shown in Figure 55. Further information on railroad crossings is available in the Existing Conditions Appendix.

FREIGHT MOVEMENT

Rail shipment demand was assessed using the most recent data for the state of Montana from the FHWA FAF5. Table 24 summarizes rail demand by location-destination category in existing year 2020 in millions of tons and millions of dollars. As shown, most railroad freight tonnage in Year 2020 moves from Montana to other regions.

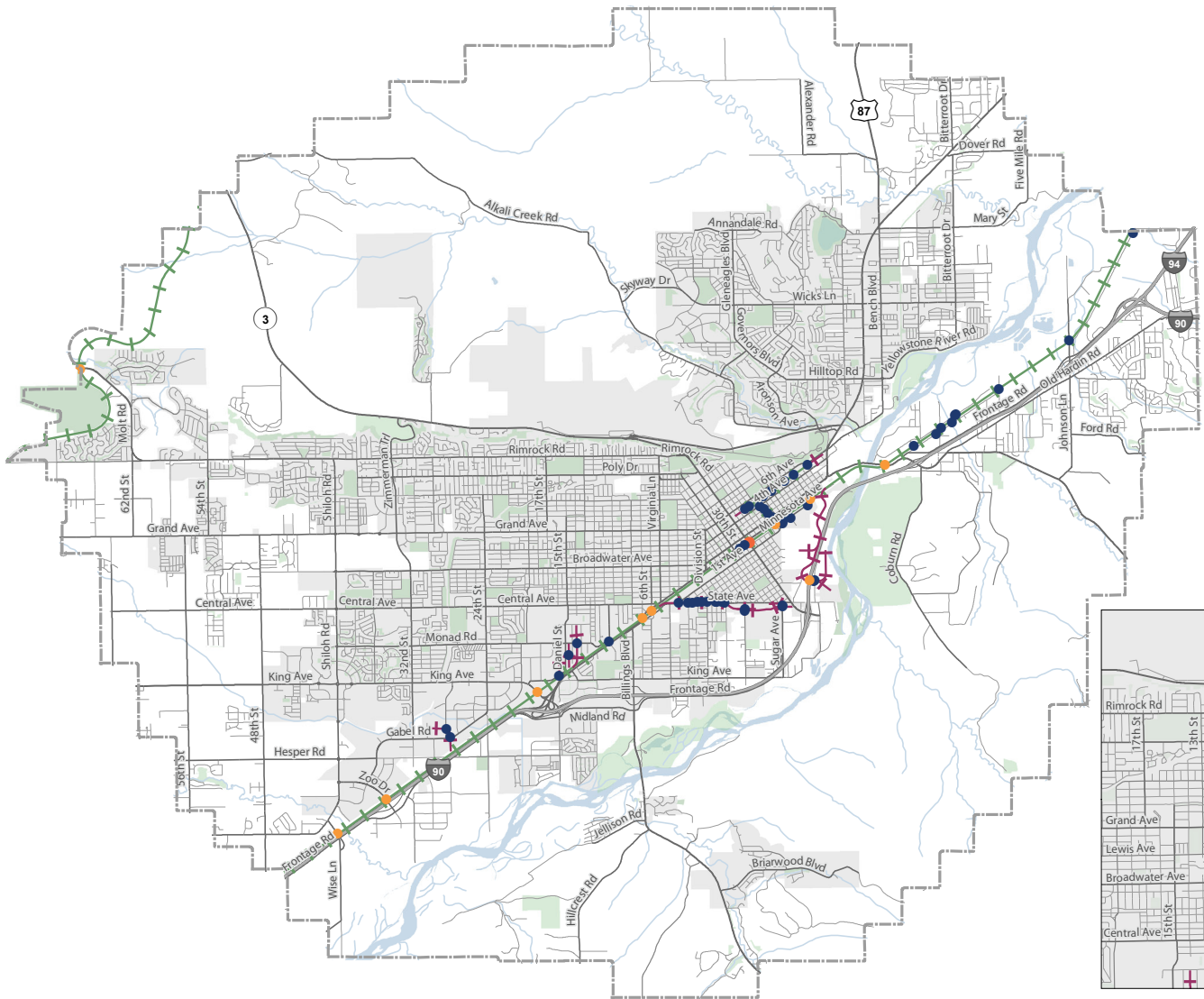
TABLE 24. YEAR 2020 TOTAL FREIGHT MOVED BY RAIL

MONTANA RAIL SHIPMENTS	WITHIN STATE	FROM STATE	TO STATE
In Millions of Tons (% Moved by Rail)	2 (2%)	16.7 (24%)	2.1 (9%)
In Millions of Dollars (% by Rail)	357 (1%)	1,786 (8%)	600 (2%)

Source: Federal Highway Administration Freight Analysis Framework 5th Edition

³⁹ BNSF Railway. (February 2022). *Montana Rail Link and BNSF Announce Agreement to Terminate Lease*. <https://bnsfnorthwest.com/news/2022/02/01/montana-rail-link-and-bnsf-announce-agreement-to-terminate-lease/>

FIGURE 55. EXISTING RAILROAD FACILITIES



EXISTING RAILROAD FACILITIES

- Railroad Crossing
 - At Grade (Non-Highway)
 - At-Grade (Highway)
 - Grade Separated
- Rail Service
 - Burlington Northern Santa Fe (BNSF)
 - Spur

Data Source: City of Billings, Yellowstone County, Montana Department of Transportation



Emerging Technology Readiness

Emerging transportation technologies encompass a broad range of evolving applications of science, engineering, and social organization that have the potential to transform how people and institutions use land and transportation systems in urban and rural settings.⁴⁰ Examples of emerging technologies include fiber optic networks and 5G communications, connected and automated vehicles, mobility as a service, big data analytics, and electrification. Individually and together, these emerging technologies are changing the ways people, goods, and information move.

Understanding emerging technologies and accounting for them in the long-range planning process enables the Billings planning area to develop reasonable expectations for the types, timelines, and impacts of technologies that are expected to impact the region. The potential impacts are subject to technology development, market direction, and policy guidance. The transportation planning process must adapt as technologies develop and markets evolve. Technology applications are best implemented when and where they are used to achieve MPO goals, as described in Figure 56.

FIGURE 56. EMERGING TECHNOLOGY BEST PRACTICES

TECHNOLOGY
APPLICATIONS
ARE BEST
IMPLEMENTED
WHEN AND
WHERE THEY...



Reduce the monetary cost of travel compared to other modes of travel



Reduce the time cost of travel compared to other modes of travel



Increase system efficiency



Create new travel option (such as new transit connections or telework)

Additional details about the ways that the Billings planning area is preparing for emerging transportation technologies is available in the Existing Conditions Supporting Figures & Content Appendix, including a Plan & Policy Review and an overview of existing applications of these technologies.

ELECTRIC VEHICLES

The passage of the IIJA placed a big spotlight on electric vehicles (EVs) and the role they will play in mitigating climate change in the coming years. In Yellowstone County, there were 299 EVs on the road in 2022, which represents about 10% of the statewide total (2,895).⁴¹ The state of Montana is

expected to receive \$43 million over the next five years to expand the state's EV charging network. Along I-90 and I-94, the designated Alternate Fuel Corridors (AFCs) that traverse the Billings planning area, there are no locations in the planning area that have been identified by the Montana DEQ for National Electric Vehicle Infrastructure (NEVI) formula funding in FY2022. However, the existing charging infrastructure in Billings has been identified as lacking NEVI-compliant station locations, and will likely be included in subsequent funding rounds. Table 25 details the existing charging infrastructure in the Billings planning area.

⁴⁰ Transportation Research Board (2019). *NCHRP Report 924: Foreseeing the Impact of Transformational Technologies on Land Use and Transportation*.

⁴¹ Atlas EV Hub. (October 2022). *State EV Registration Data. Open Vehicle Registration Initiative*. <https://www.atlasevhub.com/materials/state-ev-registration-data/>

TABLE 25. EXISTING ELECTRIC VEHICLE CHARGING INFRASTRUCTURE IN THE BILLINGS PLANNING AREA

STATE EV CHARGING LOCATION ID	CHARGER LEVEL	AFC	LOCATION	NUMBER OF EV CONNECTORS	EV NETWORK
74624	L2	I-90 & I-94	Billings	1	Non-networked
82168	L2	I-90 & I-94	Billings	1	Non-networked
170726	L2	I-90 & I-94	Billings	2	Non-networked
186599	L2	I-90 & I-94	Billings	4	Non-networked
206370	L2	I-90 & I-94	Billings	2	ChargePoint
214084	L2	I-90 & I-94	Billings	6	EVGateway

Source: Montana Electric Vehicle Infrastructure Deployment Plan

Security & Resiliency

Transportation security and resiliency planning can reduce the negative impacts to the regional transportation system from major natural or human-made harmful events. Some examples of these events include:

- Natural disasters, such as tornadoes, wildfire, flooding, or blizzards;
- Attempts to destroy elements of the regional transportation network to cause disruption;
- Use of an element of the transportation system as a weapon, such as crashing a truck through a wall to deliver explosive materials; or
- Large, planned events, such as a state fair or parade.

The impacts of major events can be mitigated through preparation; expediting responses; and aiding the recovery to normal services. In addition to preparing against, expediting responses to, and aiding in recovery from major events, transportation security and resiliency planning helps keep people and goods moving, protects public health and life safety, supports economic productivity, and minimizes impacts of major events on the environment.

Contextual information, including an overview of federal requirements, statewide planning efforts, and local planning efforts, are detailed in the Existing Conditions Supporting Figures & Content Appendix.



CRITICAL INFRASTRUCTURE

The entire multimodal transportation system plays a role in providing for local, regional, and national security. Billings serves as a critical transportation hub in central and southern Montana and is connected to other urban areas via major roadway corridors, airports, and railways. Facilities that are considered critical or vital to security include elements of the system that are perceived or known to be most vulnerable. These tend to be at specific points and on connecting segments of the transportation system. Examples of connecting segments are evacuation routes, state and interstate highways/freeways, transmission lines, and mainline freight and passenger rail lines. Incorporating resiliency into any transportation improvements for these critical infrastructure components will be crucial moving forward, as natural and human-made disasters continue to proliferate.

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following categories within the Billings planning area:

- **Interstate:** The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- **Other Principal Arterials:** These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal facility.
- **Strategic Highway Network (STRAHNET):** This network of highways provides defense access, continuity, and emergency capabilities for defense purposes in support of the United States' strategic defense policy.

I-90 directly serves the Billings area and is the busiest truck route in the state. Major east-west corridors include I-90 and I-94. U.S. Highway 87 and MT-3 provide the only north-south connections, which are limited due to geographic constraints of the surrounding rimrocks.

As shown in Figure 57, critical roadways that are part of the NHS in the Billings planning area include the following:

- Interstate 90 (NHS, Eisenhower Interstate System) – Busiest truck route in the state
- Interstate 94 (NHS, Eisenhower Interstate System)
- Montana Highway 3 (NHS, STRAHNET Route)
- US Route 87 (NHS, NHS Principal Arterial)
- King Avenue (NHS Principal Arterial)
- Zoo Drive (NHS Principal Arterial)
- Laurel Road (NHS Principal Arterial)
- 1st Avenue N (NHS Principal Arterial)
- 1st Avenue S (NHS Principal Arterial)
- Montana Avenue (NHS Principal Arterial)

Additional critical infrastructure includes bridges, culverts, interchanges, railroads, and intermodal facilities. Within the MPO boundary, there are approximately 100 bridges to operate and maintain. As displayed in Figure 57, significant intermodal facilities within the Billings planning area include:

- Billings Logan International Airport
- Burlington Northern Santa Fe railroad facilities
- MET Transfer Centers (Stewart Park and Downtown)
- Montana Rail Link railroad facilities

POTENTIAL HAZARDS

The geographic characteristics of the Billings planning area makes it susceptible to a range of natural and human-caused hazards. Natural hazards include floods, tornadoes, wildfires, winter storms, droughts, earthquakes, volcanic ash and other severe weather events. As the largest metropolitan area in Montana, human-caused events like major transportation incidents (hazardous chemicals, utility outages, etc.), war-related incidents, and public health emergencies (i.e., pandemics) could have severe impacts on the lives and property.

The Yellowstone County Multi-Hazard Mitigation Plan (MHMP) conducted a risk assessment and vulnerability analysis to determine hazards that present the greatest risk to the County. Based on this analysis, the MHMP ranked potential natural and human-caused in a list of prioritized hazards. Table 26 shows the County's prioritized hazards and describes potential impacts specific to transportation infrastructure. The MHMP also identified earthquakes, urban fire, enemy attack, expansive soils, and volcanic ash as potential hazards. However, these potential hazards were de-emphasized in the 2019 plan because they are not considered a large risk in Yellowstone County and wouldn't affect a large portion of the population.

In Yellowstone County, three hazards are highlighted as for the substantial risk they present in the coming years: climate change, floods, and wildfires. Additional details about these hazards and the risks they presented are available in the Existing Conditions Support Figures & Content Appendix.

TABLE 26. IDENTIFIED HAZARDS AND IMPACTS TO TRANSPORTATION IN YELLOWSTONE COUNTY

2018 RANK	HAZARD	IMPACTS TO TRANSPORTATION IN YELLOWSTONE COUNTY
1	Severe Weather and Drought	<ul style="list-style-type: none"> Unprecedented precipitation events or sudden warming of snow in the spring could induce significant flooding events that impact drainage and damage transportation assets. Extreme heat or cold could significantly impact alternative modes of transportation such as walking, bicycling and transit since they require users to travel outside. Severe wind could damage or knock down power lines which are typically located along roadways.
2	Wildfire	Damage to transportation assets; road closures during wildfire events impact mobility.
3	Ditch and Drain Failure	Damage to transportation assets; road closures due to flooding impact mobility.
4	Haz-Mat and Transportation Incidents	Billings is a major transportation hub and industrial base within the region which puts the area at a higher risk for these human-caused incidents; Risks of transportation incidents and haz-mat incidents will increase as the population of the Billings planning area continues to increase; Damage to transportation infrastructure by the secondary effects of other potential hazards (storms, flooding, earthquakes, landslides, etc.) could contribute to increased risks of future transportation/mobile incidents
5	Terrorism / Violence / Civil Unrest / Cyber Security	Human-caused events could disrupt transportation services and put roadway, transit, rail, and active transportation users at risk of harm; Cyber security
6	Flooding and Dam Failure	The Yellowstone River is a major physiographic feature that flows east to west in south-central Montana. In recent years, flooding events along the Yellowstone River led to significant damage to roads, bridges, stormwater systems, and other critical infrastructure throughout Montana.
7	Communicable Disease	In 2020, the COVID-19 pandemic led to significant uncertainty in long-term transportation planning, performance, and funding. Public health concerns significantly disrupted air and transit ridership during the pandemic.
8	Landslide / Rock Fall	Damage to transportation assets; road closures due to flooding impact mobility.

Source: Yellowstone County Multi-Hazard Mitigation Plan

“Resilience is the ability to prepare and plan for, absorb, recover from, and more successfully adapt to adverse events”

- National Research Council (NRC)

RESILIENCY

Transportation planning is essential for preparation and response to disasters. In addition to physical assets such as roadways, bridges, railways, and airports, transportation planning also includes the facilitation of evacuations and communication during extreme events. As climate events become more frequent and intense, it is important that planners focus on building resilient transportation networks that can mitigate impacts and costs, adapt to emergent conditions, and allow communities to recover efficiently and effectively.

With each of the potential hazards, it is critical to provide connectivity and alternate routes and maintain this infrastructure throughout the regional transportation system. A major unprecedented disaster would warrant the coordination of a multi-agency response from local, state, regional, and national entities to protect lives and property effectively and efficiently. Additional information regarding resiliency is available in the Existing Conditions Supporting Figures & Content Appendix.

05 WHAT COULD THE TRANSPORTATION SYSTEM BE LIKE IN 2045?

Planning Horizon: 2045

The Billings planning area, like the state of Montana, and the US, will face challenges in the next 25 years due to changing populations, aging transportation infrastructure, natural disasters, and cutting-edge technologies. Looking ahead to the future empowers better planning to help achieve the Billings vision.

The federal statutes that govern MPOs outline the requirements for the LRTP, which includes forecasting transportation and land use trends using a minimum of a 20-year planning horizon. This LRTP plans for the year 2045 by building from past patterns, understanding current conditions, and envisioning potential futures based on public and stakeholder input.

Land Use

Changes in population and land use over time place greater demand on public services and infrastructure, including the multimodal transportation system. The planning area of the Billings-Yellowstone MPO includes the city limits of Billings as well as 4.5 miles in each direction. This area encompasses approximately 151.2 square miles (including the City of Billings, Lockwood, and

part of Yellowstone County). Since the 2018 LRTP, the planning area of the Billings-Yellowstone MPO has grown to over 140,000 people, an increase of 10% over the 2018 population of 127,000. In 2016, both the City of Billings and the Lockwood community adopted Growth Policies to outline the urban area's approach to managing growth in a manner that aligns with community values.

BILLINGS GROWTH POLICY (2016)

In the next 20 years, Billings will manage its growth by encouraging development within and adjacent to the existing City limits, but preference will be given to areas where City infrastructure exists or can be extended within a fiscally constrained budget and with consideration given to increased tax revenue from development. The City will prosper with strong neighborhoods with their own unique character that are clean, safe, and provide a choice of housing and transportation options.

LOCKWOOD GROWTH POLICY (2016)

Lockwood is a community that will evolve with a Main Street-style Town Center surrounded by a range of housing options that support and sustain, both fiscally and socially, the community investments in schools, public water and sewer, transportation, recreation, and public safety while providing economic opportunities in general commercial and light and heavy industry businesses in areas shown on the preferred land use map.

Within the Billings planning area, there is a clear community desire and commitment to develop in a fiscally and socially responsible manner that provides a high quality of life for residents. Strategies and actions that can support careful growth include, but are not limited to:

- Higher Density Zoning
- Mixed Use Zoning
- Flood Zone Restricted Development
- Resource Conservation Zoning
- Targeted Economic Development Districts
- Multimodal Transportation Design Standards
- Infill Development
- Complete Streets Design Standards
- Transit Oriented Development
- Safe Routes to School Network

As land use and transportation are intertwined, the LRTP acknowledges both Growth Policies in analyzing future conditions in the Billings planning area.

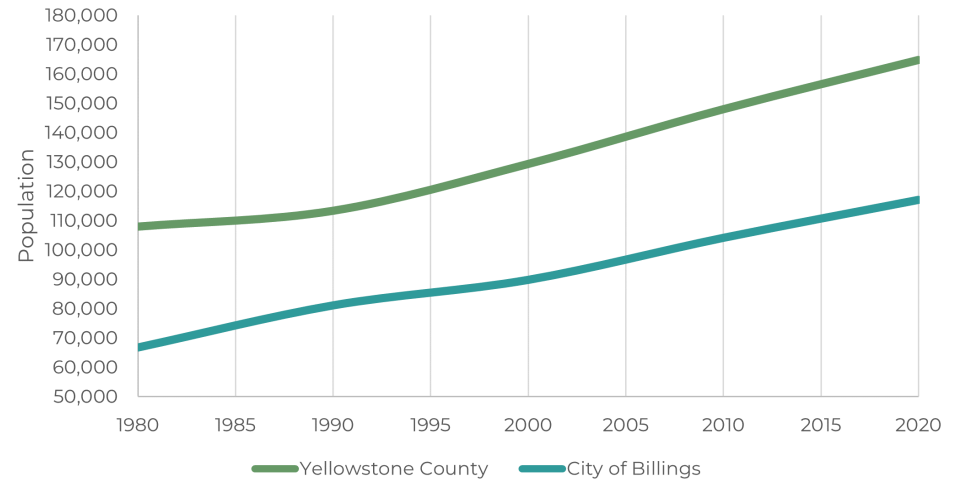
FORECAST DEMOGRAPHICS

Using historical growth patterns and discussions with the MPO and Steering Committee (SC), future population, housing, and employment concentrations were developed for the horizon year 2045 to help determine where future travel demand may occur on the roadway network.

Historical Population Growth

New residents are attracted to Billings by its quality of life, economic and recreational opportunities, and small-town atmosphere with the amenities of a large urban center. Figure 58 shows historical growth of the Billings planning area between 1980 and 2020.

FIGURE 58. BILLINGS PLANNING AREA POPULATION GROWTH (1980 – 2020)



Source: Billings-Yellowstone Metropolitan Planning Organization

From 1980 to 2020, the population of Yellowstone County (including the City of Billings) grew by 52% with an average annual (compounding) growth rate of 1.1%. From 2000 to 2020, the population of Yellowstone grew by 27% with an average annual (compounding) growth rate of 1.2%. The City of Billings experienced slightly higher growth rates over both time periods.

Population & Housing Projections

In 2021, the Billings planning area population was approximately 142,358 persons residing in 58,815 dwelling units. By 2045, the population is expected to grow to approximately 190,986 persons in 78,814 dwelling units. This correlates with an annual average growth rate of 1.2%, which is consistent with the growth rate of Yellowstone County from 2000 to 2020. The growth in population and housing between 2021 and 2045 within the Billings planning area is summarized in Figure 59.

TABLE 27. BILLINGS PLANNING AREA POPULATION & HOUSING (2021 – 2045)

DEMOGRAPHIC	2021	2045	CHANGE	PERCENT CHANGE	ANNUAL AVERAGE GROWTH RATE
Population	142,358	190,986	48,628	+34%	1.2%
Housing (Dwelling Units)	58,815	78,814	20,000	+34%	1.2%

Source: Billings-Yellowstone Metropolitan Planning Organization

Figure 59 and Figure 60 shows the population and household growth between 2021 and 2045, respectively. As depicted in Figure 59, population growth is mostly expected to reach westward towards the urban area boundary, particularly west of Shiloh Road. Additionally, more population growth is expected to occur along Highway 3 and Alkali Creek Road to the north of the city limits. There are some pockets of growth projected to occur in the southern areas outside the city limits, Lockwood, the Heights neighborhoods, and the area surrounding I-90 in the southwest urban area around Zoo Drive. As shown in Figure 60, residential growth is projected to have similar trends to population growth, with the strongest concentration of growth west of 24th Street and north of Highway 3.

Future Employment

With growth in population, the employment sector within the Billings planning area is also expected to grow. As of 2021, the estimated total employment in the Billings planning area was approximately 74,848 jobs. By 2045, employment is projected to add another 32,171 jobs to result in an approximate 107,171 jobs in the Billings planning area. Table 28 summarizes the projected employment growth from 2021 to 2045.

TABLE 28. BILLINGS PLANNING AREA EMPLOYMENT (2021 – 2045)

DEMOGRAPHIC	2021	2045	CHANGE	PERCENT CHANGE	ANNUAL AVERAGE GROWTH RATE
Employment (Retail)	14,656	21,155	6,822	+48%	1.6%
Employment (Non-Retail)	60,192	85,863	26,849	+45%	1.6%
Total Employment	74,848	107,019	32,171	+43%	1.6%

Source: Billings-Yellowstone Metropolitan Planning Organization

Figure 61 shows the comparison between 2021 and 2045 employment distributions. Employment growth within the Billings planning area is expected to expand generally within current commercial areas and to “densify” current employment locations. These commercial areas include S. 24th Street, Shiloh Road, the airport, downtown, Lockwood, and near the I-90 interchanges.

FIGURE 59. POPULATION GROWTH (2021 – 2045)

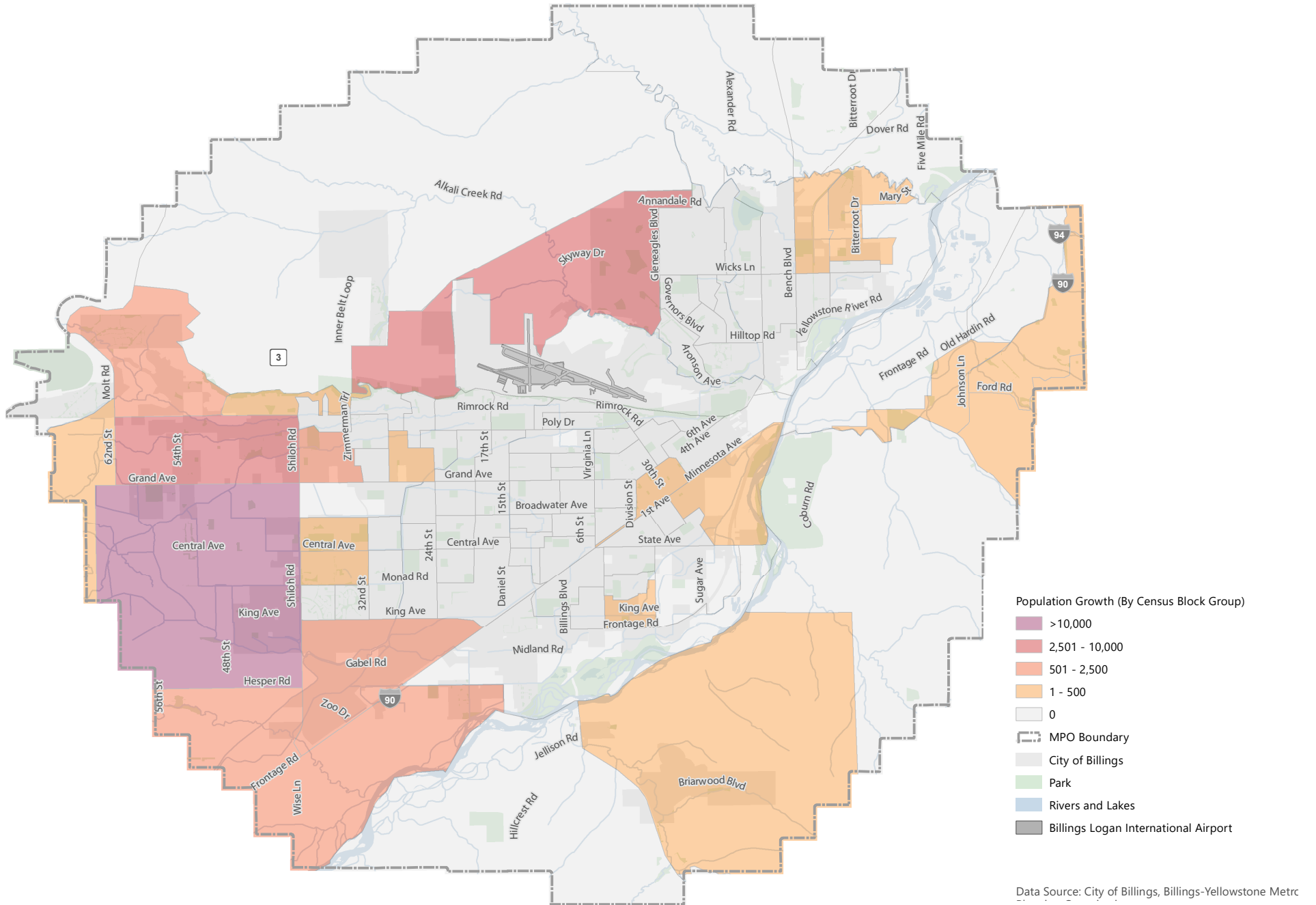


FIGURE 60. HOUSING GROWTH (2021 – 2045)

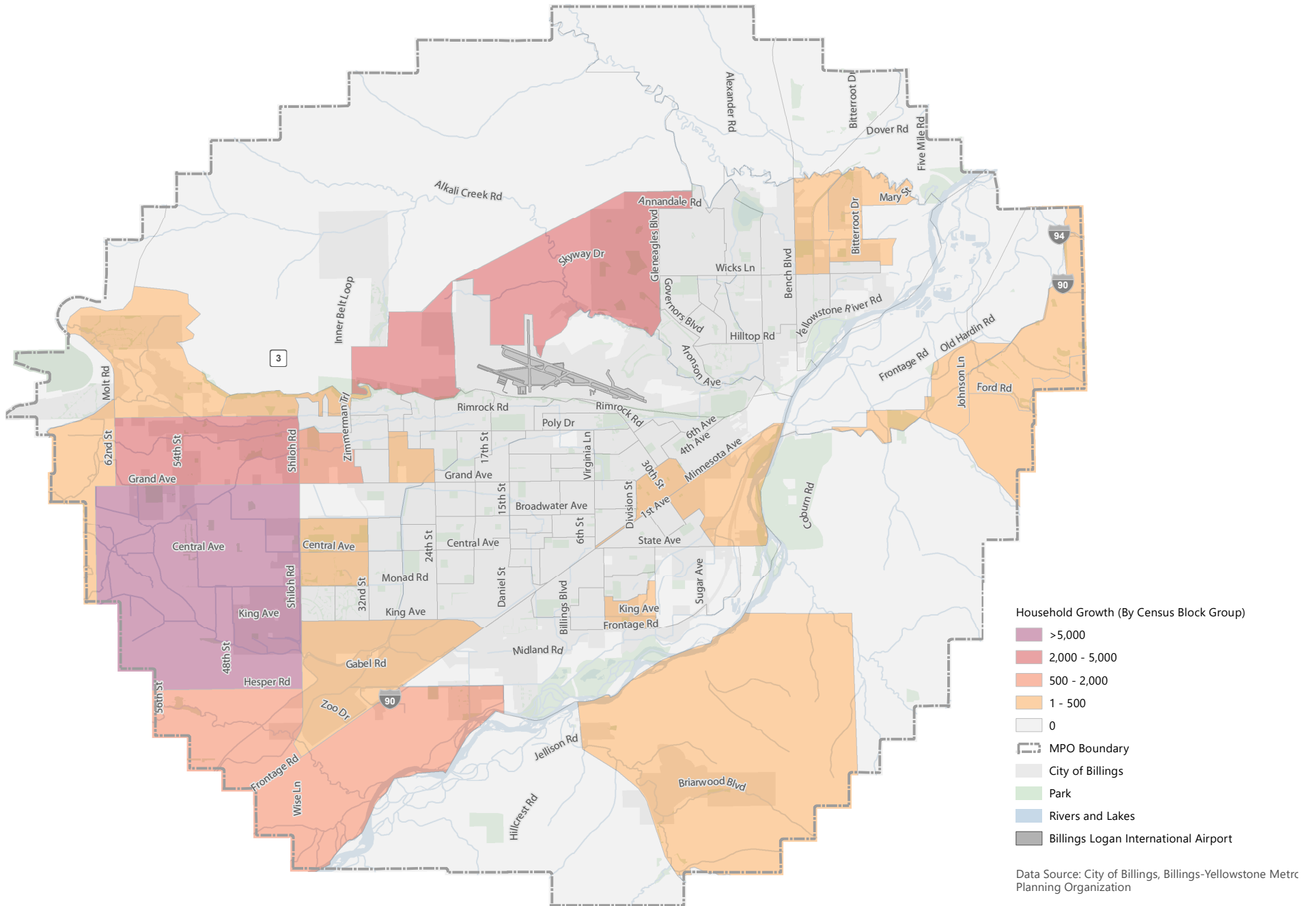
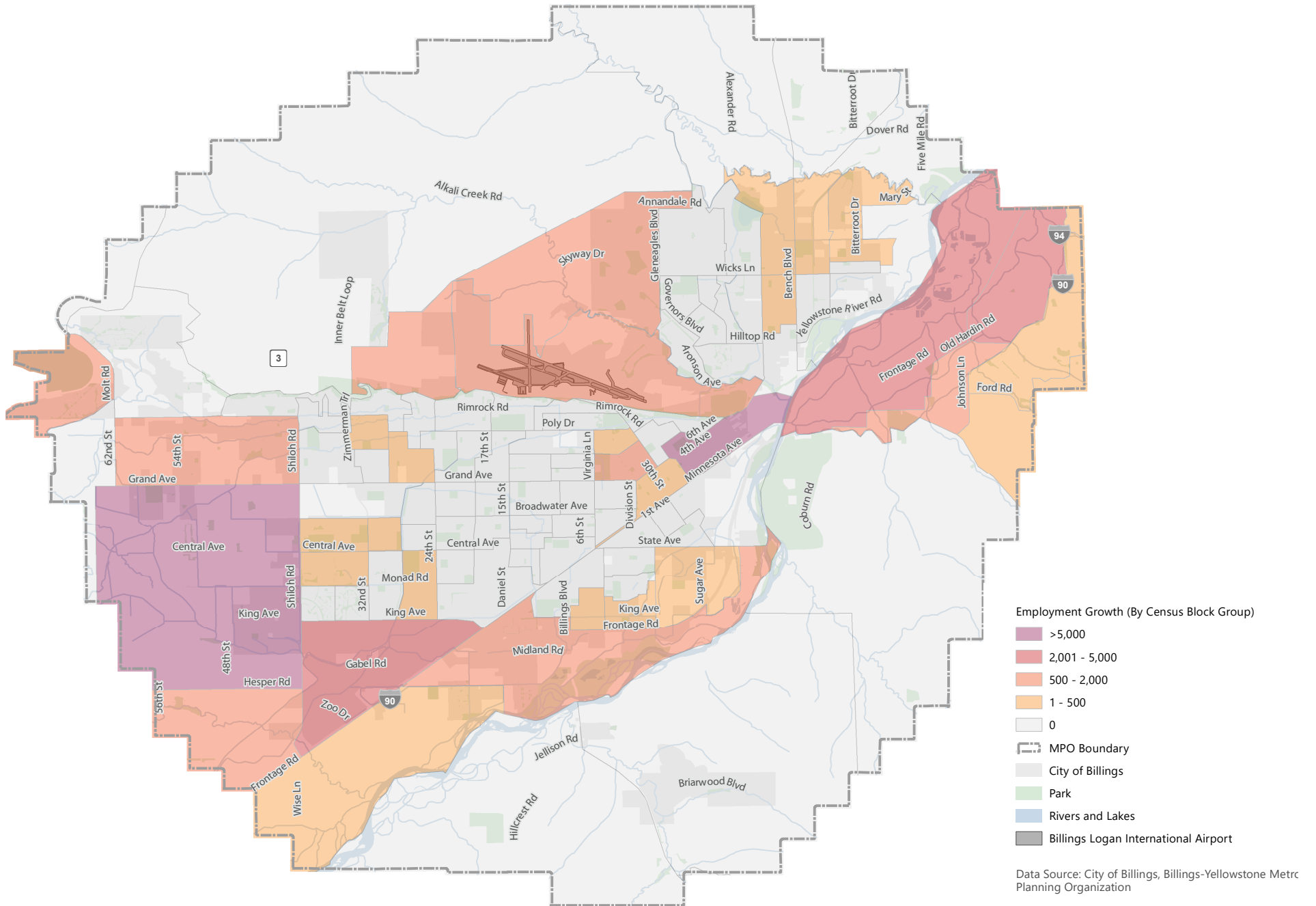


FIGURE 61. EMPLOYMENT GROWTH (2021 – 2045)



POTENTIAL EFFECTS OF GROWTH ON THE MULTIMODAL TRANSPORTATION SYSTEM

While the western, northern, and eastern portions of the planning area are expected to grow in population, these areas are expected to be relatively stagnant in terms of employment growth, apart from the Shiloh Road corridor, the airport, and Lockwood. Continued residential growth without co-located employment opportunities can force longer commute distances, likely by driving, as the existing walking and bicycling facilities do not provide the necessary connectivity to facilitate these trips.

This type of growth pattern results in urban sprawl. Urban sprawl can reduce quality of life for Billings planning area residents, increase pollution in the air and water, and inflate municipal costs such as water, sewage, and electrical utility provisions. The Billings-Yellowstone MPO, along with its partner agencies, have worked towards integrating land use and transportation decision-making to discourage sprawl and encourage intentionally designed active and dense areas. In 2016, both the City of Billings and Lockwood adopted their Growth Policies, which encourage responsible development in the urban areas. Recently, the City of Billings modified its zoning code to allow for mixed use areas, which encourage a mix of residential, commercial, and institutional buildings within the same area. These elements should be continued with an emphasis on integrating land use and transportation to provide options and enhance the quality of life in the region. Additional policies to consider that can reduce sprawl in the urban area include:

- Removing parking minimums from zoning codes
- Incentivizing transit-oriented development
- Updating traffic impact analysis guidelines to incorporate multimodal traffic

Safety

This Plan was developed to align with safety goals and policies outlined in partner agencies' plans, including *TranPlanMT*, *Montana Comprehensive Highway Safety Plan*, *Billings Community Transportation Safety Plan*, *Billings Safe Routes to School Plan Update*, and *Billings Area Bikeway and Trails Master Plan*. All the agencies involved in these plans are endeavoring towards a safer system for all transportation users and modes.

As outlined in *NCHRP Report 1036*, developing a transportation network with safety as the top priority goes beyond the physical design of transportation facilities.⁴² A clear decision-making framework structured with a vision that encompasses community priorities is necessary to achieve a safe system for all users. Additionally, robust community engagement, aligned leadership, quantitative performance measures, and strong policy enable communities to achieve long-term visions of transforming communities into safe, livable, and accessible networks for all users. As the Billings planning area continues to work towards a safer multimodal system, incorporating these national best practices will continue to be important.

The project recommendations presented in this Plan are derived from an in-depth analysis of crash data, completed as part of Chapter 4. Framing the results of the analysis in the context of local, regional, and state safety goals illuminates opportunities for the City of Billings to prioritize safety in long-term planning and project prioritization.

Transportation

This section outlines projected multimodal transportation conditions in 2045. These future conditions, along with the key findings of the existing conditions analysis will aid in identifying needs and deficiencies for future projects.

FUTURE TRAFFIC VOLUMES

The Billings-Yellowstone County MPO travel demand model was utilized to forecast vehicular traffic volumes for year 2045. To develop the forecast volumes, the travel demand model was updated to include roadway modifications anticipated to be implemented by year 2045 within the Billings planning area. The roadway modifications were identified based on major, committed projects or projects that would be anticipated to coincide with the forecasted growth outlined in the previous sections. The year 2045 roadway network in the travel demand model was confirmed with the SC and is available in the Future Conditions Supporting Figures & Content Appendix G.

42 Transportation Research Board. (September 2022). *NCHRP Report 1036: Roadway Cross Section Reallocation*. <https://www.trb.org/Publications/Blurbs/182870.aspx>



Modifications to the roadway network for year 2045 include:

- Billings Bypass Project (On-Going MDT Project)
- Inner Belt Loop (City of Billings Project)
- Downtown Two-Way Conversions (City of Billings Project)
- New Collector Roadways (roadways that would be constructed via new development)

The purpose of including these modifications in the roadway network is to capture the traffic pattern shifts that occur with major roadway reconfigurations and new regional connections. The year 2045 forecast demographics shown in Figure 60 and Figure 61 and the year 2045 roadway network were input into the travel demand model to develop year 2045 volume forecasts. The resulting daily volume forecasts are displayed in Figure 62.

FUTURE VEHICULAR LEVEL OF SERVICE

Based on a comparison between year 2022 and 2045 traffic volume projections from the travel demand model, growth rates were identified for regions of the Billings planning area and then applied to the existing peak hour intersection volumes to calculate year 2045 peak hour turning movement projections at the intersections. Growth rates ranged

between 1-2% per year based off the results of the travel demand model. The year 2045 intersection volumes were used to calculate year 2045 level of service (LOS) at each intersection.

Figure 63 shows year 2045 LOS estimates at approximately 300 intersections throughout the Billings planning area and Table 29 delineates intersections projected to operate at LOS E or F in year 2045, apart from stop controlled intersections that are under capacity. Intersections reported as operating at LOS E or LOS F under existing conditions are bolded in the table.

The year 2045 LOS results reflect year 2045 no-build conditions. No-build conditions assume that no improvements or changes to lane configurations are implemented, except for improvements related to the Billings Bypass/Johnson Lane Interchange, the Inner Belt Loop, and the two-way roadway conversions in Downtown Billings. These projects were assumed due to the significant effect that they will have on regional traffic patterns.

TABLE 29. SUMMARY OF LOS E AND LOS F INTERSECTIONS DURING CRITICAL PEAK HOUR IN YEAR 2045

INTERSECTIONS PROJECTED TO OPERATE AT LOS E
1st Ave N & 13th St (Traffic Signal)
4th Ave N & 10th St (Stop Controlled)
4th Ave N & 15th St (Stop Controlled)
6th Ave N & 25th St (Stop Controlled)
Central Ave & 19th St W (Traffic Signal)
Central Ave & 32nd St W (Traffic Signal)
Grand Ave & Forest Park Dr (Stop Controlled)
Lewis Ave & 13th St W (Stop Controlled)
Rimrock Rd & Rehberg Ln (Stop Controlled)
Rimrock Rd & Shiloh Rd (Traffic Signal)
Rimrock Rd & Zimmerman Trail (Traffic Signal)
US-87 & N Frontage Rd (Traffic Signal)

INTERSECTIONS PROJECTED TO OPERATE AT LOS F
1st Ave N & Main St (Traffic Signal)
1st Ave N & 16th St (Stop Controlled)
1st Ave N & 17th St (Stop Controlled)
6th Ave N & 26th St (Stop Controlled)
6th Ave N & N 32nd St (Traffic Signal)

INTERSECTIONS PROJECTED TO OPERATE AT LOS F
Airport Rd & Main St (Traffic Signal)
Broadwater Ave & 24th St W (Traffic Signal)
Central Ave & 15th St W (Traffic Signal)
Gabel Rd & Brosso Park (Stop Controlled)
Grand Ave & 24th St (Traffic Signal)
Grand Ave & 30th St W (Stop Controlled)
Grand Ave & 48th St (Stop Controlled)
Grand Ave & Golden Blvd (Stop Controlled)
Grand Ave & Rehberg Ln (Traffic Signal)
Grand Ave & Shiloh Rd (Roundabout)
Grand Ave & Zimmerman Trail (Traffic Signal)
King Ave & 20th St/Overland Ave (Traffic Signal)
King Ave & 24th St (Traffic Signal)
King Ave & 44th St (Stop Controlled)
King Ave & 48th St (Stop Controlled)
Laurel Rd & Moore Ln (Traffic Signal)
Lewis Ave & 8th St W (Stop Controlled)
Lewis Ave & 19th St W (Stop Controlled)
Monad Rd & S 19th St (Traffic Signal)
Main St & Aronson Ave (Stop Controlled)
Main St & Lake Elmo Dr (Traffic Signal)
Rimrock Rd & 27th St (Stop Controlled)

INTERSECTIONS PROJECTED TO OPERATE AT LOS F
Zimmerman Trail & Colton Blvd (Stop Controlled)
Zoo Dr & Gabel Rd/Pierce Pkwy (Traffic Signal)
I-90 EB Ramps & King Ave W (Traffic Signal)
I-90 WB Ramps & Zoo Dr (Traffic Signal)
I-90 Ramps & US-87 (Traffic Signal)
<i>Source: Billings-Yellowstone MPO</i>
<i>Note: Bolded text indicates intersections operating at LOS E or LOS F under existing conditions (Year 2023).</i>

FIGURE 62. FUTURE CONDITIONS AVERAGE DAILY TRAFFIC (2045)

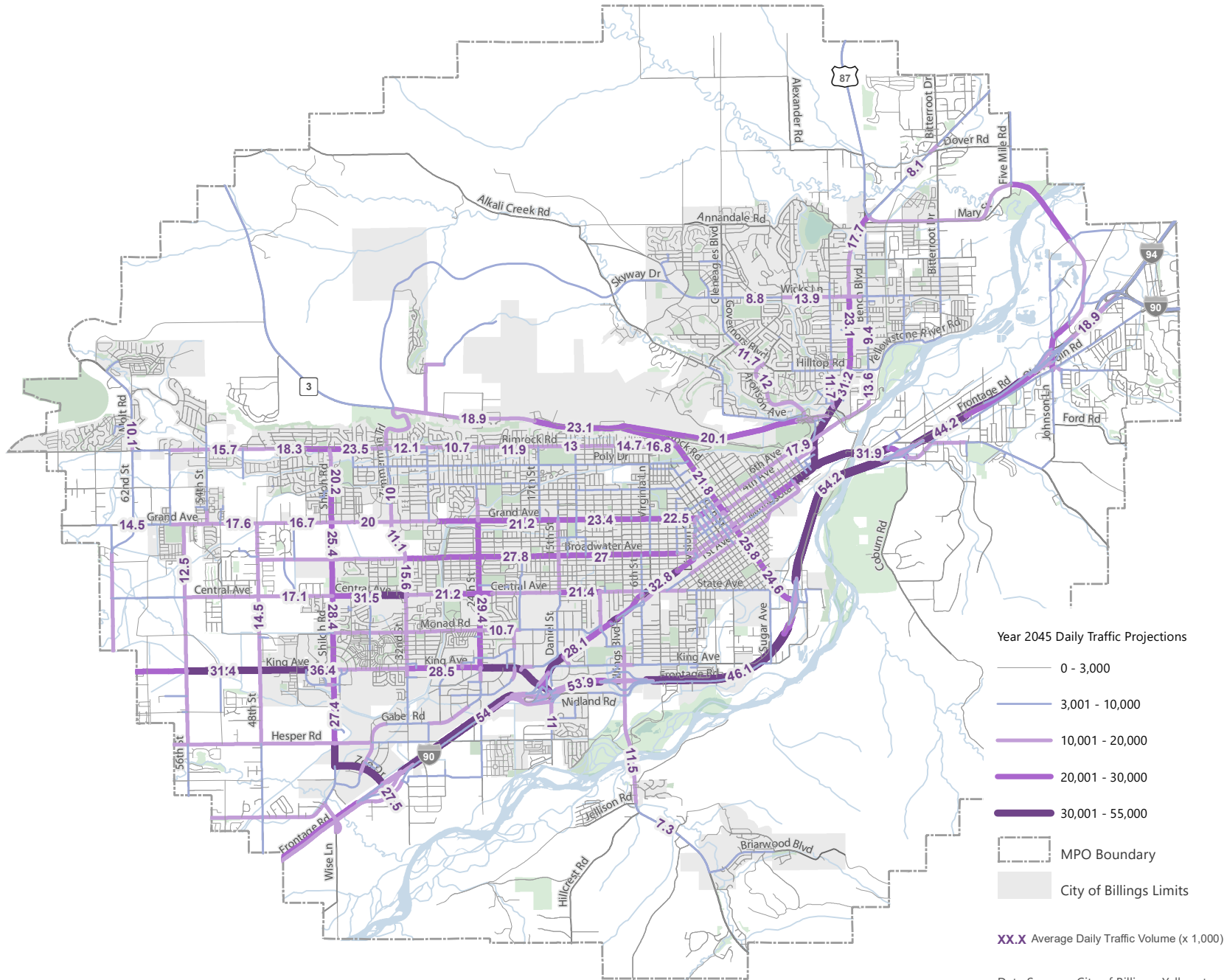
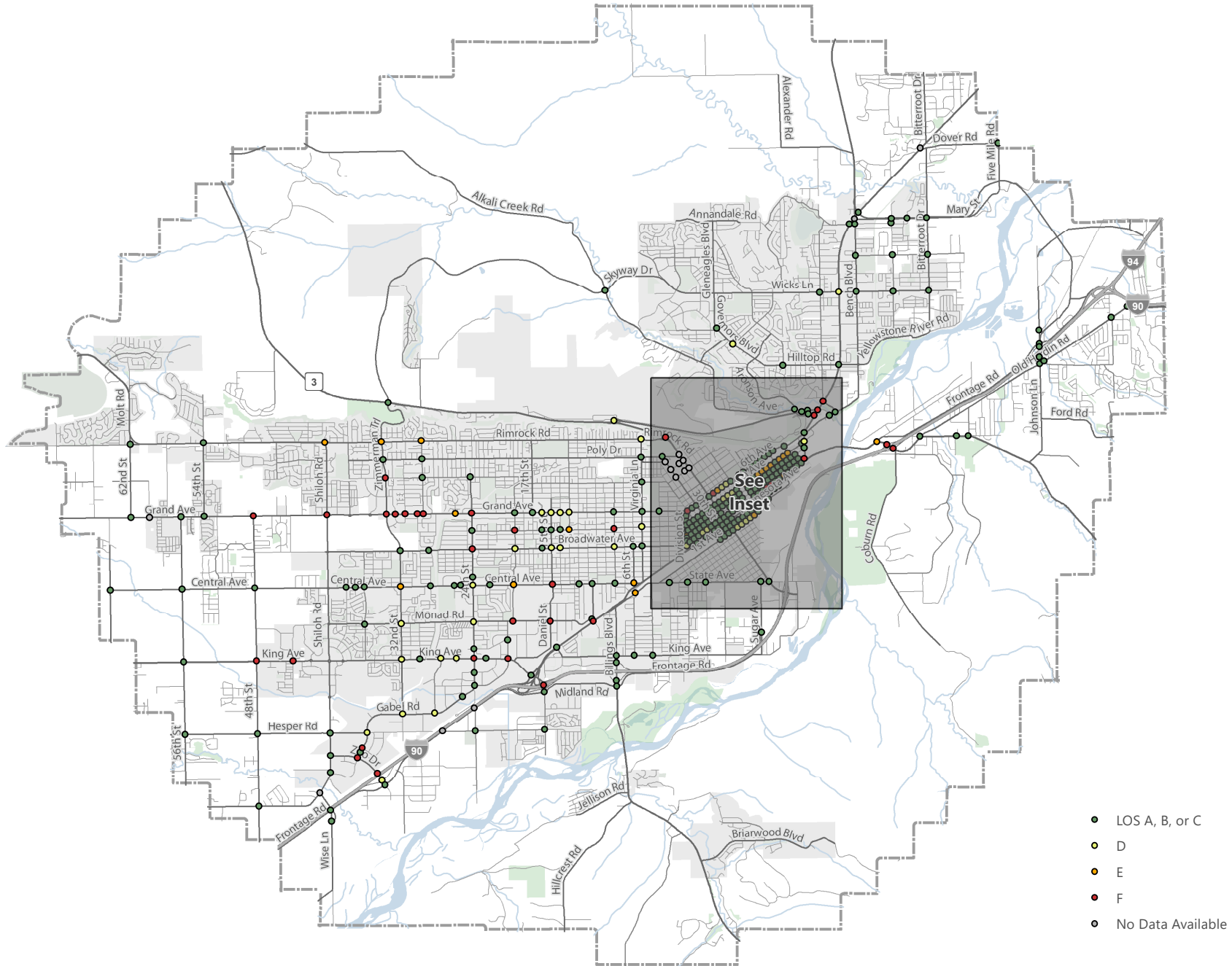


FIGURE 63. FUTURE CONDITIONS VEHICULAR LEVEL OF SERVICE (2045)



FUTURE PEDESTRIAN, BICYCLE, & TRAIL SYSTEM

In the future, the active transportation system in the Billings planning area will connect neighborhoods and provide crucial access to schools, jobs, and other essential destinations. This section outlines the recommended facilities improvements from a range of regional planning efforts.

Pedestrian Facility Types

Recommended pedestrian improvements were identified from the Lockwood Pedestrian Safety District *Draft Pedestrian & Bicycle Plan (2022)*⁴³, the Billings MPO *2016 Billings Area Bikeway and Trails Master Plan Update*⁴⁴, and the Billings *Safe Routes to School (SRTS) Plan Update*⁴⁵. These focus areas, which include new sidewalks, enhanced crossings, and maintenance needs, are shown in Figure 63. The Lockwood Pedestrian Safety District has identified several locations in the Lockwood area for additional sidewalks to enhance pedestrian safety and connectivity, including pedestrian facilities along the new Billings Bypass. The *SRTS Plan Update* identifies improvements near all 22 elementary schools in the City of Billings to enhance pedestrian and bicycle safety. These projects include new and enhanced sidewalks along identified segments as well as spot-specific treatments such as:

- **Rectangular Rapid Flashing Beacons (RRFBs):** RRFBs are pedestrian-activated flashing yellow lights on the side of the street that make a crosswalk more visible to people driving and alert them to the presence of a person trying to cross the street.
- **Pedestrian Hybrid Beacons (PHBs):** PHBs are pedestrian-activated traffic control devices which help pedestrians safely cross major roadways where there is no traffic signal. After displaying brief flashing of two red lights and then steady intervals of yellow lights, the device displays a steady red indication to drivers and a “WALK” indication to pedestrians, allowing them to cross while traffic is stopped.
- **Curb Extensions:** Curb extensions are created by extending the curb line into the roadway at a corner or mid-block. They shorten the distance for people walking across the street and improve visibility between people walking and driving. By visually and physically narrowing the roadway, curb extensions also help reduce speeding.
- **Pedestrian Refuge Islands:** Pedestrian refuge islands are delineated or raised areas in the middle of the street at intersections or mid-block crossings that provide a designated place for people walking and bicycling to wait for an opportunity to cross the other half of the street.



Rectangular Rapid Flashing Beacon (RRFB). Source: City of Billings



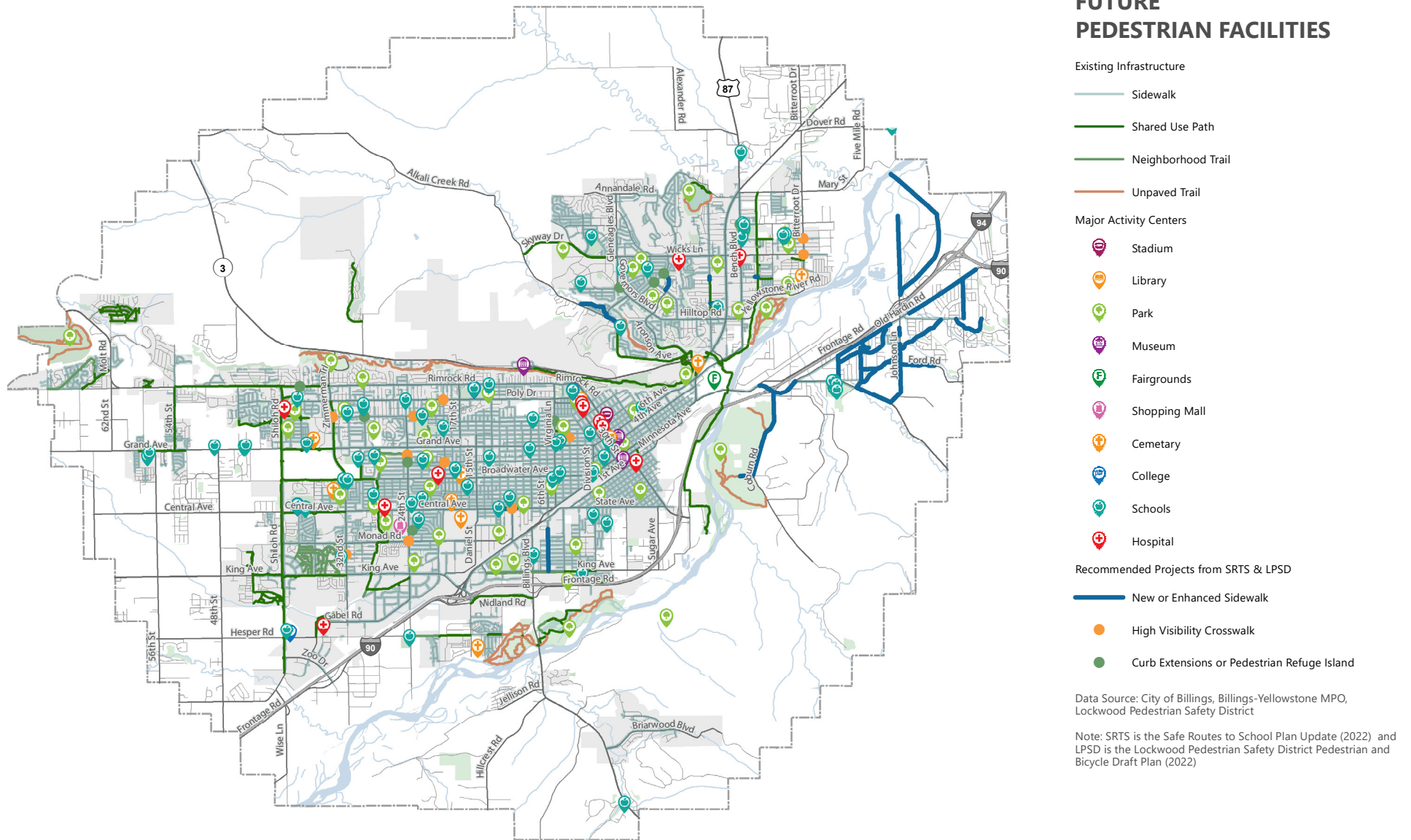
Pedestrian Hybrid Beacon (PHB). Source: DOWL

43 Lockwood Pedestrian Safety District. (2022). *Draft Pedestrian & Bicycle Plan*.

44 Billings-Yellowstone County Metropolitan Planning Organization. (2016). *Billings Area Bikeway and Trails Master Plan Update*.

45 Billings-Yellowstone County Metropolitan Planning Organization. (2022). *Billings Safe Routes to School Plan Update*.

FIGURE 64. FUTURE PEDESTRIAN FACILITIES





Buffered bicycle lane. Source: DOWL



Separated bicycle lane. Source: Kittelson & Associates, Inc.

Bicycle Facility Types

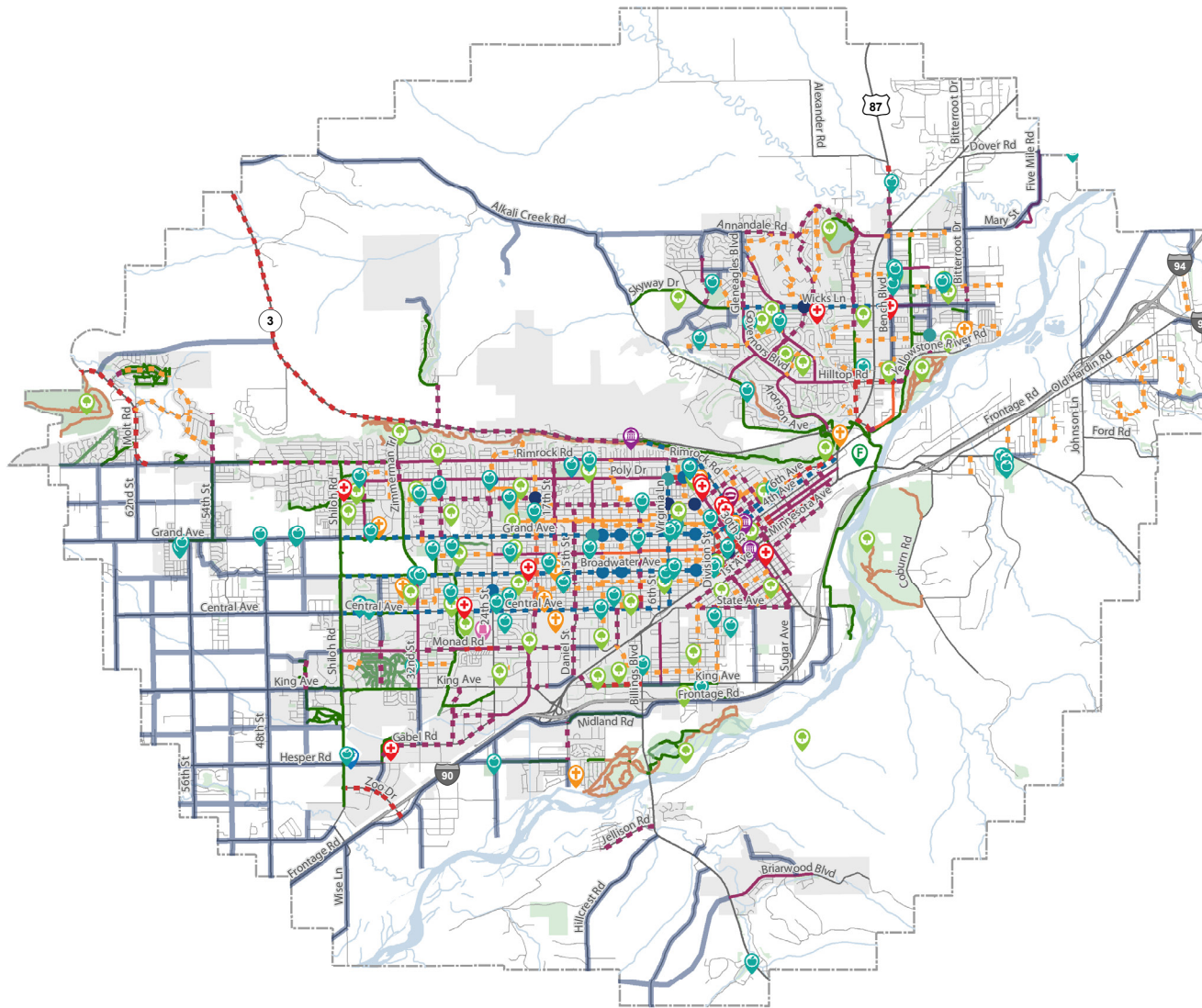
The *2016 Billings Area Bikeway and Trails Master Plan Update* identifies recommendations to enhance bicycle and trail facilities in the Billings planning area. These focus areas are shown in Figure 65. The Plan defines several facility types for both trails and bicycles, including:

- **Spot Treatments:** There is a range of spot treatments that can be implemented to facilitate safer facilities for bicyclists. These include intersection treatments, enhanced crossings, or bicycle facility maintenance.
 - **Intersection Treatments:** Bicycle boxes or enhanced traffic control.
 - **Enhanced Crossings:** Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) with striped bicycle crossings
 - **Bicycle Facility Maintenance:** Paving or striping treatments
- **Neighborhood Bikeways (Bicycle Boulevards):** Neighborhood bikeways are local streets with low motorized traffic volumes and speeds that have been designated as bicycle routes.
- **Buffered Bicycle Lanes:** Buffered bicycle lanes are conventional bicycle lanes that are enhanced by the application of a diagonally striped buffer space. While not providing physical separation, this creates a wider buffer area between vehicles and bicyclists than a conventional six-inch bicycle lane stripe.

- **Separated Bicycle Lanes:** Bicycle facilities that are physically separated from motor vehicle traffic by a painted buffer and physical barriers such as flexible delineators, curbs, or planters. Eight feet is the minimum recommended total width for a protected bicycle lane (5 feet of bicycle lane and 3 feet of physical buffer zone). At this time, this treatment is not recommended for any roadways based on the 2016 Billings Area Bikeway and Trails Master Plan Update. However, it is identified as a viable treatment that is to be considered as future bicycle lanes are developed in Billings and in future updated to the Billings Area Bikeway and Trails Master Plan.
- **Visionary Bikeway:** Constrained corridors where future conditions would need to change to permit implementation.

The recent update of the Plan recommends a network of neighborhood bikeways (also known as bicycle boulevards) as comfortable alternatives to collector and arterial roadways. As depicted in Figure 65, there are several recommended segments for bicycle boulevards in the Heights area, Lockwood, and downtown. The downtown area and directly west of downtown to Shiloh Road also include recommended segments for bicycle lanes, future bicycle lanes, and shared lane markings. Future bicycle facilities are also recommended west of Shiloh Road as roads are built and expanded to accommodate projected growth.

FIGURE 65. FUTURE BICYCLE FACILITIES



FUTURE BICYCLE FACILITIES

- Existing Infrastructure**
 - Shared Lane Marking
 - Bike Lane
 - Neighborhood Bikeway
 - Shared Use Path
 - Neighborhood Trail
 - Unpaved Trail
- Major Activity Centers**
 - Stadium
 - Library
 - Park
 - Museum
 - Fairgrounds
 - Shopping Mall
 - Cemetery
 - College
 - Schools
 - Hospital
- Recommended Projects from 2016 Bikeway & Trails Master Plan Update**
 - Bike Intersection Treatment
 - Enhance Bike Crossing
 - Bike Facility Maintenance
 - - - Buffered Bike Lane
 - - - Bike Lane
 - - - Shared Lane Marking
 - - - Neighborhood Bikeway
 - - - Visionary Long-Range Bikeway
 - Bike Facility Upon Roadway Widening or Construction

Data Source: City of Billings, Billings-Yellowstone County MPO

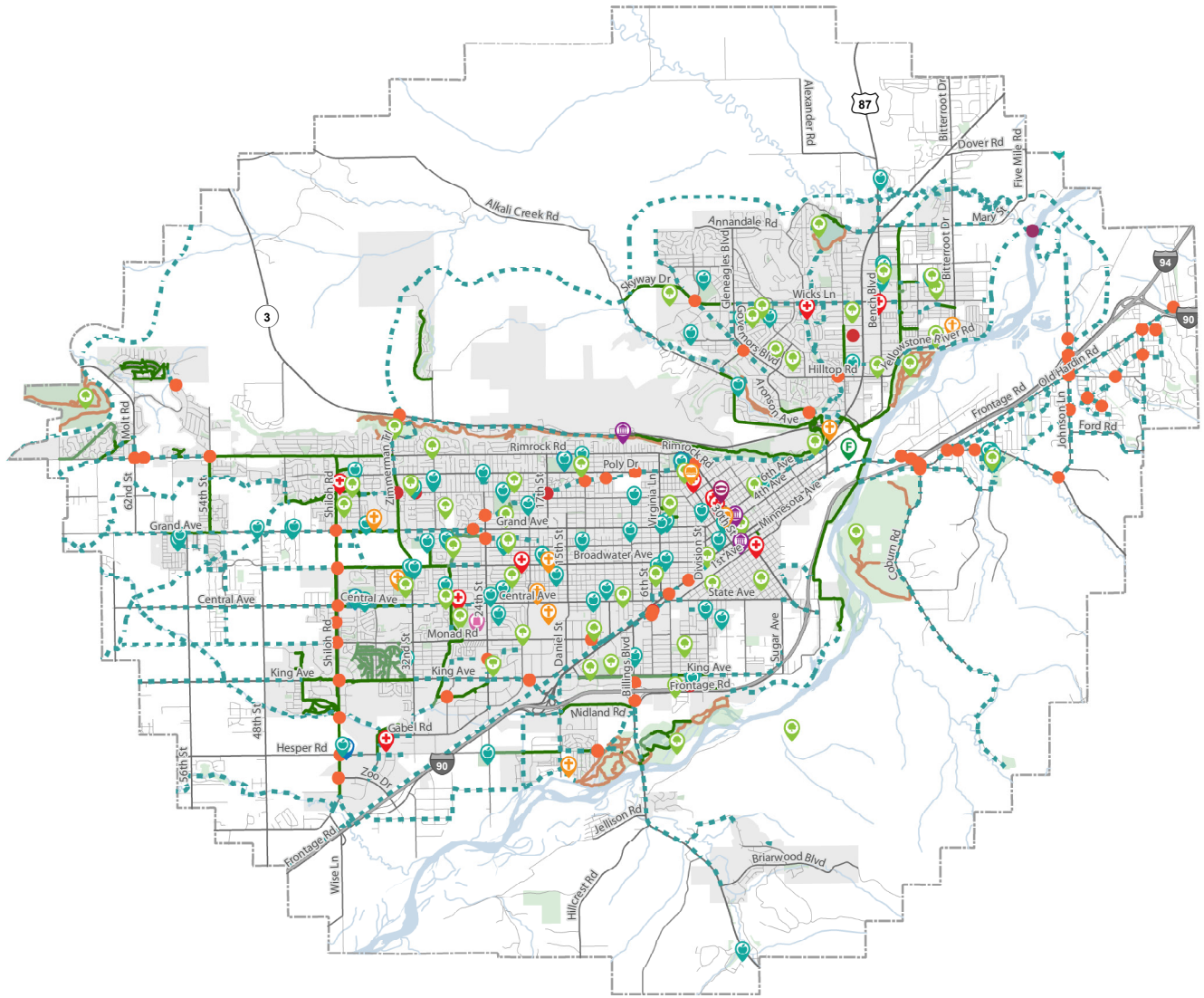


Trail Facility Types

As shown in Figure 66, there are multiple trails improvements recommended by the Billings Area Bikeway and Trails Master Plan Update that extend beyond the City of Billings limits, including a network of trails west of Shiloh Road, north of downtown along Rimrock Road and the Heights area, and in Lockwood. These proposed trails contribute to the broader non-motorized network by providing shared-use facilities for bicycles, pedestrians, and other modes. The types of trails recommended for the Billings planning area include:

- **Shared Use Paths (SUPs):** Shared-use paths are wide, hard-surface trails frequently found in parks, along rivers, in linear greenways, and besides roadways that typically have few conflicts with motor vehicles. They allow for two-way, off-street travel by bicyclists, pedestrians, skaters, wheelchair users, runners, persons with limited mobility, and other non-motorized users.
- **Neighborhood Connector Trails:** Paved trails less than 8 feet wide, making them too narrow for comfortable passing of multiple user groups. These trails complement the network of multi-use trails and are useful connections for a variety of users, especially for neighborhood residents.
- **Unpaved Trails:** Dirt, mulch, and gravel trails. These trails tend to be more narrow and rugged than the other types of trails.

FIGURE 66. FUTURE TRAIL FACILITIES



FUTURE TRAIL FACILITIES



Existing Infrastructure

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

- Stadium
- Library
- Park
- Museum
- Fairgrounds
- Shopping Mall
- Cemetery
- College
- Schools
- Hospital

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

- Build Trail Bridge
- Create Trail Access Point
- Enhance Trail Crossing

- - - Trail

Data Source: Billings-Yellowstone County MPO

FUTURE TRANSIT SYSTEM

As discussed in the *Transit Development Plan 2022*, MET Transit has begun transitioning its current service to a redesigned system that includes fixed stops along each route.⁴⁶ The intent of this redesign is to continue to grow ridership while improving efficiency, convenience, and sustainability of the transit system. This redesigned system is outlined in the Future Conditions Supporting Figures & Content Appendix, and displayed in Figure 66. MET is also actively working towards implementing a stop-based system for its fixed routes. In addition to these redesign changes, MET Transit will continue to work with stakeholders in the Lockwood community to evaluate and implement transit service to Lockwood. The *Transit Development Plan* studied potential alternatives and recommended a concept route that would traverse 1st Avenue N in Billings, I-90 across the Yellowstone River, and north along Old Hardin Road to service the residential neighborhoods along Noblewood Drive and Becraft Lane.

Additionally, the Future Conditions Supporting Figures & Content Appendix contains an evaluation of the future transit routes that coincide with projected congested intersections.

Passenger Rail Service

The Federal Rail Administration (FRA) is currently studying the feasibility of implementing or re-implementing a variety of Amtrak routes throughout the United States, due to funding provided by the Infrastructure Investment & Jobs Act (IIJA).⁴⁷ The Amtrak North Coast Hiawatha Route is one of the routes under study by the FRA, as it was discontinued in 1979. The North Coast Hiawatha Route could provide passenger rail service from Chicago to Seattle/Portland through southern Montana. Locally, to support this study, the Big Sky Passenger Rail Authority (BSRPA) was formed via the joint resolution of multiple Montana counties, cities, and tribal nations.⁴⁸

FUTURE FREIGHT DEMAND

Future freight demand by truck, rail, air, and pipeline was assessed using the most recent data for the state of Montana from the FHWA FAF5 base scenarios.⁴⁹ The FAF5 also analyzes other freight modes that are not within the scope of the LRTP (such as mail and other unknown modes), and so are not included in this report. Transportation Planning & Implementation Since 2018 summarizes expected changes in freight demand by location-destination category between Year 2020 and Year 2050.

46 MET Transit. (September 2022). *Transit Development Plan 2022*. https://www.billingsmt.gov/DocumentCenter/View/47800/Billings-TDP_Draft_08112022

47 Congressional Research Service. (February 2022). *Passenger Rail Expansion in the Infrastructure Investment and Jobs Act (IIJA)*. <https://crsreports.congress.gov/product/pdf/IF/IF11920>

48 Big Sky Passenger Rail Authority. (N.D.). *Who We Are*. <https://www.bigskyrail.org/whoweare>

49 Federal Highway Administration. (July 2022). *Freight Analysis Framework 5th Edition*. https://ops.fhwa.dot.gov/freight/freight_analysis/faf/faf5/FAF5FHWAWebinarJuly282022final.pdf

FIGURE 67. FUTURE MET TRANSIT SYSTEM

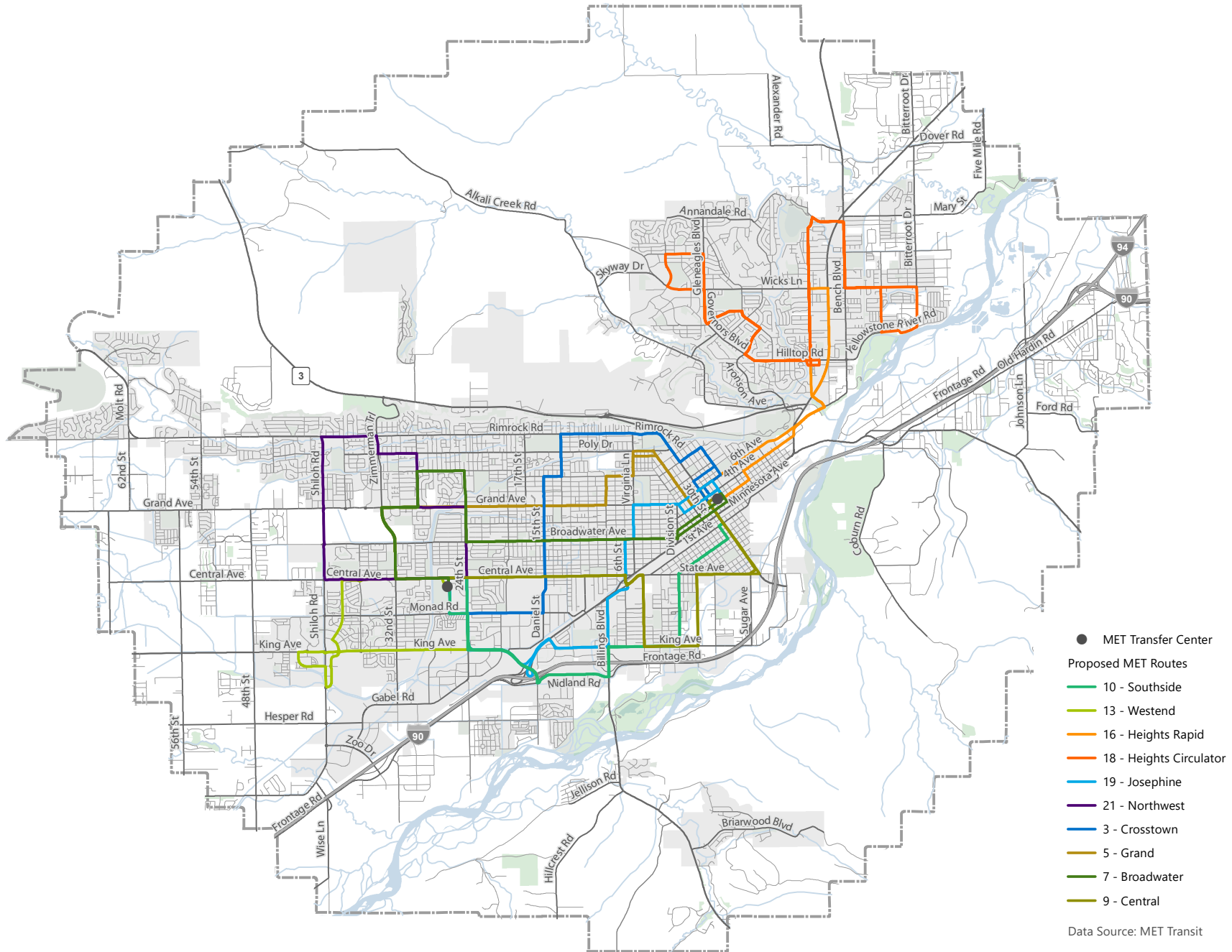


TABLE 30. YEAR 2020 AND YEAR 2050 TOTAL FREIGHT MOVED BY MODE

MONTANA FREIGHT MOVEMENT	WITHIN MONTANA			FROM MONTANA			TO MONTANA		
	2020	2050	% CHANGE	2020	2050	% CHANGE	2020	2050	% CHANGE
In Millions of Tons (% Moved by Truck)	33.7 (46%)	50.1 (46%)	+49%	13.4 (19%)	21.2 (24%)	+58%	14.7 (65%)	24.8 (69%)	+68%
In Millions of Dollars (% Moved by Truck)	14,635 (60%)	24,526 (60%)	+68%	9,892 (46%)	20,676 (52%)	+109%	24,377 (72%)	50,367 (71%)	+100%
In Millions of Tons (% Moved by Rail)	1.7 (2%)	2.9 (3%)	+65%	16.7 (24%)	13.3 (15%)	-21%	2.1 (9%)	3.3 (9%)	+60%
In Millions of Dollars (% Moved by Rail)	356.6 (1%)	570.8 (1%)	+60%	1786.4 (8%)	2866.0 (7%)	+60%	599.9 (2%)	1155.6 (2%)	+93%
In Millions of Tons (% Moved by Air)	0.03 (<1%)	0.15 (<1%)	+357%	1.8 (<1%)	3.6 (<1%)	+100%	3.0 (<1%)	6.0 (<1%)	+100%
In Millions of Dollars (% Moved by Air)	10.3 (<1%)	44.8 (<1%)	+335%	283.0 (1%)	567.5 (1%)	+100%	246.7 (1%)	566.6 (1%)	+130%
In Millions of Tons (% Moved by Pipeline)	32.6 (40%)	55.7 (51%)	+71%	23.6 (33%)	43.4 (48%)	84%	5.2 (23%)	6.4 (18%)	+25%
In Millions of Dollars (% Moved by Pipeline)	8,241 (34%)	13,904 (34%)	+69%	5,666 (26%)	10,812 (27%)	91%	1,572 (5%)	1,976 (3%)	+26%

Source: Federal Highway Administration Freight Analysis Framework 5

Freight moved by air, which makes up the smallest amount of freight by weight and monetary value, is expected to increase between 2020 and 2050 within, to, and from Montana. Due to its smaller contribution to overall freight movement, increases in these categories seem relatively large in comparison to rail and trucking.

Freight moved by rail will continue increasing within Montana and to Montana from other states. While freight moved by rail from Montana to other states is expected to decrease by 21%, the monetary value of freight is projected to increase by 60%, which indicates that rail is projected to be responsible for moving higher-value goods.

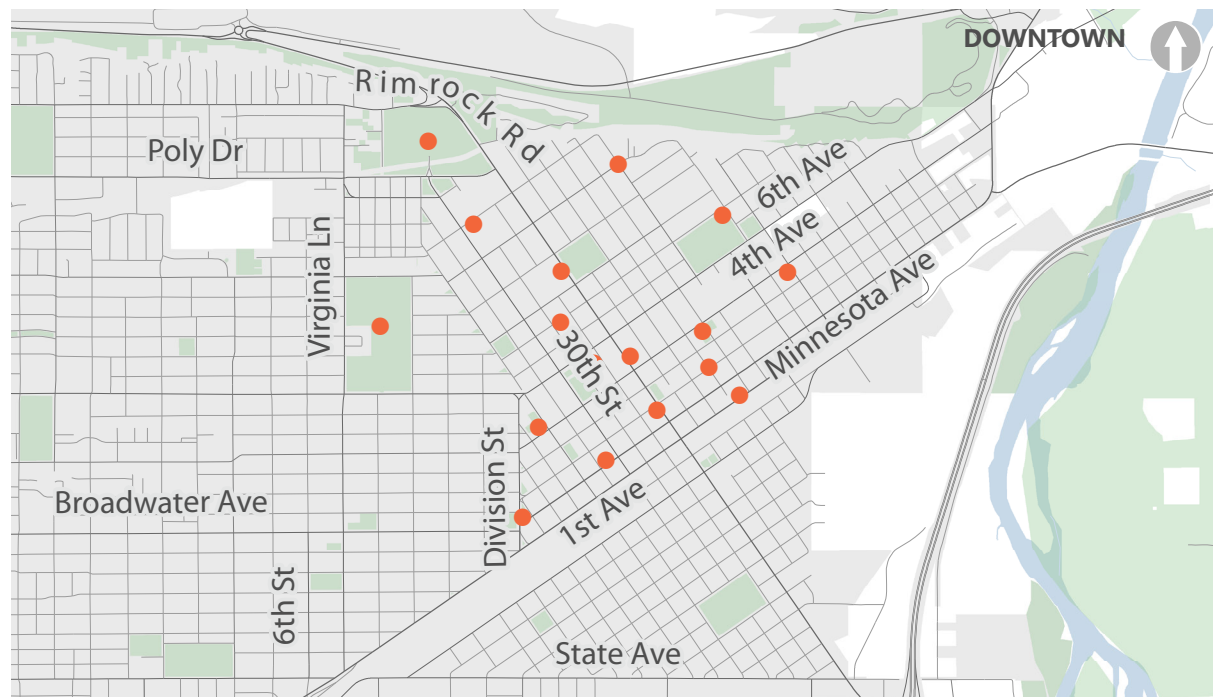
Trucking currently makes up the highest percentage of tonnage and monetary value and is expected to continue increasing between 2020 and 2050. During this period, the monetary value of freight moved by trucks between Montana and other states is expected to increase by approximately 100%. As shown in Figure 68, trucking flows are expected to increase both by volume and by distance, with projected interstate trade stretching from Washington and California to Texas, the Carolinas, and Pennsylvania.

SHARED MOBILITY & MICROMOBILITY

Over the past decade, advances in technology have contributed to the rise in popularity of transportation modes that expand accessibility and mobility to urban transportation networks. More recently, the rise of micromobility, which refers to any small, low-speed, human or electric-powered transportation device (i.e., bicycles, scooters, e-bikes, e-scooters), has introduced a variety of innovative transportation options to incorporate into a broader network of multimodal options.

The rapid growth of shared mobility and micromobility provides more mobility choices that enhance accessibility and mobility for all users, offer first- and last-mile links to transit networks, and offer cost-efficient options for those who do not have access or the physical ability to operate a personal vehicle. In 2021, the Billings-Yellowstone MPO completed the *Bike & Scooter Share Feasibility Study*, which outlined how shared micromobility could be implemented in the Billings planning area. The Study recommended pilot bicycle and scooter share station locations, which are displayed in Figure 69

FIGURE 69. RECOMMENDED BIKESHARE AND SCOOTERSHARE STATION LOCATIONS



ELECTRIC VEHICLES

In the *Electric Vehicle Infrastructure Prioritization Study*, the Montana Department of Environmental Quality (DEQ) estimates that by 2040, 9% of registered vehicles in Montana will be electric vehicles (~87,000 vehicles). This would equate to about 8,700 EVs in Billings in 2040, which will likely require substantial local investments in charging infrastructure.⁵¹ To prepare for the charging needs of EV drivers and EV fleets, working with partner agencies such as the Montana Department of Transportation, the Montana Department of Environmental Quality, and local energy providers to complete a charging infrastructure assessment will be key towards successfully competing for National Electric

Vehicle Infrastructure funding and implementing infrastructure in the Billings planning area. In addition to locally driven EVs, the DEQ also anticipates that most of the EVs travelling in Montana in 2040 will be driven by out-of-state visitors, which indicates the importance of charging infrastructure to support tourism and recreation in the area while boosting the local and regional economy.

51 Montana Department of Environmental Quality. (June 2022). *Electric Vehicle Infrastructure Prioritization Study*. https://deq.mt.gov/files/Energy/Transportation/MDEQ_EV_InfrastructurePrioritizationStudy_Final.pdf

06 WHAT ARE THE TRANSPORTATION SYSTEM NEEDS, OPPORTUNITIES, & DEFICIENCIES?

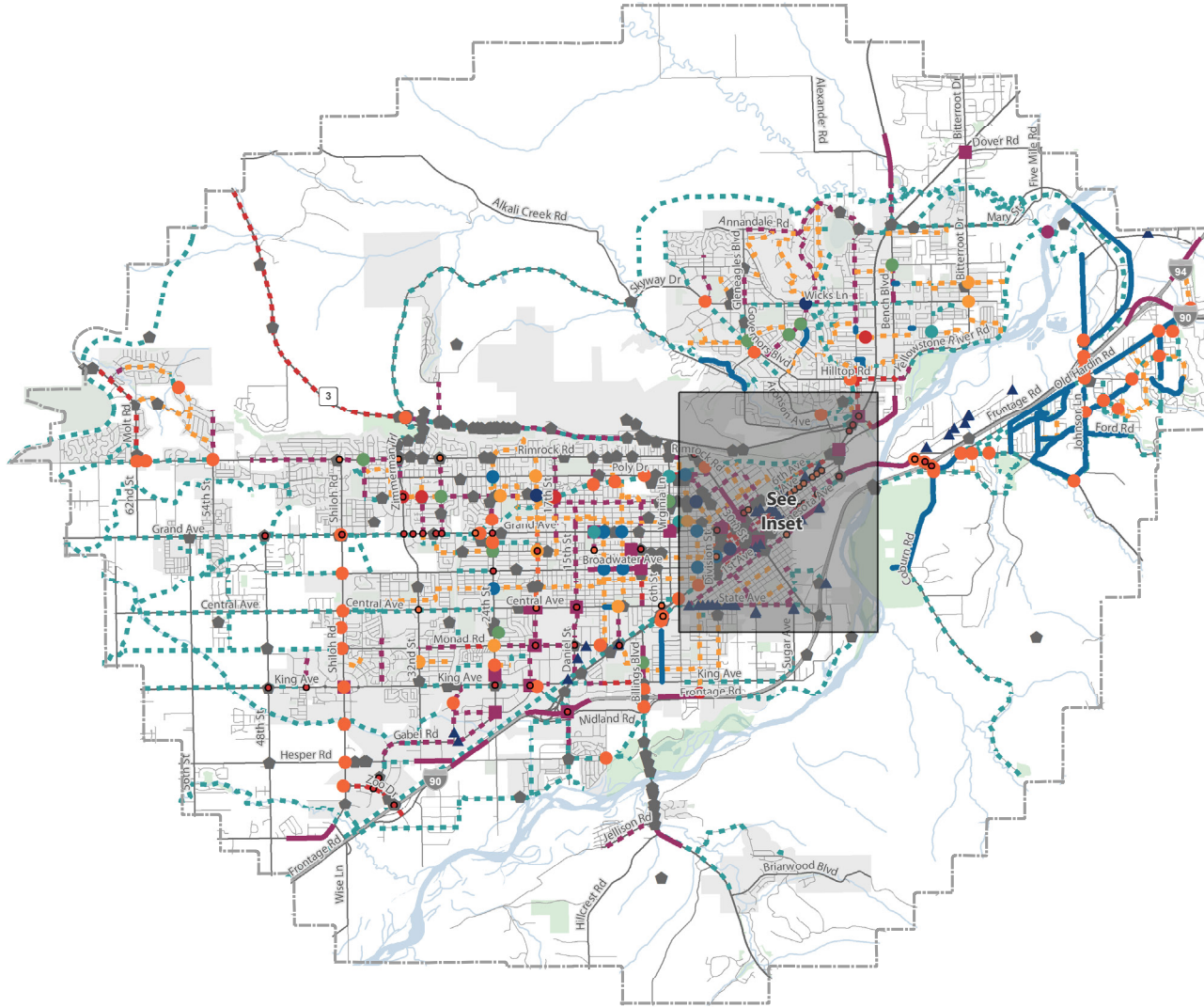
This chapter summarizes the multimodal transportation system needs and deficiencies of the Billings planning area. To better understand the barriers and issues faced by Billings planning area residents, the consultant team reviewed existing plans, held discussions with stakeholders, and collected public input. Additionally, this summary includes findings from both the Existing Conditions and Future Conditions analyses to paint a full picture of the needed improvements to the regional infrastructure looking forward to 2045. These high-level needs, opportunities, and deficiencies are delineated in Table 31 and depicted in Figure 70.

Figure 70 informed discussions with stakeholders, the public, and the Steering Committee in developing the Project List for the 2023 LRTP.

TABLE 31. BILLINGS PLANNING AREA MULTIMODAL TRANSPORTATION SYSTEM NEEDS & DEFICIENCIES

MODE / AREA	NEEDS, OPPORTUNITIES, & DEFICIENCIES
 Safety	<ul style="list-style-type: none"> Address High Equivalent Property Damage Only (EPDO) Intersections Address High EPDO Segments Address ADA Issues
 Pedestrian	<ul style="list-style-type: none"> Construct New Sidewalks Maintain Existing Sidewalks Enhance Crossings Implement Safe Routes to Schools
 Bicycle	<ul style="list-style-type: none"> Construct New Bikeways Enhance Crossings Implement Safe Routes to Schools
 Trail	<ul style="list-style-type: none"> Build New Trails Implement Safe Routes to Schools
 Transit	<ul style="list-style-type: none"> Implement Stop-Based Fixed Route Service Partner with MET Transit to Improve Pedestrian and Bicycle Access to Transit Stops
 Congestion	<ul style="list-style-type: none"> Address LOS E Intersections Address LOS F Intersections
 Freight	<ul style="list-style-type: none"> Explore At-Grade Railroad Crossing Elimination Explore Freight Route Designation
 Emerging Technology	<ul style="list-style-type: none"> Explore Scooter and Bikeshare Pilot Program Partner with MDT on Electric Vehicle Charging Infrastructure

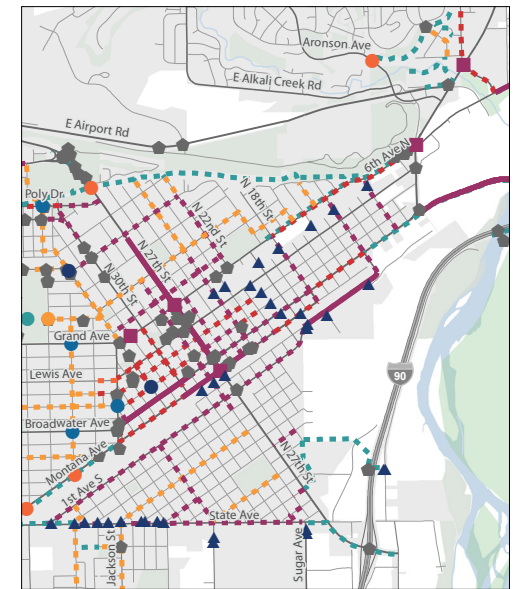
FIGURE 70. NEEDS, DEFICIENCIES, & OPPORTUNITIES



NEEDS, DEFICIENCIES, & OPPORTUNITIES



- Other Identified Concerns
 - Public Comment Location
 - At-Grade Railroad Crossing
- Safety
 - High EPDO Intersection
 - High EPDO Segment
- Recommended Trail Projects
 - Build Trail Bridge
 - Create Trail Access Point
 - Enhance Trail Crossing
 - Trail
- Recommended Pedestrian Projects
 - High Visibility Crosswalk
 - Curb Extensions or Pedestrian Refuge Island
 - New or Enhanced Sidewalk
- Recommended Bike Projects
 - Bike Intersection Treatment
 - Enhance Bike Crossing
 - Bike Facility Maintenance
 - Buffered Bike Lane
 - Bike Lane
 - Shared Lane Marking
 - Neighborhood Bikeway
- Projected 2045 Intersection Operations
 - LOS E
 - LOS F



07 WHAT ARE THE FUNDING OPTIONS?

This chapter discusses the financial plan for the 2045 LRTP. Federal legislation requires that the LRTP be “financially constrained”; in other words, the cost of implementing and maintaining transportation improvements should be within a funding amount that can reasonably be expected to be available during the life of this Plan.

Federal regulations establish the requirements for the financial plan in Title 23, Section 450.324(f) (11), of the Code of Federal Regulations.⁵² To summarize, the regulations state that the financial plan should include the following:

- Estimates of costs and revenue sources needed to operate and maintain federal-aid highways and public transportation.
- Estimates of funds that will be available to support the LRTP implementation and that are agreed upon by the MPO, public transportation operator(s), and the state.
- Recommendations on any additional financing strategies to fund projects and programs included in the LRTP.

- Account for all projects and strategies proposed for funding under Title 23 U.S.C., Title 49 U.S.C. Chapter 53 or with other Federal funds, State assistance, local sources, and private participation.
- Revenue and cost estimates that use an inflation rate to reflect “year of expenditure dollars” and that have been developed cooperatively by the MPO, state, and public transportation operator.

Funding to implement the LRTP committed, recommended, and illustrative projects comes from federal, state, and local sources. This chapter includes estimates of costs that would be required to implement the LRTP as well as estimates of existing and contemplated sources of funds available to pay for these improvements. Different sets of revenue assumptions apply for capital, for operations and maintenance (O&M), and for each mode—active transportation (pedestrian, bicycle, and trail facilities); public transit; and streets and highways.

The following references and documents were used to develop this chapter:

- Montana Department of Transportation
- Billings Urban Area Transportation Improvement Program (TIP) FY 2020-2024
- City of Billings FY 2023-2027 Capital Improvement Program (CIP)
- City of Billings Proposed FY 2024-2028 CIP

The infographic on the next page depicts how the Project List, discussed in Chapter 8, is funded.

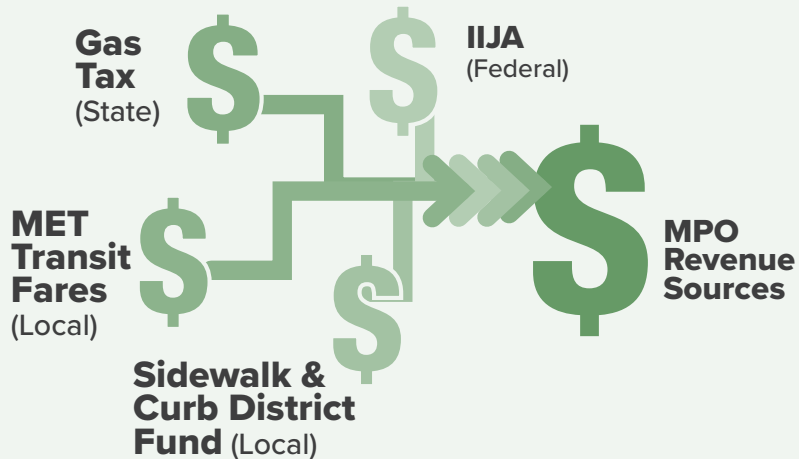
⁵² United States of America. (ND). Code of Federal Regulations: Title 23, Chapter I, Subchapter E, Part 450, Subpart C, Section 450.324: Development and content of the metropolitan transportation plan. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.324>

HOW IS THE PROJECT LIST FUNDED?

The Billings-Yellowstone County MPO receives funding from a variety of federal, state, and local sources, such as:

- Federal Programs authorized by the Infrastructure Investment & Jobs Act (IIJA)
- Montana Gas Tax
- City of Billings Sidewalks and Curb District Fund
- MET Transit Fares

Specific project types or activities are eligible for each of these funding sources.



Note: There are more available funding sources than those displayed here.



This chapter provides an overview of the various funding sources available to the Billings-Yellowstone County MPO for transportation projects. It is important to note that this summary is not exhaustive and represents a starting point for funding. Additionally, MDT administers several programs that are funded from State and Federal sources. Each year, in accordance with 60-2-127, Montana Annotated Code (MCA), the Montana Transportation Commission allocates a portion of available Federal-aid highway funds for construction purposes and for projects located on the national highway system, primary highway system, secondary highway system, urban highway system, and state highways.

Federal Funding

The Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) continued many existing federal formula funding programs and created new federal formula funding programs. This section outlines many of these opportunities as they are relevant to the Billings-Yellowstone County MPO. Additionally, new competitive funding opportunities were also created by the IIJA and IRA that are summarized. These competitive programs could be potential sources of funding for innovative, unique, or large projects in the planning area.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)⁵³

The NHPP provides funding for the National Highway System, including the Interstate System and National Highways system roads and bridges to support the condition, performance, and resiliency of the NHS. NHPP funds are Federally apportioned to Montana and allocated to Districts by the Montana Transportation Commission. Since the 2018 LRTP, updates to this program include:

11. Providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters' is now a programmatic purpose of the NHPP.
12. 'Prioritizing Safety in All Investments and Projects' is now the stated safety goal of the NHPP through the FHWA National Roadway Safety Strategy.⁵⁴
13. The program now encourages the Design and Construction of 'Complete Streets', which provide comfortable and safe multimodal facilities for people of all ages and abilities.
14. Program funds can and should be used to implement ADA Transition Plans to ensure accessibility of pedestrian facilities in public right-of-way.

15. NHPP funds can be used to support the Justice40 Initiative, to meet the goal that at least 40% of the benefits of federal investments are distributed to disadvantaged communities.

Related MDT programs include:

- NH - National Highway System (Non-Interstate)
- IM - Interstate Maintenance
- NHPB - National Highway System Bridge Program

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)⁵⁵

The National Highway Freight Program invest in projects on the Primary Highway Freight System portion of the National Highway Freight Network, as that is what is eligible for NHFP funding in Montana. This program is apportioned to States by formula



53 Federal Highway Administration. (May 2022). *National Highway Performance Program Implementation Guidance*. https://www.fhwa.dot.gov/specialfunding/nhpp/bil_nhpp_implementation_guidance-05_25_22.pdf ; <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm>

54 United States Department of Transportation. (January 2022). *National Roadway Safety Strategy*. <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

55 Federal Highway Administration. (February 2022). *National Highway Freight Program Bipartisan Infrastructure Law Fact Sheet*. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm>

and provides funding for construction, operational improvements, freight planning, and performance measures. The State share is typically funded through the Highway State Special Revenue Account (HSSRA) for projects on state highways and local governments provide the match for local projects. There are no other related MDT programs included with this funding source. Since the 2018 LRTP, updates to this program include:

1. The program increases the eligibility to 30% (vs. 10% under the FAST Act) on the amount of NHFP funding that a State may use on freight intermodal or freight rail projects.
2. The program increases the maximum number of miles that may be designated as critical urban freight corridors in a State to 150 miles of highways (vs. 75 under the FAST Act) or 10% of the PHFS mileage in the State, whichever is greater.



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP)^{56, 57}

STP funds are Federally apportioned to Montana and allocated by the Montana Transportation Commission to various programs. Project types vary with each program, but can include roadway reconstruction and rehabilitation, to bridge construction and inspection, to highway and transit safety infrastructure, environmental mitigation, operational improvements, carpooling, and bicycle and pedestrian transportation facilities. Since the 2018 LRTP, updates to this program include:

- 'Prioritizing Safety in All Investments and Projects' is now the stated safety goal of the STP through the FHWA National Roadway Safety Strategy.
- The program encourages the design and construction of 'Complete Streets'.
- The program emphasizes the importance of using funds to implement ADA Transition Plans to ensure accessibility of pedestrian facilities in public right-of-way.

Related MDT programs include:

- Primary Highway System (STPP)
- Secondary Highway System (STPS)
- Urban Highway System (STPU)
- Surface Transportation Program Bridge (STPB)
- Surface Transportation Program for Other Routes - Off-System (STPX)
- Urban Pavement Preservation Program (UPP) Interstate Maintenance

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)^{58, 59}

HSIP funds are apportioned to Montana for allocation to safety improvement projects approved by the Montana Transportation Commission and are consistent with the strategic highway safety improvement plan. Projects described in the Montana Comprehensive Highway Safety Plan must correct or improve a hazardous road location or feature or address a highway safety problem. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

56 Federal Highway Administration. (May 2022). *Surface Transportation Block Grant Program Implementation Guidance*. https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

57 Federal Highway Administration. (February 2022). *Surface Transportation Block Grant Program Bipartisan Infrastructure Law Fact Sheet*. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

58 Federal Highway Administration. (February 2022). *Highway Safety Improvement Program Bipartisan Infrastructure Law Fact Sheet*. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>

59 Federal Highway Administration. (February 2022). *Highway Safety Improvement Program Eligibility Guidance*. https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf

Since the 2018 LRTP, updates to this program include:

- The IIJA does not extend the FAST Act prohibition (FAST Act § 1401) on using HSIP funds to purchase, operate, or maintain an automated traffic enforcement system.
- The program is authorized to include additional eligible safety projects including multimodal roundabouts, railway-highway grade separation, traffic calming, multimodal traffic signals, separated bicycle and pedestrian facilities.
- The program requires States to complete a Vulnerable Road User Safety Assessment. Montana Department of Transportation has not yet completed this assessment. Federal guidance was released in October 2022.⁶⁰
- The program specifies the eligibility of both roads and trail facilities.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)⁶¹

Federal funds available under this program are used to finance transportation projects and programs to reduce congestion and help improve air quality and meet the requirements of the Clean Air Act. The Montana Transportation Commission allocates funds from the Montana Air & Congestion Initiative (MACI) Guaranteed Program directly to Billings and Great Falls to address carbon monoxide issues. Since the 2018 LRTP, updates to this program include:

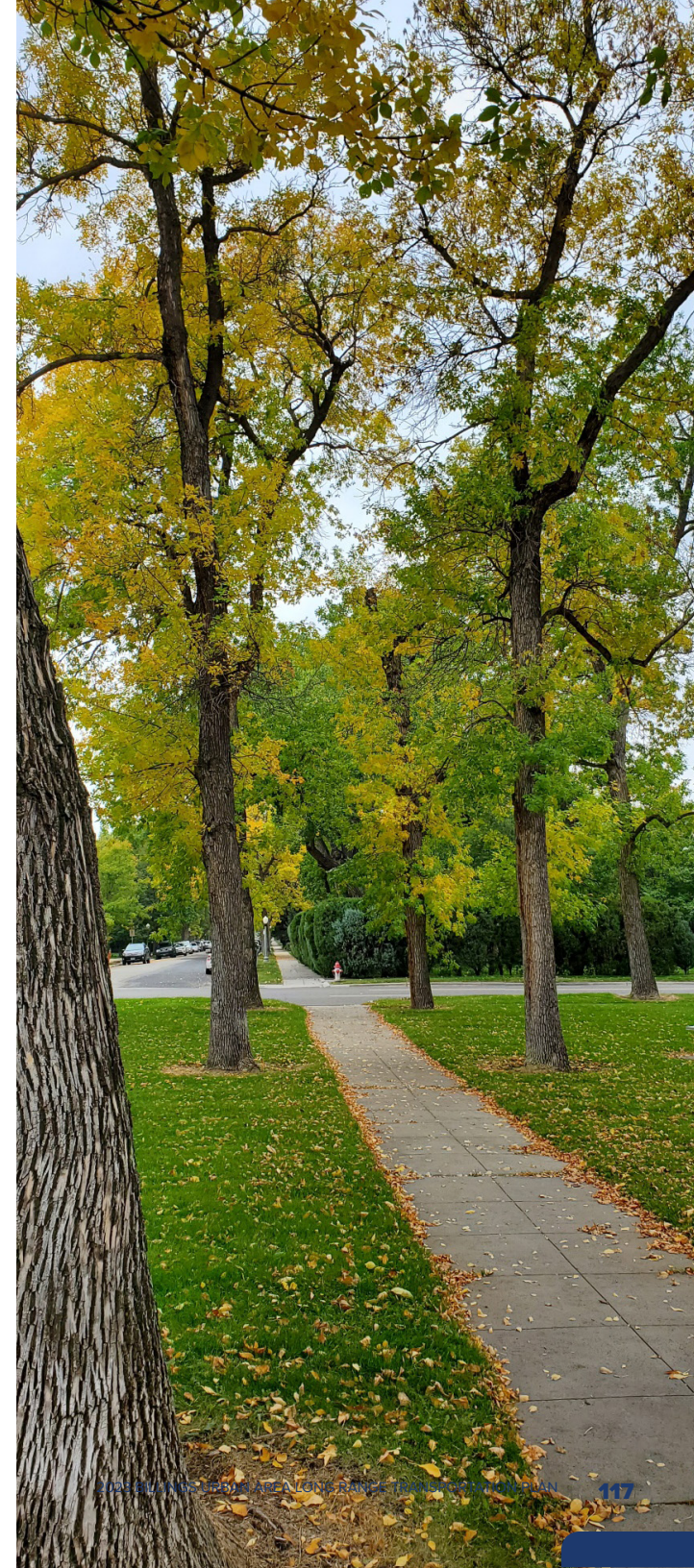
- The program requires States to prioritize benefits to disadvantaged communities or low-income populations living in or adjacent to such areas, to the extent practicable.
- The program is authorized to include additional eligible projects such as shared micromobility, zero emission replacements, and alternate fuel vehicles for construction.

Related MDT programs include:

- CMAQ (formula)
- Montana Air & Congestion Initiative (MACI) – Guaranteed Program (flexible)
- Montana Air & Congestion Initiative (MACI) – Discretionary Program (flexible)

60 Federal Highway Administration. (October 2022). *Vulnerable Road User Safety Assessment Guidance*. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf

61 Federal Highway Administration. (February 2022). *Congestion Mitigation and Air Quality Improvement Program Bipartisan Infrastructure Law Fact Sheet*. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>





TRANSPORTATION ALTERNATIVES PROGRAM (TA)^{62,63}

The TA program provides flexible funding to support a variety of Complete Streets projects at the local and regional levels. The TA program is a set-aside from the Surface Transportation Block Grant Program. Funds may be obligated for projects submitted by: Local governments, transit agencies, natural resource or public land agencies, school district, schools, local education authority, tribal governments, and other local government entities with responsibility for recreational trails for eligible use of these funds. Many projects eligible under TA are also eligible under HSIP and STP. There are no other related MDT programs included with this funding source. Since the 2018 LRTP, updates to this program include:

1. The program increased the suballocation for population centers from 50% to 59%.
2. The competitive process used for the suballocation of funds must include prioritization of project location and impact in high-need areas as defined by the State.

TRANSIT CAPITAL AND OPERATING ASSISTANCE

The MDT Transit Section provides federal and state funding to eligible recipients through Federal and state programs. Federal funding is provided through the Section 5307,⁶⁴ Section 5310,⁶⁵ Section 5311,⁶⁶ and Section 5339⁶⁷ transit programs and state funding is provided through the TransADE program. There are no other related MDT programs included with this funding source. While these programs have been updated since the 2018 LRTP, there are no relevant updates for the MPO's purposes.

NEW FEDERAL FUNDING SOURCES

The IIJA created several new transportation funding formula programs that are associated with many important elements of the Billings LRTP, including resiliency, sustainability, multimodal systems, and emerging technology. As an important planning area in the state of Montana, Billings is likely to receive an allocation of formula funds from the following new programs.

62 Federal Highway Administration. (February 2022). *Transportation Alternatives Program Bipartisan Infrastructure Law Fact Sheet*. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>

63 Federal Highway Administration. (March 2022). *Transportation Alternatives Program Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act*. https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

64 Federal Transit Administration. (ND). *Urbanized Area Formula Grants 5307*. <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

65 Federal Transit Administration. (ND). *Enhanced Mobility for Seniors and Individuals with Disabilities Grants 5310*. <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

66 Federal Transit Administration. (ND). *Rural Area Formula Grants 5311*. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-12/Fact-Sheet-Rural-Program.pdf>

67 Federal Transit Administration. (ND). *Grants for Buses and Bus Facilities*. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-12/Fact-Sheet-Buses-and-Bus-Facilities.pdf>

New Federal Formula Funding Programs

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)⁶⁸

The NEVI Formula Program provides funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Eligible projects must directly relate to publicly accessible or authorized commercial charging infrastructure along designated alternative fuel corridors. This Program is administered by the Joint Office of Energy and Transportation (JOET), which will allocate funds that MDT will administer along designated EV corridors.

CARBON REDUCTION PROGRAM (CRP)^{69, 70}

The CRP provides funds to projects designed to reduce transportation emissions (specifically carbon dioxide emissions) from on-road highway sources. Funds are apportioned to States, which are required to suballocate 65% of funds based

on population and 35% for any part of the state. Eligible projects include congestion mitigation technologies, public transit, all Transportation Alternatives projects, energy-efficient electronics upgrades, intelligent transportation system (ITS), congestion pricing and travel demand management, alternate fuel vehicles and infrastructure, and any other STBG eligible project with demonstrated capacity to reduce emissions. States are required to collaborate with MPOs to develop a statewide Carbon Reduction Strategy that aligns with statewide and metropolitan long range transportation plans. The strategy must support efforts to reduce transportation emissions, identify projects to endeavor towards this aim, quantify transportation emissions at the state and regional levels.

MDT will administer formula funds that align with its Carbon Reduction Strategy, which is currently under development.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) FORMULA PROGRAM^{71, 72}

The PROTECT Formula Program provides funds to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Each State is required to use at least 2% of its funds for planning activities. Limits States to use up to 40% of funds to construct new capacity and up to 10% of its funds for development phase activities. Eligible facilities include federal-aid highways, public transit facilities or services, and port facilities. PROTECT funds will be administered by MDT statewide.

68 Federal Highway Administration. (February 2022). *National Electric Vehicle Infrastructure Program Bipartisan Infrastructure Law Fact Sheet*. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm

69 Federal Highway Administration. (February 2022). *Carbon Reduction Program Bipartisan Infrastructure Law Fact Sheet*. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

70 Federal Highway Administration. (April 2022). *Carbon Reduction Program Implementation Guidance*. https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf

71 Federal Highway Administration. (February 2022). *Promoting Resiliency Operations for Transformative, Efficient, and Cost-Saving Transportation Program Bipartisan Infrastructure Law Fact Sheet*. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm

72 Federal Highway Administration. (July 2022). *Promoting Resiliency Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance*. https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/protect_formula.pdf

BRIDGE FORMULA PROGRAM (BFP)^{73, 74, 75}

The BFP provides funds to projects that replace, rehabilitate, preserve, protect, and construct highway bridges. Each State is guaranteed at least \$45 million for bridges in poor and fair condition and requires a set-aside of 15% for use on “off-system” bridges (for bridges on public roads rather than federal-aid highways). Bridges owned by a local agency are eligible for 100% federal share. There are no other related MDT programs included with this funding source. Eligible bridges include all bridges listed in the National Bridge Inventory. New bridge construction is an eligible program activity. This new program will be integrated into MDT’s existing bridge funding program.

New Federal Competitive Grants

Table 32 delineates the new competitive grant programs that the MPO is eligible to apply for in partnership with MDT.

TABLE 32. NEW FEDERAL COMPETITIVE GRANT PROGRAMS

GRANT PROGRAM	DESCRIPTION
Bridge Investment Program (BIP)⁷⁶	The Bridge Investment Program (BIP) includes \$2.34 billion in funding for Planning, Bridge and Large Bridge Projects that improve the safety, efficiency, and reliability of the movement of people and freight over bridges; and improve the condition of bridges in the United States by reducing the number of bridges, and total person miles traveled over bridges, that are in poor condition or at risk of falling into poor condition within the next three years. MDT is an active partner in applying for BIP grants.
Low or No Emission Vehicle Program⁷⁷	The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Transit agencies are required to have a Zero-Emission Fleet Transition Plan in place to qualify for funds.
Nationally Significant Multimodal Freight and Highways (INFRA)⁷⁸	INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. This program is continued with new eligibilities under the IIJA to improve safety, generate economic benefits, reduce congestion, enhance resiliency, and eliminate freight bottlenecks to improve critical freight movements. MDT is an active partner in applying for INFRA grants.
National Infrastructure Project Assistance (MEGA)^{79,80}	The MEGA Program support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Highway and bridge projects on the NMFN, the NHFN, and NHS, as well as intermodal freight centers, intercity rail, and certain transit projects are eligible. MDT is an active partner in applying for INFRA grants.
Reconnecting Communities Program (RCP)	The RCP is intended to remove infrastructure that has historically divided neighborhoods and deteriorated the urban fabric. Pilot activities include highway closures, "stroads" to boulevards, roadway reallocations, and greenway creations.

73 Federal Highway Administration. (February 2022). *Bridge Investment Program Bipartisan Infrastructure Law Fact Sheet*. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm>

74 Federal Highway Administration. (January 2022). *Bridge Formula Program Implementation Guidance*. <https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm>

75 Federal Highway Administration. (December 2022). *Bridge Formula Program Questions and Answers*. <https://www.fhwa.dot.gov/bridge/bfp/qanda.cfm>

76 Montana Department of Transportation. (ND). Bridge Investment Program (BIP) Grant Program. <https://mdt.mt.gov/business/discretionarygrants/bip.aspx>

77 Federal Transit Administration. (ND). *Low or No Emission Vehicle Program – 5339 (c)*. <https://www.transit.dot.gov/lowno>

78 United States Department of Transportation. (December 2022). *The INFRA Grants Program*. <https://www.transportation.gov/grants/infra-grants-program>

79 United States Department of Transportation. (January 2023). *The MEGA Grant Program*. <https://www.transportation.gov/grants/mega-grant-progra>

80 Montana Department of Transportation. (ND). *National Infrastructure Project Assistance (MEGA) Grant Program*. <https://mdt.mt.gov/business/discretionarygrants/mega.aspx>

GRANT PROGRAM	DESCRIPTION
Railroad Crossing Elimination (RCE) ⁸¹	The Railroad Crossing Elimination Program provides funding for planning and construction grants that focus on highway-rail or pathway-rail grade crossing improvement projects with an emphasis on improving the safety and mobility of people and goods. MDT is an active partner in applying for RCE grants, and the program is administered by the Federal Railroad Administration.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Grant program provides funding for capital investments in surface transportation infrastructure for projects that will have a significant local or regional impact and improve transportation infrastructure. Expected impacts of funded projects include those that reduce greenhouse gas emissions, address environmental justice, address racial equity and barriers to opportunity, and create good-paying jobs from modernizing transportation infrastructure making them safer, more accessible, more affordable, and more sustainable. MDT is an active partner in applying for RAISE grants.
Safe Streets & Roads for All (SS4A)	The SS4A Program is administered by the FHWA to award competitive grants for planning, demonstration, and implementation activities that improve multimodal safety. Cities and counties are eligible to apply for Planning & Demonstration Grants or Implementation Grants in partnership with community groups, MPOs, and state DOTs. Planning grants can support the development of a Safety Action Plan, and Implementation grants can be used for capital construction.
Strengthening Mobility and Revolutionizing Transportation (SMART) ⁸²	The SMART grant program supports demonstration projects focused on advanced smart city/community technologies and systems in a variety of communities to improve transportation efficiency and safety. Projects should focus on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. There are both planning and implementation grants available. MDT is an active partner in applying for SMART grants.

State Funding

At the state level, the Montana Department of Transportation allocates funding to the Billings-Yellowstone County MPO for transportation projects. This is primarily funded through the state fuel taxes levied by the state of Montana. As of 2023, the Bridge and Road Safety and Accountability Act (BARSAA) has been repealed and replaced by HB 76, which maintains the allocation of gas tax funding for cities and counties, but removes administrative barriers to accessing these funds. Gas tax funds must be used for the construction, reconstruction, maintenance of rural roads, city streets, and alleys.

The funds may also be used for the share that the city or county might otherwise expend for proportionate matching of Federal funds allocated for the construction of roads or streets that are part of the primary, secondary, or urban system. This tax has increased since the 2018 LRTP and is now assessed at \$0.33 per gallon on gasoline and \$0.2975 per gallon on diesel fuel used for transportation purposes.⁸³

Local Funding

Local governments generate revenue from variety of sources that contribute to the funding of transportation projects in the Billings planning area. Table 33 outlines the local funding sources outlined in the City of Billings Capital Improvement Program.

81 Montana Department of Transportation. (ND). *Railroad Crossing Elimination (RCE) Grant Program*. <https://mdt.mt.gov/business/discretionarygrants/rce.aspx>

82 Montana Department of Transportation. (ND). *Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program*. <https://mdt.mt.gov/business/discretionarygrants/smart.aspx>

83 Montana Department of Transportation (ND). *Fuel Tax Frequently Asked Questions*. <https://www.mdt.mt.gov/business/fueltax/faq.aspx>

TABLE 33. LOCAL FUNDING SOURCES

FUNDING SOURCE	DESCRIPTION
Arterial Construction Fund	This special revenue fund is managed by the Billings Public Works Department and was used for the construction of new roadway facilities. This fund will expire following Fiscal Year 2023.
Airport Fund	This enterprise fund is used to design, construct, and maintain airport equipment and facilities at the Billings Logan International Airport.
Gas Tax Fund	This special revenue fund is managed by the Billings Public Works Department and implements the City Council’s goals relating to maintaining quality streets and street maintenance. Funding for this activity is derived from the City’s share of Gas Tax proceeds and a transfer from the Street Maintenance District Fund for maintenance.
Sidewalk and Curb Districts Fund	This fund is used to account for the construction of sidewalks and curbing throughout the City. The Annual Street Reconstruction and Misc., Curb, Gutter, and Sidewalk Programs are part of this fund.
Special Improvement Districts Fund	A SID is a group of properties that become a legal entity in order to construct public improvements. Some improvements that can be constructed through an SID include street paving, curb and gutter, water main, sewer main, and storm drain. Improvement costs are carried by property owners within the SID boundaries.
Street Maintenance District Fund	The street maintenance special assessment districts provide funding to maintain quality streets and street maintenance for the safety of residents and visitors and to continue to improve the city’s street network. Street Maintenance District #1 is comprised of the central downtown area and Street Maintenance District #2 is the remainder of the city. This program includes the City’s Street Traffic Division operations, PAVER Program, and Street Light Maintenance.

FUNDING SOURCE	DESCRIPTION
Street and Traffic Fund	This special revenue fund is used to purchase, operate, and maintain the equipment used to ensure the safe and efficient operations of public roadways in the City of Billings.
Tax Increment Financing	Tax Increment Financing (TIF) is a mechanism that allows a local government or redevelopment authority to generate revenues for a group of blighted properties targeted for improvement, known as a TIF district. As improvements are made within the district, and as property values increase, the incremental increases in property tax revenue are captured in a fund that is used for public improvements within the district. The funds generated from a new TIF district could be used to finance projects such as street and parking improvements, tree planting, installation of new bicycle racks, trash containers and benches, and other streetscape beautification projects within the designated area. Billings currently has three active TIF districts: Downtown TIFD, East Billings TIFD, and South Billings TIFD.
Transit Fund	The Transit Fund is a city Enterprise Fund, which means that the agency is operated as a business that provides a service to the public for a fee. MET Transit operates both fixed route and on-demand paratransit services with various fare options, that support MET’s operations, along with city and federal funding. The Transit Fund is specifically reserved for transit projects.
Trail Grant Fund	This fund is used to account for the contributions and grants related to the construction of bicycle and pedestrian pathways.

Emerging Funding Sources

As transportation technologies continue to evolve, funding sources that were once lucrative, such as gas taxes, may become less relevant. To supplement and eventually replace obsolete funding sources, there are several funding sources that are emerging, including congestion pricing, mileage-based fees, variable parking fees, and electric vehicle charging taxes.^{84, 85} Details about these emerging funding sources are outlined below.

- **Congestion Pricing:** This newer tolling approach prices roadway use to reduce demand in order to use the road's capacity most efficiently and to raise revenue. Congestion pricing is based on the idea that the price of accessing available roadway capacity should be higher at the places and during the times of day when demand is the greatest. This program can be implemented on a lane, a roadway, a bridge/tunnel, or an area (area-wide congestion pricing is also known as cordon pricing). Many states and cities in the US have implemented congestion pricing to fund either the maintenance of the facility or to fund multimodal improvements throughout the jurisdiction.
- **Mileage-Based Fee:** Also known as "Vehicle Miles Traveled" (VMT) fees, this funding source charges drivers directly for each mile traveled, either through odometer readings at annual vehicle registrations or GPS-based systems. This funding source is flexible in that the rate per mile traveled can vary and it can be different

for different roadway users (such as commercial vehicles or for-hire vehicles). Because it is applicable for both internal combustion engine and electric vehicles, it is relatively future-proof, in addition to working as an incentive for individuals to drive less. Oregon and California have piloted mileage-based systems since the 2000's, and other states, including Hawaii, Massachusetts, Minnesota, Tennessee, Utah, Vermont, Virginia, and Washington are currently investigating these programs.

- **Variable Parking Fee:** Similar to congestion pricing, variable parking fees price the spaces available for vehicular parking based on location, availability, and the time of day. Variable pricing programs are based on the idea that vehicular parking is one use of on-street space, and should be priced for the opportunity cost of using that space to store cars rather than for potentially more efficient uses, such as bus-only lanes, protected bicycle facilities, commercial loading zones, landscaping, outdoor dining, or wider sidewalks. The District of Columbia has been piloting variable parking fees in select neighborhoods since 2019.
- **Electric Vehicle Charging Tax:** This emerging funding source levies a tax on electricity delivered to public electric vehicle charging stations. The Montana State Legislature passed a kilowatt hours tax in 2023.

The state of Montana is researching replacements for the gas tax. At present, the gas tax is the primary source of non-federal funding for roads,

bridges, and other transportation infrastructure. The City of Billings is not currently investigating variable parking fees. For this reason, the following section continues to project revenues emerging from gas taxes.

Revenue Projections

Many of the funding sources detailed in the previous section are included in several important documents that informed the estimation and projection of future MPO revenues, including a current allocation (2023) of available transportation funding for the Billings planning area managed by MDT Statewide and Urban Planning Section, the FY2020 – 2024 MPO Transportation Improvement Program, the FY 2023 – 2027 City of Billings Capital Improvement Program, and the FY 2023 City of Billings Budget. These local, state, and federal revenue sources were compiled and then multiplied by a 3% inflation for each year to project to the five-year (FY 2028), ten-year (FY2033), and twenty-two year (FY2045) revenues for those periods. Table 34 summarizes the current and projected funding (estimated) for the Billings planning area.

The current annual allocation for the Billings-Yellowstone County MPO is \$65,587,858. The 22-year revenue projection is \$1,251,530,000. Using the 22-year revenue projection, the average annual allocation is estimated at \$56,880,000. The average annual revenue projection is anticipated to increase due to changes in federal funding programs. However, it is important to note that federal earmarks, which were a previous revenue source, are no longer expected.

84 National Governors Association. (2021). *Innovative State Transportation Funding and Financing: Policy Options for States*. National Governors Association Center for Best Practices. <https://www.nga.org/wp-content/uploads/2021/02/0901TRANSPORTATIONFUNDING.pdf>

85 Povich, Elaine. (October 10, 2022). *As Electric Vehicle Shrink Gas Tax Revenue, More States May Tax Mileage*. Pew Trusts: Stateline. <https://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2022/10/10/as-electric-vehicles-shrink-gas-tax-revenue-more-states-may-tax-mileage>

TABLE 34. BILLINGS-YELLOWSTONE MPO PROJECTED REVENUES (2023 - 2045)

FUNDING SOURCE	CURRENT ANNUAL ALLOCATION (FY 2023)	5-YEAR REVENUE PROJECTION (FY 2028)	10-YEAR REVENUE PROJECTION (FY 2032)	22-YEAR REVENUE PROJECTION (FY 2045)
Congestion Mitigation and Air Quality Improvement/ Montana Air and Congestion (CMAQ/MACI)	\$1,353,095	\$10,512,000	\$13,940,000	\$30,660,000
Surface Transportation Program Bridge (STPB)	\$2,768,028	\$14,260,000	\$28,510,000	\$62,720,000
National Highway System (NHS)	\$10,942,487	\$56,350,000	\$112,710,000	\$247,960,000
Interstate Maintenance (IM)	\$4,069,307	\$20,960,000	\$41,910,000	\$92,210,000
Highway Safety Improvement Program (HSIP)	\$3,403,163	\$17,530,000	\$35,050,000	\$77,120,000
Surface Transportation Program Secondary (STPS)	\$369,102	\$1,900,000	\$3,800,000	\$8,360,000
Urban Pavement Preservation (UPP)	\$471,430	\$2,430,000	\$4,860,000	\$10,680,000
Maintenance (M)	\$998,564	\$5,140,000	\$10,290,000	\$22,630,000
Surface Transportation Program Urban (STPU)	\$2,489,770	\$12,820,000	\$25,640,000	\$56,420,000
Transportation Alternatives (TA)	\$789,570	\$4,852,500	\$8,130,000	\$17,890,000
National Highway Freight Program (NHFP)	\$3,245,550	\$16,710,000	\$33,430,000	\$73,540,000
Federal Discretionary Grant (BUILD)	\$9,370,900	\$-	\$-	\$-
Local CMAQ (CMAQ)	\$1,658,307	\$8,540,000	\$17,080,000	\$37,580,000
Gas Tax - City (GTB)	\$3,998,121	\$20,590,000	\$41,180,000	\$90,600,000
Gas Tax - County (GTY)	\$711,389	\$3,660,000	\$7,330,000	\$16,120,000
Sidewalk and Curb Districts Fund (SCD)	\$1,370,000	\$7,060,000	\$14,110,000	\$31,040,000
Special Improvement Districts Fund (SID)	\$2,400,000	\$12,360,000	\$24,720,000	\$54,380,000
Street Maintenance District Fund (SM)	\$4,097,000	\$21,100,000	\$42,200,000	\$92,840,000
Transit Fund - Capital (TF-C)	\$6,258,581	\$32,230,000	\$64,460,000	\$141,820,000
Transit Fund - Operations (TF-O)	\$3,303,194	\$17,010,000	\$34,020,000	\$74,850,000
Transit Fund - Facilities (TF-F)	\$534,301	\$2,750,000	\$5,500,000	\$12,110,000
Total	\$65,587,858	\$288,764,500	\$568,870,000	\$1,251,530,000

*The Arterial Construction Fund will expire at the close of Fiscal Year 2023 and is not included in revenue projections.

**The Street Maintenance District Fund is new in Fiscal Year 2024 and is included in revenue projections.

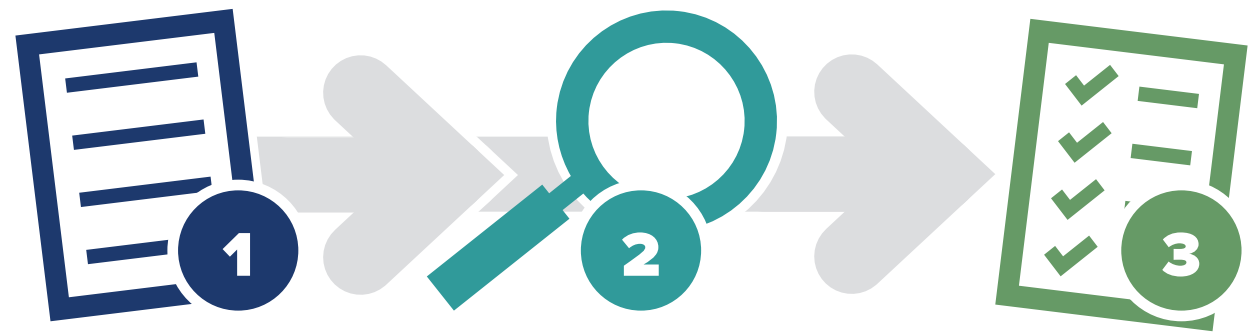
08 WHAT ARE THE PRIORITY PROJECTS? HOW WILL WE FUND THEM?

This chapter discusses the development of the project list for the 2023 LRTP and outlines the implementation strategy of the Plan and its projects.

Projects

The LRTP project list enables the prioritization and future implementation of transportation improvements in the Billings planning area. The project list is developed from a combination of past plans and studies as well as analyses conducted in the Existing and Future Conditions analyses. Stakeholder and public outreach are also a key component of project list development and enable the residents of the Billings planning area to provide input on projects and suggest new project ideas. The project list development process is summarized in Figure 71 and further discussed below.

FIGURE 71. PROJECT LIST DEVELOPMENT PROCESS



Project Identification

- Previous LRTP
- Recent Plans and Studies
- Safety Analysis
- Operations Analysis
- Modal Evaluations
- Existing and Future Conditions Analyses
- Stakeholder & Public Input

Project Prioritization

- Apply Criteria to All Projects & Rank
- Incorporate Feedback from Steering Committee
- Incorporate Feedback from the Stakeholders and Public

Project List

- Develop Lists for Committed, Recommended, and Illustrative Projects
- Adopt LRTP

PROJECT IDENTIFICATION

The transportation projects in the LRTP were initially identified from sources and processes summarized in Table 35. After the initial draft project list was identified, there were multiple rounds of review by stakeholders and the public to refine projects and incorporate new projects that align with the vision and goals of the 2023 LRTP.

TABLE 35. PROJECT LIST SOURCES

PROJECT SOURCE	DESCRIPTION
Committed Projects	<ul style="list-style-type: none"> ■ City of Billings FY 2023-2027 Capital Improvement Plan (CIP) ■ Proposed City of Billings FY 2024-2028 CIP ■ Montana Department of Transportation (MDT) 2022-2026 Statewide Transportation Improvement Program (STIP) ■ City of Billings FY 2020-2024 Transportation Improvement Program (TIP)
Recent Plans and Studies	<ul style="list-style-type: none"> ■ Review of Recently Completed and On-Going Plans, Studies, and Projects (see Chapter 1)
2018 LRTP	<ul style="list-style-type: none"> ■ Recommended and Illustrative Projects from the 2018 LRTP
2023 LRTP	<ul style="list-style-type: none"> ■ Needs & Deficiencies Analysis (see Chapter 6) ■ Stakeholder Input ■ Public Outreach (see Chapter 3)

PROJECT PRIORITIZATION

The long-term strategy for funding and implementing projects identified in the LRTP project list is made possible through project prioritization. Project prioritization consists of (1) Defining project criteria based on the 2023 LRTP vision, goals, and objectives; (2) Assigning scores to each project based on the priorities; and (3) Categorizing projects based on these scores. The final score for each project allows decision makers to prioritize implementation of projects based on their alignment with the criteria. The project prioritization process does not have an impact on implementation of projects already committed in the STIP, TIP, or CIP.

The projects were evaluated based on 12 project criteria shown in Figure 72. For each criterion, projects were assigned a score of -1, 0, 1, or 2, based on their alignment with the criterion. The final prioritization score for a project is the sum of the scores for all 12 criteria. Further details about the project prioritization scoring system are available in the Projects & Implementation Appendix.

FIGURE 72. PROJECT PRIORITIZATION CRITERIA



PROJECT LIST

This section presents the projects that comprise the 2023 LRTP Project List, which are categorized as follows:

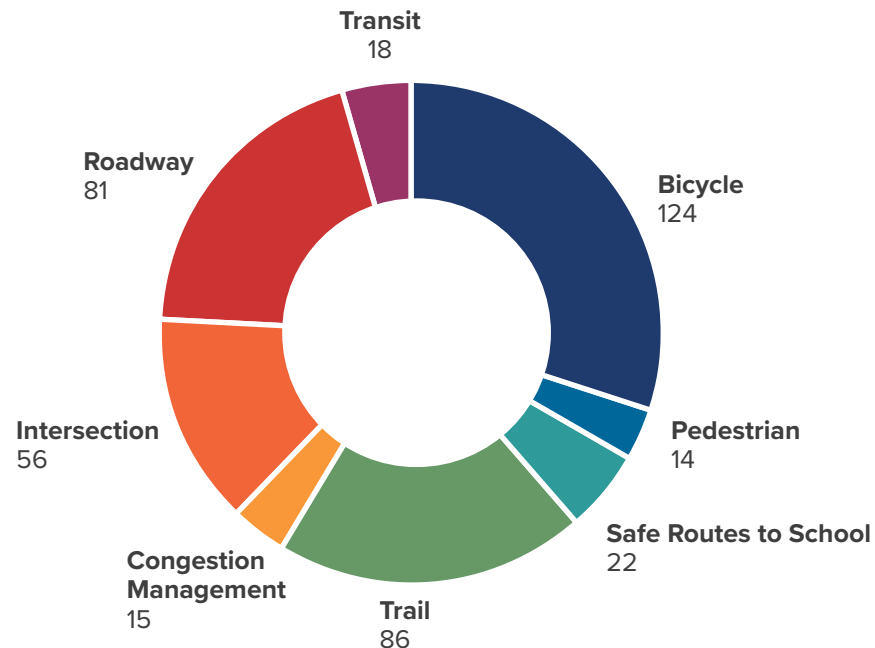
- **Bicycle:** Includes bicycle lanes, neighborhood bikeways, crossing improvements, trail connections, and facility maintenance.
- **Pedestrian:** Includes sidewalks, side paths, enhanced crossings, trail connections, bridges, underpasses, and facility maintenance.
- **Safe Routes to School (SRTS):** Includes projects identified in the Billings Safe Routes to School Plan Update (2022).
- **Trail:** Includes the construction of new multi-use paths and trails, improvements to existing ones, enhanced crossings, additional access locations, and maintenance activities.
- **Congestion Management:** Includes signal timing, traffic signal equipment upgrades, signs and advanced warning systems, and other intelligent transportation system modifications.
- **Intersection:** Includes operations and safety studies, new stop signs, new traffic signals, new roundabouts, turn lanes, ADA upgrades, and new interchange layouts.
- **Roadway:** Includes road widening, reconstruction, space allocation, pavement preservation, signage, bridge rehabilitation, corridor plans, railroad crossings, shoulder additions, pavement of gravel roads, and other maintenance activities.
- **Transit:** Includes transit facilities improvements, bus replacements,

electric vehicle charging infrastructure, other technology upgrades, and route redesign improvements as identified in the 2022 Transit Development Plan.

The Project List includes 416 projects, which are delineated by the project categories to the left and included in the Projects & Implementation Appendix. For each category, the corresponding projects, as well as their prioritization score and the funding sources for which they are eligible, are tabulated. Additionally, maps depicting the project list by category are available in the Projects & Implementation Appendix. Figure 73 depicts the number of projects in each category.

All projects, regardless of type, benefit everyone traveling through the region, and endeavor to continue making the transportation system safer and more accessible.

FIGURE 73. PROJECTS BY CATEGORY



Implementation

Fully realizing the vision of the Billings MPO will require substantial investments over the next twenty years to fund the Project List. The prioritization of each project in the Project List, as well as the revenue projections outlined in Chapter 7, determine whether each project is classified as committed, recommended, or illustrative.

- **Committed projects** are those projects that are included in the Montana STIP, the MPO TIP, or the City of Billings CIP. The plan includes 63 committed projects. These projects are displayed in Figure 74.

- **Recommended projects** are projects that are expected to be fully funded by year 2045, but are not currently committed within the STIP, TIP, or CIP. The plan includes 350 recommended projects. These projects are displayed in Figure 75.
- **Illustrative projects** are those that are not expected to be funded by 2045 due to fiscal constraint but could be included in the adopted LRTP if additional resources become available, beyond those identified in the financial plan. In this iteration of the Billings LRTP, there are 3 illustrative projects.

The costs to design, construct, operate, and maintain all elements of the committed and recommended projects in the LRTP through 2045 are more than \$934.2 million. The “plan cost” is

only the portion of the project costs that is programmed in the LRTP – committed projects have funding identified to cover their full cost. Table 36 delineates the funding dedicated for each project category.

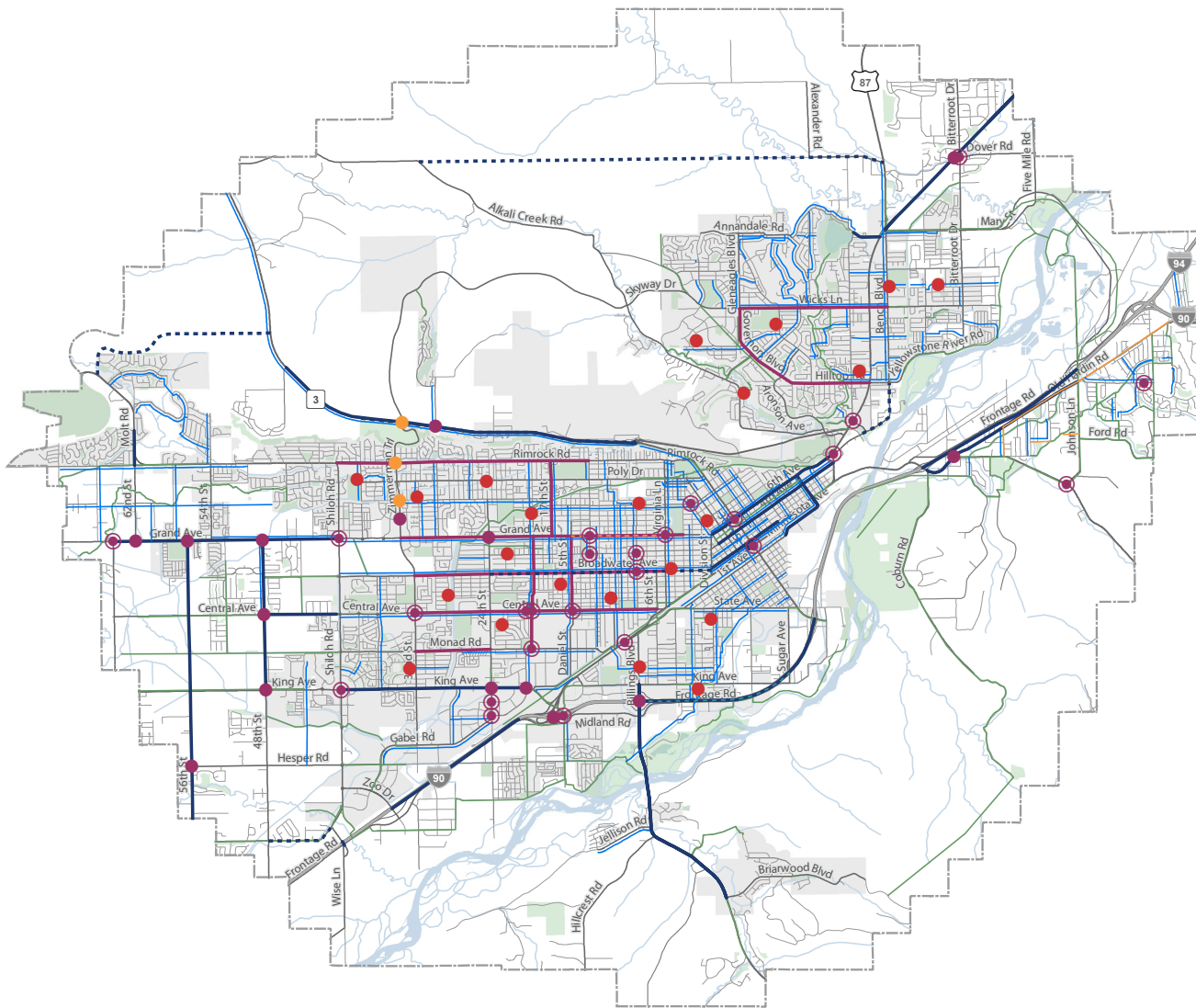
Project costs were estimated using existing estimates from the MPO Transportation Improvement Program, the City of Billings Capital Improvement Program, and the Montana Department of Transportation Statewide Transportation Improvement Program, as well as through recently completed transportation projects in the region and the state and input from the Steering Committee. As the projects included in the Project List are not fully scoped, the estimated project costs are planning-level estimates. All project costs were converted to year

of expenditure (YOE) dollars using a three-percent annual inflation rate to account for how projects will be programmed within the 20-year LRTP horizon. For capital projects, the cost estimate represents the total amount of funding that will be needed to plan, design, and build a project. For some projects that recommend new programs, plans or studies, or other work, the cost estimate represents the cost of completing that item.

TABLE 36. SUMMARY OF LRTP PROJECT COSTS

PROJECT CATEGORIES	COMMITTED	RECOMMENDED	2045 FISCALLY CONSTRAINED TOTAL	2045 REVENUE PROJECTION TOTAL	DIFFERENCE
Pedestrian, Bicycle, Safe Routes to School, Trail	\$16,761,400	\$143,133,460	\$159,894,860	\$247,610,000	\$87,715,100
Congestion Management, Intersection, Roadway	\$265,114,640	\$465,775,770	\$730,890,400	\$775,140,000	\$44,249,600
Transit	\$18,084,000	\$79,288,400	\$97,372,370	\$228,780,000	\$131,407,630
Total	\$299,960,040	\$688,197,600	\$988,157,640	\$1,251,530,000	\$263,372,360

FIGURE 75. RECOMMENDED PROJECTS



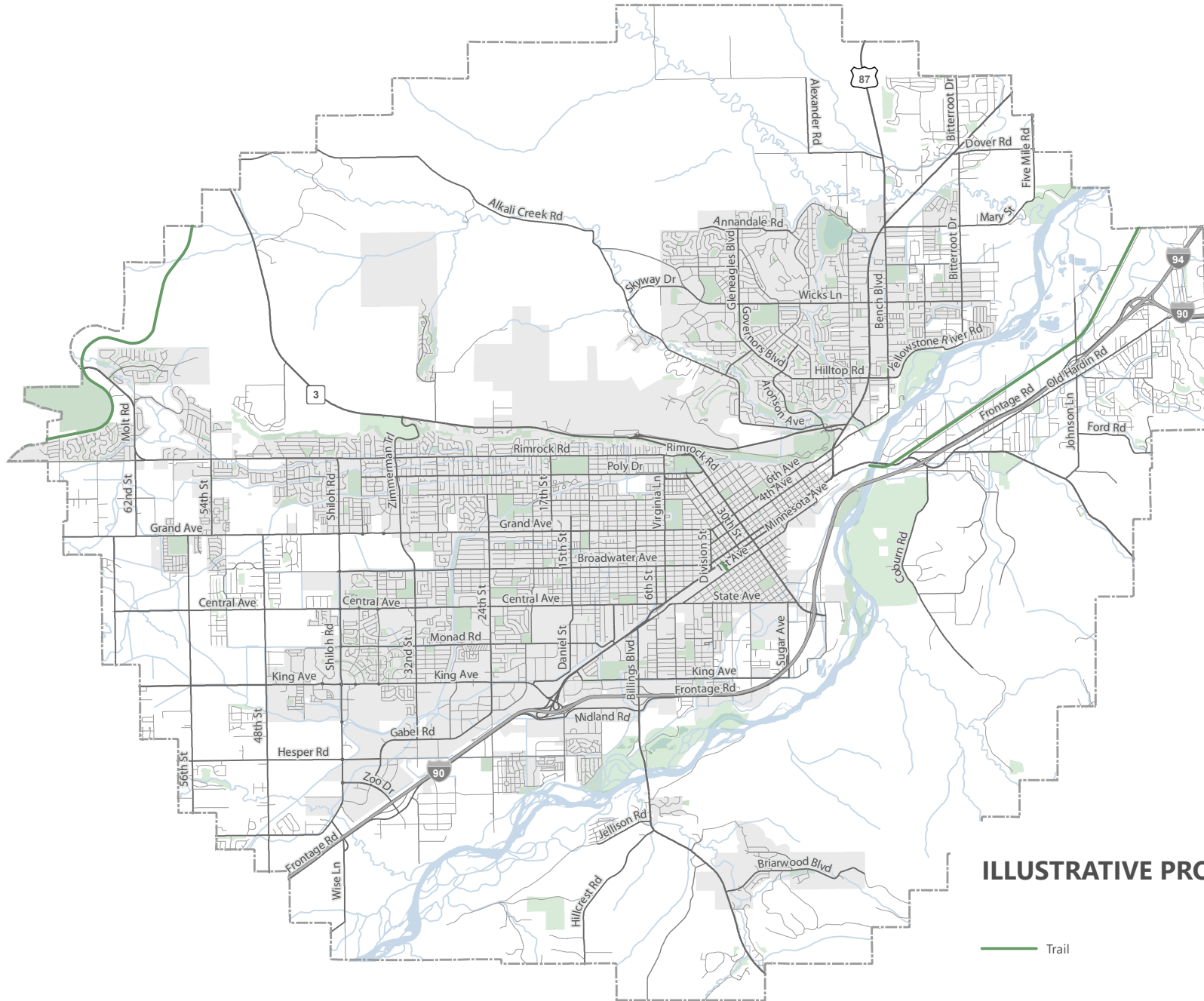
RECOMMENDED PROJECTS AND STUDIES



- Intersection Project
- Intersection Study
- Pedestrian Project
- SRTS Project
- Trail Project
- Pedestrian Project
- Pedestrian Study
- Bicycle Project
- Bicycle Study
- Congestion Management Project
- Roadway Study
- Roadway Project

Note: Projects without a specific location, or that have multiple locations, are not shown in this figure. These projects include: BL_69, BS_01, CM_16, MT_119, MT_120, P_62, P_63, R_93, R_97, R_98, MET_20, MET_21, MET_22, MET_23, MET_24, and MET_25.

FIGURE 76. ILLUSTRATIVE PROJECTS



ILLUSTRATIVE PROJECTS

— Trail

SPENDING & REVENUE PLAN

The Project List was developed to assist the MPO in creating the upcoming updates of the Transportation Improvement Program. Utilizing the prioritized projects and their associated funding category, the MPO can make informed decisions about the next transportation investments for the Billings planning area. Table 37 summarizes the MPO revenue sources and the total project costs (expenditures) for the prioritized projects allocated funding from each source. Additionally, each funding source has remaining funds that are "carried over" to the following funding period. The funding projections and project allocations are forecasted for the first 10 years of this Plan, and the remaining years until the planning horizon of 2045. Table 37 helps the MPO to make informed decisions about the next transportation investments for the Billings planning area.

As shown in Table 37, the estimated available revenue (\$1.251 billion) is greater than the estimated total costs (\$934.2 million) to implement the committed and recommended projects for the 2023 LRTP. Therefore, this plan is fiscally responsible and meets the fiscally constrained requirement.

TABLE 37. COMMITTED & RECOMMENDED PROJECTS BY CATEGORY & FUNDING SOURCE

FUNDING SOURCE	2024 - 2033			2034 - 2045		
	Projected Revenues	Expenditures	Difference	Projected Revenues + Carryover	Expenditures	Difference
Congestion Mitigation and Air Quality Improvement / Montana Air and Congestion (CMAQ/MACI)	\$13,940,000	\$13,877,680	\$62,320	\$16,782,320	\$16,328,893	\$453,427
Surface Transportation Program Bridge (STPB)	\$28,510,000	\$21,714,637	\$6,795,363	\$41,005,363	\$7,221,289	\$33,784,074
National Highway System (NHS)	\$112,710,000	\$112,077,699	\$632,301	\$135,882,301	\$105,863,676	\$30,018,624
Interstate Maintenance (IM)	\$41,910,000	\$35,924,782	\$5,985,218	\$56,285,218	\$35,580,517	\$20,704,701
Highway Safety Improvement Program (HSIP)	\$35,050,000	\$20,760,356	\$14,289,644	\$56,359,644	\$53,546,658	\$2,812,987
Surface Transportation Program Secondary (STPS)	\$3,800,000	\$-	\$3,800,000	\$8,360,000	\$5,556,700	\$2,803,300
Urban Pavement Preservation (UPP)	\$4,860,000	\$2,415,875	\$2,444,125	\$8,264,125	\$2,682,545	\$5,581,581
Maintenance (M)	\$10,290,000	\$4,703,707	\$5,586,293	\$17,926,293	\$-	\$17,926,293
Surface Transportation Program Urban (STPU)	\$25,640,000	\$22,483,524	\$3,156,476	\$33,936,476	\$33,704,334	\$232,141
Transportation Alternatives (TA)	\$8,130,000	\$6,386,826	\$1,743,174	\$11,503,174	\$9,808,164	\$1,695,009
National Highway Freight Program (NHFP)	\$25,075,000	\$19,802,458	\$5,272,542	\$45,382,542	\$15,137,217	\$30,245,325
Federal Discretionary Grant (BUILD)	\$18,741,800	\$830,000	\$17,911,800	\$-	\$-	\$-
Local CMAQ (CMAQ)	\$17,080,000	\$3,272,436	\$13,807,564	\$34,307,564	\$30,437,628	\$3,869,935

FUNDING SOURCE	2024 – 2033			2034 - 2045		
	Projected Revenues	Expenditures	Difference	Projected Revenues + Carryover	Expenditures	Difference
Gas Tax - City (GTB)	\$41,180,000	\$41,074,396	\$105,604	\$49,525,604	\$33,501,231	\$16,024,373
Gas Tax - County (GTY)	\$7,330,000	\$5,214,720	\$2,115,280	\$10,905,280	\$8,930,805	\$1,974,475
Sidewalk and Curb Districts Fund (SCD)	\$14,110,000	\$14,095,000	\$15,000	\$16,945,000	\$15,923,337	\$1,021,663
Special Improvement Districts Fund (SID)	\$24,720,000	\$24,275,000	\$445,000	\$30,105,000	\$24,000,000	\$6,105,000
Street Maintenance District Fund (SM)	\$42,200,000	\$41,804,000	\$396,000	\$51,036,000	\$47,894,938	\$3,141,062
Transit Fund - Capital (TF-C)	\$64,460,000	\$27,230,731	\$37,229,269	\$114,589,269	\$24,328,827	\$90,260,442
Transit Fund - Operations (TF-O)	\$34,020,000	\$24,144,939	\$9,875,061	\$50,705,061	\$19,735,865	\$30,969,196
Transit Fund - Facilities (TF-F)	\$5,500,000	\$973,958	\$4,526,042	\$11,136,042	\$958,052	\$10,177,990
Total	\$579,256,800	\$443,062,726	\$136,194,074	\$800,942,274	\$491,140,675	\$309,801,599

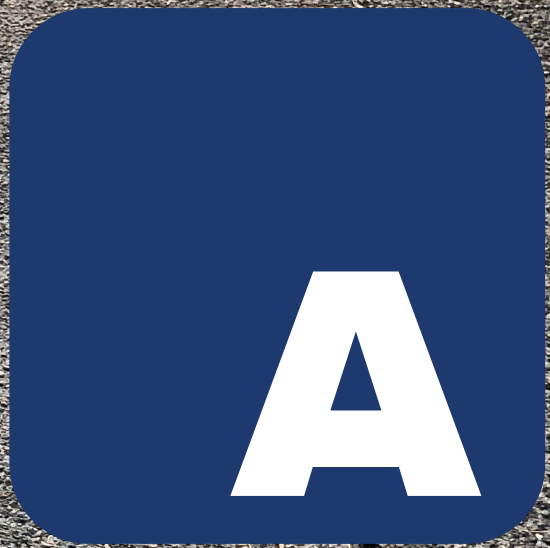
For this analysis, transit fund revenue sources were simplified into three types: funds that support capital projects, funds that support operations, and funds that support facilities projects. Transit Fund – Capital includes state and federal grants as well as FTA Capital Grants. Transit Fund – Operations includes Tax Revenues (Mills Levied) and Operating Revenues. Transit Fund – Facilities includes Intergovernmental Transfers, Investment Interests, Surplus Equipment Sales, and Miscellaneous funds.

2023 BILLINGS URBAN AREA
**LONG RANGE
TRANSPORTATION
PLAN**





**2018 LRTP
REPORT CARD**



Planning Board

Date: 06/27/2023
Title: Billings MPO Transportation Alternative Projects - Final Action
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff recommends the Planning Board (PB) forward a recommendation of approval of the two submitted Transportation Alternative (TA) projects to the Policy Coordinating Committee (PCC). The PCC is scheduled to take final action on the TA projects at its meeting on July 18.

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

The Transportation Alternatives Program (TA) is a set-aside program from the Surface Transportation Block Grant (STBG) program. Eligible uses of the funds include projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This includes a variety of pedestrian and bicycle facilities, recreational trails, safe routes to school projects and other community improvement projects.

The Bipartisan Infrastructure Law (BIL) allows for Metropolitan Planning Organizations (MPOs) to administer their own competitive application process with approval and oversight from the Montana Department of Transportation (MDT). Billings, Missoula, and Great Falls will be overseeing a local process for the TA funding that is specific to areas with a population of over 50,000. Entities within the MPO may also apply with MDT's Call for Applications as well, as there is funding that is not tied to population. The timeline for both processes runs concurrently.

This year, the MPO received an allocation of approximately \$6.38 million of TA funds. This includes several years of previously unspent TA funds managed by the Montana Department of Transportation. Future year funding will be approximately \$700,000 annually. Two projects were submitted requesting funding. The first is from Yellowstone County on behalf of the Lockwood Pedestrian Safety District. A proposed sidewalk gap connection along Old Hardin Road between two end points that are being constructed by Yellowstone County on one end and the Montana Department of Transportation (part of the Billings Bypass project) on the other. This project will complete the 2,200' gap. The second project, Stagecoach Trail, was submitted by the City of Billings Parks Department and will construct a 10' wide shared use path from the Skyline Trail on the east side of Zimmerman Trail to Rimrock Road below the Rims.

The TAC based the scoring of the applications based on a process developed by the MPO with guidance from MDT. Based on a total of 100 points, 10 points for Project Description, 45 points for Project Benefits and 45 points for Project Risk Analysis. Based on TAC scoring and the available TA funding, TAC is recommending to fully fund both projects.

STAKEHOLDERS

Both of these projects are located within the Billings MPO and have been identified in local planning efforts that included robust public participation. The Lockwood project is identified in the 2017 Lockwood Non-Motorized Transportation Plan and the Stagecoach Trail was identified in the 2015 Rimrocks to Valley Bike & Pedestrian Study. The PB received a presentation providing an overview of the two applications, the scoring system and the funding at its June 13 meeting, and conducted a public hearing to collect public comment. Planning Board Member Woods disclosed he is a member of the Lockwood Pedestrian Safety Committee and would be abstaining from discussion and the future vote since one of the applications benefited the district. Planning Board Member Tuss informed the Board she is a Board Member of the Billings TrailNet, and they are a partner for the Stagecoach Trail application so she would be abstaining from discussion and the future vote. There was no public comment. The Planning Board will take action on this item at its June 27th meeting. This recommendation will be forwarded to the Policy Coordinating Committee. The City Council reviewed the TA applications at its Work Session on Monday, June 19 and will be acting on the applications for a recommendation to PCC at its regular meeting on June 26.

ALTERNATIVES

N/A

FISCAL EFFECTS

The fiscal effects of approving these applications include the use of approximately \$5,769,960 in TA grant funds. The TA

grant program requires the local entity to provide a minimum of 13.42% in local matching funds. The Old Hardin Road project is requesting \$1,038,960 in TA with a proposed local match amount of \$161,040. The local funds are generated through a Special Improvement District fund specifically approved by the Lockwood residents to generate funding to complete non-motorized projects in the Lockwood community. The Stagecoach Trail project is requesting \$4,730,000 in TA with local funding in the amount of \$805,000. Of that amount, \$100,000 is being contributed by Billings TrailNet, the balance of \$705,000 is from the City of Billings Parks Department funds.

SUMMARY

The Transportation Alternatives Program is an opportunity for the Billings Urban Area to complete those larger, complex non-motorized projects. The two projects submitted for this round of funding addresses both a city and county connection that are both critical to the community's goals.

Attachments

Lockwood TA Application
Stagecoach Trail TA Application



Received 04/11/2023

Billings Metropolitan Planning Organization (MPO)
Transportation Alternatives (TA) Program
2023 Project Application

Applications are due April 12, 2023 by 5:00 p.m.

Review the **instructions** prior to filling out this application for a Capital Improvement Project. Fill in all the sections and do not leave any blank.

1. Project Name:

2. Project Sponsor:

3. Project Contact:

4. Project Cost Estimate

	Total Cost	Federal Share (TA)	Match	Additional Contribution
Preliminary Engineering (PE)	262,500.00	227,272.50	35,227.50	0.00
Construction (CN)	750,000.00	649,350.00	100,650.00	0.00
Construction Engineering (CE)	187,500.00	162,337.50	25,162.50	0.00
Right-of-Way (RW)	0.00	0.00	0.00	0.00
Incidental Construction (Utility involvement)(IC)	0.00	0.00	0.00	0.00
Total	1,200,000.00	1,038,960.00	161,040.00	0.00

As a reminder, the cost split between Federal Share TA and Matching funds is 86.58% Federal Share TA and 13.42% Match

5. Description of Project (10 points):

Lockwood is a large, unincorporated area under the governance of Yellowstone County with a population of 7,200 people. Old Hardin Road (OHR) is a minor arterial that acts as both a frontage road to I-90 and the Lockwood community's main street. This duality brings with it the commuting traffic of the frontage road, and the local access to the businesses, nearby schools and residences of the community. Currently, OHR is a two-lane road with existing sidewalk on the south side of the roadway from Highway 87 to Piccolo Lane. Yellowstone County, through the Lockwood Pedestrian Safety District (LPSD), will construct the extension sidewalk along OHR from Piccolo Lane to Woodland Road during Summer of 2023. The Montana Department of Transportation (MDT) will be reconstructing 0.3 miles of existing sidewalk along OHR from Rykken Circle to Cole Street as part of their Johnson Lane - Billings Bypass project. This OHR Sidewalk Connector project will address the gap in sidewalk facilities between Woodland Road and Rykken Circle, of approximate length of 2,200 feet. The original funding for the original OHR project does not have sufficient funding to complete this gap. The intent of this TA application is to nominate the vital portion of sidewalk to be completed via the OHR Sidewalk Connector grant to provide safety and connectivity for pedestrians in Lockwood which will finalize a 2+ mile corridor of sidewalk along OHR. The conceptual design of the project is included in the appendix (identified as "Option B" in the plans), and shows the 6-foot wide boulevard sidewalk to be constructed in concrete. The intent of the design will maintain all existing driveways and street approaches. There is an existing irrigation ditch that runs parallel to the project along the northeasterly 500-feet of the project. This ditch will be piped as an extension of the irrigation piping included in MDT's Johnson Lane project. This project was first identified the LPSD's 2017 Non-Motorized Transportation Plan list of Engineering Projects. With completion of this grant project, in addition to the two ongoing projects, OHR will have continuous sidewalk through the heart of Lockwood! (Letters of support from both Yellowstone County and the LPSD are included in the appendix.)

6. Project Eligibility:

The OHR Sidewalk Connector Project is of critical importance to the Lockwood Community as it satisfies multiple categories within the TA guidelines -- specifically Categories A & B (Off-road sidewalk facility and Safe Routes for Non-drivers). The importance of the OHR sidewalk was first identified as one of the top project priorities in the 2017 Lockwood Ped Safety District's Non-Motorized Transportation Plan, and its successive draft update which is currently being written. OHR is Lockwood's busiest road for both vehicular and pedestrian traffic, so this project is critical to separating the two modes of traffic and providing a safe route for pedestrians that are currently being forced to walk in the road's driving paths and unpaved shoulders.

This sidewalk project will provide a facility for non-motorized travel within one mile of the Lockwood School campus. As mentioned previously, without this multi-modal connection, there will be a half-mile gap in sidewalk along the two-mile stretch of OHR from Highway 87 to Johnson Lane.

7. Project Benefits (45 points):

a. Safety

OHR exists as a two-lane roadway classified within the Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan (LRTP) as a minor arterial with an average AADT of approximately 4,500 vehicles per day. The lack of vehicle delineation and multi-modal facilities creates a safety impact for pedestrians and bicyclists.

Crash data for the half mile portion of roadway, provided by MDT, was evaluated to help determine crash trends and safety needs. There were three pedestrian or bicycle related crashes in the project corridor that occurred during the ten-year crash analysis period with two of the crashes resulted in injuries. Benefits to the grant project will include providing a separated pathway for pedestrians and bicyclists within the public right-of-way. These injuries likely could have been prevented if there was a separated facility dedicated to non-motorized users. The Federal Highway Administration (FHWA) notes that providing sidewalks results in up to an 89% reduction in pedestrian crashes with motor vehicles and suggests that walkways should be part of every new and renovated roadway facility and every effort should be made to retrofit streets that currently do not have sidewalks. Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5-feet for a sidewalk or walkway, should be continuous along both sides of a street, and should be fully accessible to all pedestrians including those in wheelchairs.

b. Accessibility

Currently, there is no facility available along OHR within the project limits that meets ADA and PROWAG guidelines. This grant application project will provide a new facility that is compliant with both ADA and PROWAG guidelines, and thus create a new route for a group of users that has been neglected for far too long.

c. Connectivity

One of the primary benefits of the OHR Sidewalk Connector project is connectivity. As described in the Project Description of this application, there is/will be continuous sidewalk for 1.3 miles to the southwest of this project and 0.3 miles to the northeast. With the additional half-mile project in this application, there will be over 2 miles of continuous sidewalk along the busiest road in Lockwood that connects residents, commercial businesses (including multiple gas/convenience stores and the grocery store), Lockwood's popular baseball/softball field complex, and future school safe routes along Piccolo Lane.

8. Project Risk Analysis (45 points):

a. Budget

The construction budget for this grant project was developed based on a preliminary/conceptual design of the sidewalk connector project, as commissioned by the Lockwood Pedestrian Safety District. Quantities for sidewalk area, fence installation/relocation, base gravel, and irrigation piping were developed from this design. With the quantities known, unit costs for these items were applied based on recent similar projects developed in MDT's database. These numbers were then extrapolated to determine the final construction number. As with standard engineering practice for planning level cost estimates, a contingency was applied to account for unforeseen construction items. A detailed breakdown of this cost estimate is included in the Appendix.

b. Matching Funds

The Lockwood Pedestrian Safety District is a Special Improvement District (SID) that was created by Yellowstone County as allowed under MCA 7-11-1001 through 7-11-1029. A 2014 referendum was presented to voters living within the Lockwood School District, in which they voted 61% to 39% in favor to create the District. Its purpose is to enhance pedestrian safety and provide for alternative means of transportation in the (unincorporated) Lockwood area. Accordingly, the LPSD has an estimated annual revenue of over \$260,000 per year for use on projects like this one. With Yellowstone County as the sponsor of this project, they are committed to ensuring that the local match is fully secured and in-hand.

c. Project Ownership and Maintenance

As sponsor of this application, Yellowstone County is fully committed, through the LPSD, for operation and maintenance of this project. The LPSD board currently holds contracts with local businesses to remove snow off existing sidewalks within the LPSD boundaries. This grant application project would be included in the snow removal contract. In addition, the LPSD annual budget includes \$13,000 for annual maintenance of sidewalks. Through these annual budget items, the LPSD (and thus Yellowstone County) are committed to the ongoing operation and maintenance items for this grant application project.

d. Project Right-of-Way and Railroad

The intent of the design for the OHR Sidewalk Connector project is to be fully constructed within the public right-of-way of OHR. As shown in the Right-of-Way Exhibits in the Appendix, there is currently 65 to 70-feet of public right-of-way along the project limits that is all free of conflicts. Further, there is over 15-feet from the edge of pavement to the southern property line. This will allow for adequate construction of the 6-foot sidewalk and boulevard throughout the project.

This project is free of railroad conflicts and no further action is required from a railroad coordination perspective.

e. Project Utility Impacts

For the OHR Sidewalk Connector project, the only utilities that could potentially be in conflict are overhead power lines within the vicinity of the proposed sidewalk. However, these power poles are located at the back of right-of-way, and the intent of the design is to place the sidewalk where power pole relocation will not be required. Yellowstone Valley Electric Cooperative has been informed about this potential project.

In addition there is a water line along the proposed sidewalk alignment. This will not cause conflicts or relocation, but will be located beneath the proposed sidewalk. The water line is owned and operated by the Lockwood Water & Sewer District.



9. Appendix (add attachments):

Yellowstone County



COMMISSIONERS
(406) 256-2701
(406) 256-2777 (FAX)

P.O. Box 35000
Billings, MT 59107-5000
bocc@yellowstonecountymt.gov

April 4, 2023

Lora Mattox
TA Coordinator/Transportation Planner
City of Billings Planning Division
2825 3rd Avenue North, Suite 400
Billings, MT 59101

Re: Transportation Alternatives Program Application
Old Hardin Road Sidewalk Connector Project

Dear Ms. Mattox:

The Yellowstone County Board of County Commissioners is in support of the Transportation Alternatives Program grant application for the Old Hardin Road Sidewalk Connector project. The project was identified within the Non-Motorized Transportation Plan produced by the Lockwood Pedestrian Safety District (LPSD).

The vision of the LPSD is to build a vibrant community with thriving industrial, commercial, and residential neighborhoods where people of all ages and physical abilities can travel safely and efficiently without the use of an automobile. The project will help accomplish this vision while also aiding in the mission to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area.

For questions regarding this letter of support please contact John Ostlund, Board of County Commissioners, Yellowstone County.

Sincerely,

A handwritten signature in black ink that reads "John Ostlund". The signature is written in a cursive style.

John Ostlund
Yellowstone County Board of County Commissioners Chair



LOCKWOOD PEDESTRIAN SAFETY DISTRICT



Lockwood Pedestrian Safety District
Advisory Board to Yellowstone County
PO Box 35000
Billings, MT 59107-5000

April 4, 2023

Lora Mattox
TA Coordinator/Transportation Planner
City of Billings Planning Division
2825 3rd Avenue North, Suite 400
Billings, MT 59101

Re: Transportation Alternatives Program Application
Old Hardin Road Sidewalk Connector Project

Dear Ms. Mattox:

The Lockwood Pedestrian Safety District Advisory Board is in support of the Transportation Alternatives Program grant application for the Old Hardin Road Sidewalk Connector project. The project is on a segment of roadway deemed a high priority by the district's Non-Motorized Transportation Plan. The segment completes connectivity of previous projects to a commercial center of the community for shopping and dining.

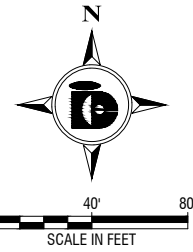
The mission of the Lockwood Pedestrian Safety District is to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area. Completing the Old Hardin Road Sidewalk at the connector project's location will offer pedestrians a safe way out of the road where steady residential and commercial vehicle traffic, including semi-trucks are active at Lockwood's busiest intersection. As the Lockwood community continues to develop, the safety of neighbors of all ages and abilities is priority to assure an active, healthy lifestyle is responsibly encouraged and experienced.

For more information, please contact Brandy Dangerfield, Lockwood Pedestrian Safety District Advisory Board Chair.

Respectfully,

Brandy Dangerfield

Brandy Dangerfield
Lockwood Pedestrian Safety District Advisory Board Chair
dangerfield.brandy@gmail.com



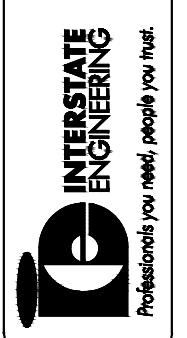
DRAFT TOPO MAPPING - 02.03.2021

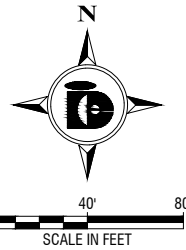


Rev No	Date	By	Description

OLD HARDIN RD PATHWAY SURVEY LOCKWOOD PEDESTRIAN SAFETY DISTRICT LOCKWOOD, MT		Project No: Y14405-126 Date: 01/2021
PLAN VIEW 25+00 TO 37+00		Drawn By: MDR Checked By: BB
Surveyed By: XXX Designed By: XXX		Project No: Y14405-126 Date: 01/2021

Interstate Engineering, Inc.
 P.O. Box 20953
 1211 Grand Avenue, Suite 6
 Billings, MT 59104-0953
 Ph (406) 256-1920
 Fax (406) 256-9178
 www.interstateeng.com
 Other offices in Minnesota, North Dakota and South Dakota





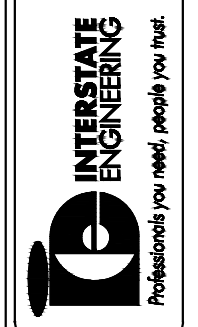
DRAFT TOPO MAPPING - 02.03.2021

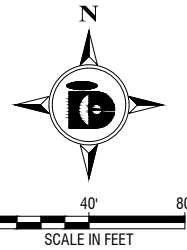


Rev No	Date	Description

OLD HARDIN RD PATHWAY SURVEY LOCKWOOD PEDESTRIAN SAFETY DISTRICT LOCKWOOD, MT		Project No: Y14405-126 Date: 01/2021
Drawn By: MDR Checked By: BB	Surveyed By: XXX Designed By: XXX	Plan View 37+00 TO 49+00

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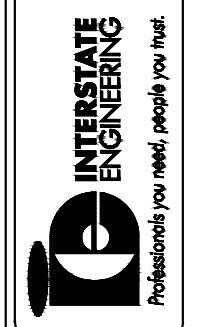
DRAFT TOPO MAPPING - 02.03.2021



Rev No	Date	By	Description

OLD HARDIN RD PATHWAY SURVEY LOCKWOOD PEDESTRIAN SAFETY DISTRICT LOCKWOOD, MT		Project No: Y14400-126 Date: 01/2021
Drawn By: MDR Checked By: BB	Surveyed By: XXX Designed By: XXX	Project No: XXX Date: XXX
PLAN VIEW 49+00 TO POE		

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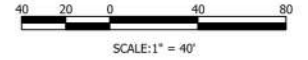


OLD HARDIN ROAD SIDEWALK CONNECTOR COST ESTIMATE

QUANTITY	DESCRIPTION	UNIT	UNIT PRICE	AMOUNT
10,000.0	MISCELLANEOUS WORK	UNIT	\$ 1.00	\$ 10,000.00
1.0	CONTRACTOR SURVEY AND LAYOUT	LS	\$ 15,000.00	\$ 15,000.00
1.0	MOBILIZATION - 10%	LS	\$ 42,000.00	\$ 42,000.00
1.0	TRAFFIC CONTROL-LS	LS	\$ 25,000.00	\$ 25,000.00
640.0	EXCAVATION-UNCLASSIFIED	CUYD	\$ 35.00	\$ 22,400.00
300.0	TOPSOIL-SALVAGING AND PLACING	CUYD	\$ 30.00	\$ 9,000.00
1.0	TEMPORARY EROSION CONTROL-LS	LS	\$ 5,000.00	\$ 5,000.00
60.0	CRUSHED AGGREGATE COURSE	CUYD	\$ 75.00	\$ 4,500.00
74.0	COMMERCIAL PLANT MIX-MISC	TON	\$ 175.00	\$ 12,950.00
200.0	PEDESTRIAN RAIL	LNFT	\$ 250.00	\$ 50,000.00
200.0	DRAINAGE PIPE 18 IN	LNFT	\$ 115.00	\$ 23,000.00
200.0	RCP 60 IN	LNFT	\$ 275.00	\$ 55,000.00
1.0	CONNECT TO EXISTING PIPE	EACH	\$ 1,500.00	\$ 1,500.00
1.0	ADJUST VALVE BOX	EACH	\$ 1,000.00	\$ 1,000.00
2.0	ADJUST FIRE HYDRANT	EACH	\$ 2,000.00	\$ 4,000.00
1,400.0	SIDEWALK-CONCRETE 6 IN (6 FT WIDE)	SQYD	\$ 100.00	\$ 140,000.00
9.3	DETEC WARNING DEVICES-TYPE I	SQYD	\$ 300.00	\$ 2,790.00
2.0	SIDEWALK DRAIN	EACH	\$ 2,000.00	\$ 4,000.00
0.3	SEEDING AREA NO I	ACRE	\$ 1,000.00	\$ 300.00
0.3	FERTILIZING AREA NO I	ACRE	\$ 400.00	\$ 120.00
7.0	RESET SIGNS	EACH	\$ 300.00	\$ 2,100.00
20.0	STRIPING-WHITE PAINT	GAL	\$ 100.00	\$ 2,000.00
1,400.0	SEPARATION GEOTEXTILE-HIGH	SQYD	\$ 3.00	\$ 4,200.00
12.0	MAILBOX	EACH	\$ 300.00	\$ 3,600.00
450.0	TURF REINF MAT-NATURAL FIBER	SQYD	\$ 12.00	\$ 5,400.00
1.0	IRRIGATION CANAL CROSSING	LS	\$ 15,000.00	\$ 15,000.00
100.0	RESET FENCE	LNFT	\$ 20.00	\$ 2,000.00
			SUBTOTAL	\$ 461,860.00
			30% CONTINGENCY	\$ 138,558.00
			SUBTOTAL	\$ 600,418.00
			INFLATION 4%/YEAR x 3 YEARS	\$ 74,970.59
			SUBTOTAL	\$ 675,388.59
			10.71% INDIRECT COST (IDC)	\$ 72,334.12
			TOTAL	\$ 747,722.71

RIGHT-OF-WAY EXHIBIT (SHEET 1 OF 2)

FOR
OLD HARDIN ROAD SIDEWALK CONNECTOR PROJECT
WITHIN
YELLOWSTONE COUNTY

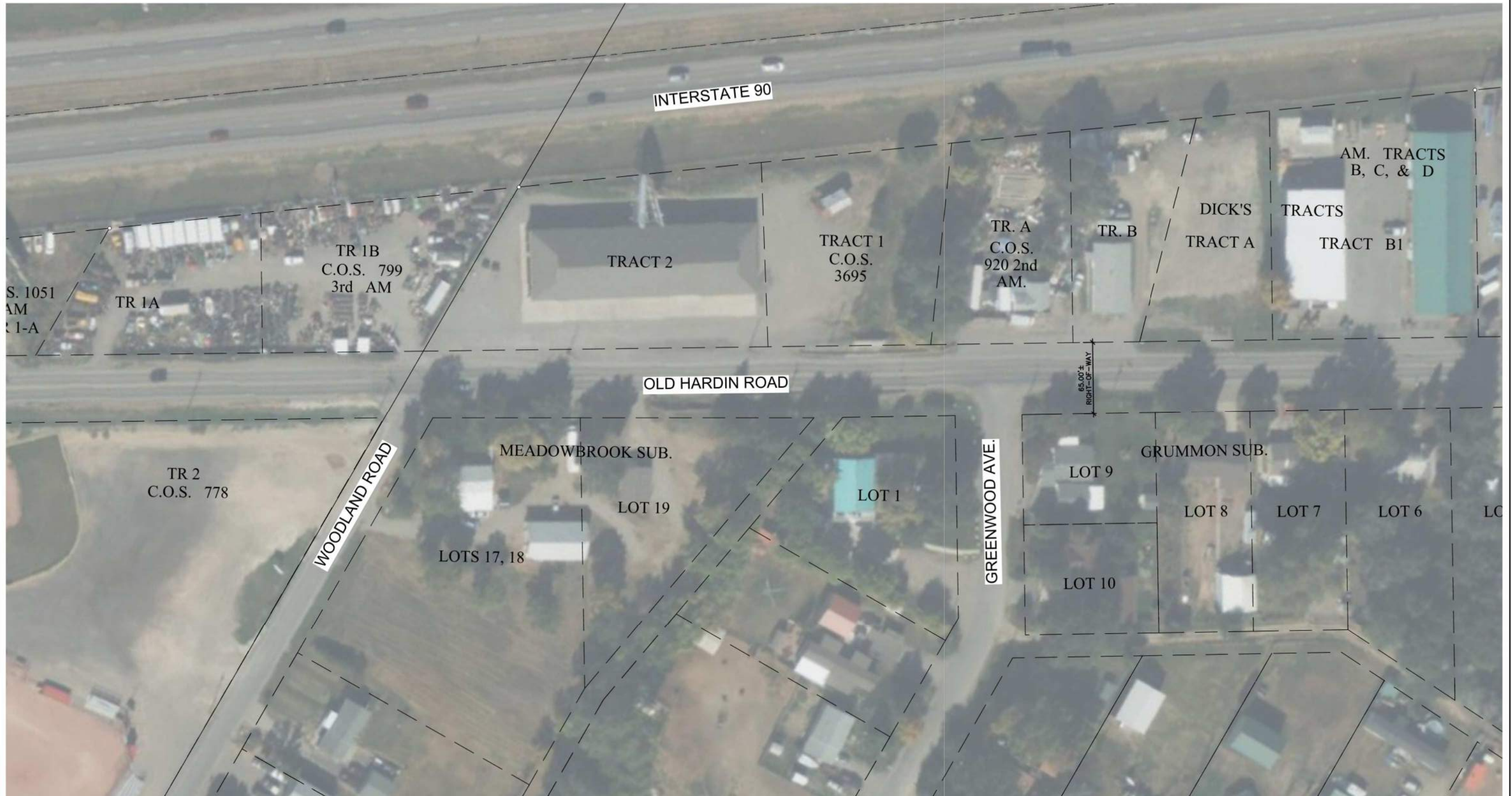


PREPARED FOR : YELLOWSTONE COUNTY, MONTANA

PREPARED BY : SANDERSON STEWART 

MARCH, 2023

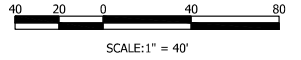
BILLINGS, MONTANA



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RIGHT-OF-WAY EXHIBIT (SHEET 2 OF 2)

FOR
OLD HARDIN ROAD SIDEWALK CONNECTOR PROJECT
WITHIN
YELLOWSTONE COUNTY



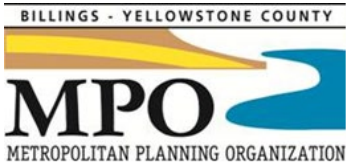
PREPARED FOR : YELLOWSTONE COUNTY, MONTANA

PREPARED BY : SANDERSON STEWART 

MARCH, 2023

BILLINGS, MONTANA





Received 03/29/2023

Billings Metropolitan Planning Organization (MPO)
 Transportation Alternatives (TA) Program
 2023 Project Application

Applications are due April 12, 2023 by 5:00 p.m.

Review the **instructions** prior to filling out this application for a Capital Improvement Project. Fill in all the sections and do not leave any blank.

1. Project Name:

2. Project Sponsor:

3. Project Contact:

4. Project Cost Estimate

	Total Cost	Federal Share (TA)	Match	Additional Contribution
Preliminary Engineering (PE)				
Construction (CN)				
Construction Engineering (CE)				
Right-of-Way (RW)				
Incidental Construction (Utility involvement)(IC)				
Total				

As a reminder, the cost split between Federal Share TA and Matching funds is 86.58% Federal Share TA and 13.42% Match

5. Description of Project (10 points):

6. Project Eligibility:

7. Project Benefits (45 points):

a. Safety

b. Accessibility

c. Connectivity

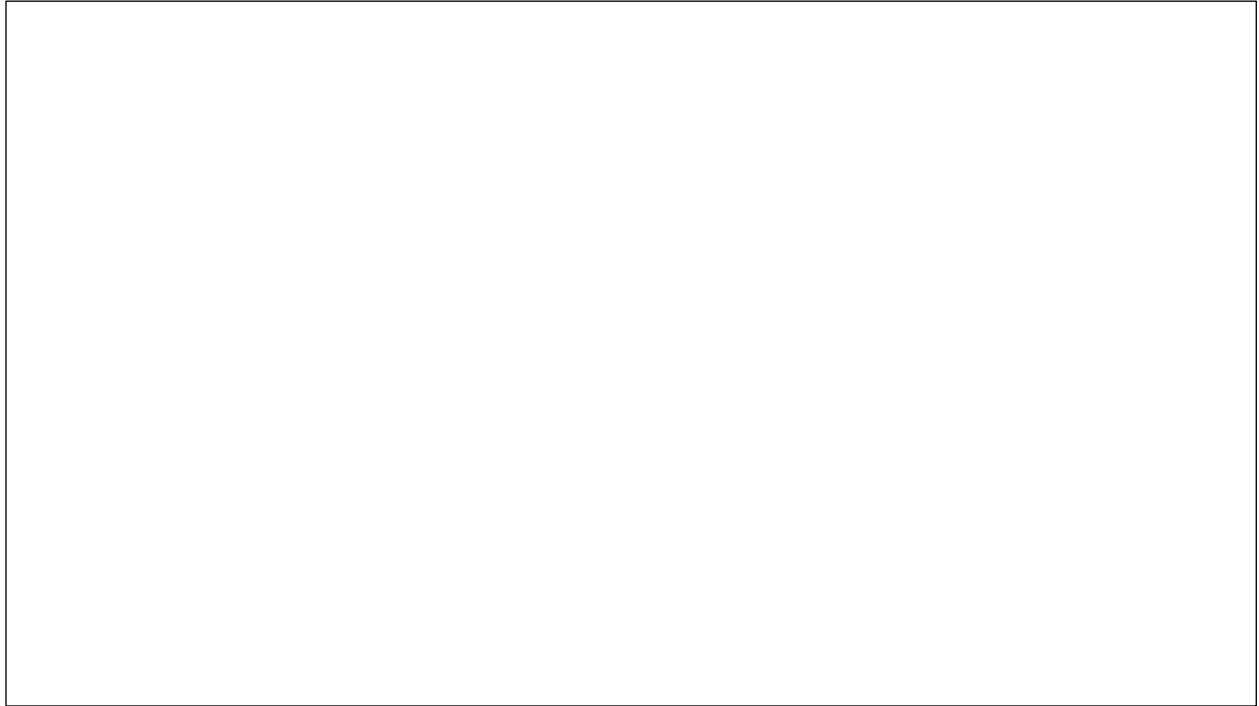
8. Project Risk Analysis (45 points):

a. Budget

b. Matching Funds

c. Project Ownership and Maintenance

d. Project Right-of-Way and Railroad



e. Project Utility Impacts



9. Appendix (add attachments):

- Figure 1 - Stagecoach Trail map
- Figure 2 - Marathon Loop
- Figure 3 - Stagecoach Trail slope
- Figure 4 - Inner Belt Loop
- Figure 5 - HDR Preliminary Estimate



Figure 1 – Stagecoach Trail Map

26.11 Mile “Marathon Loop”

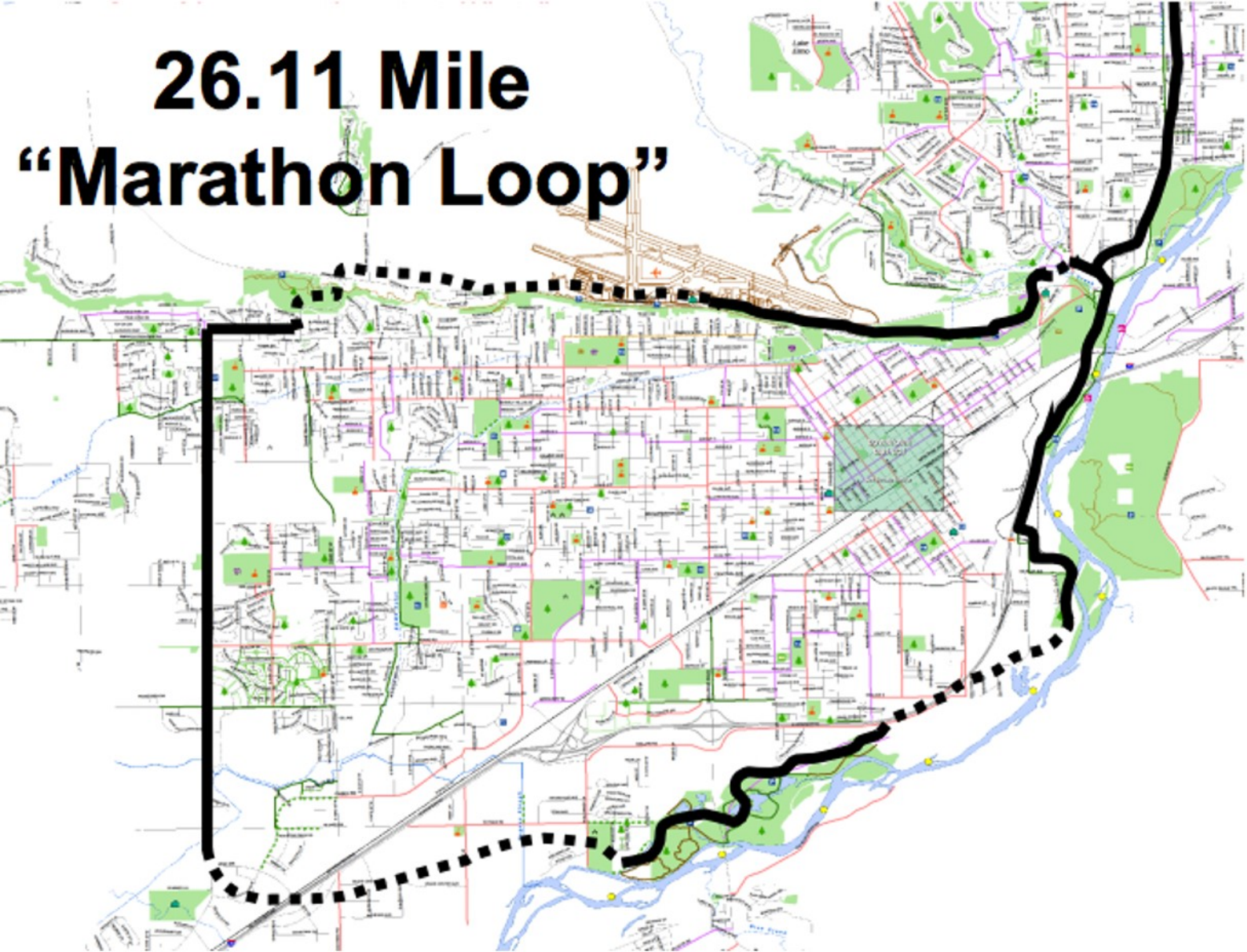


Figure 2 – Marathon Loop

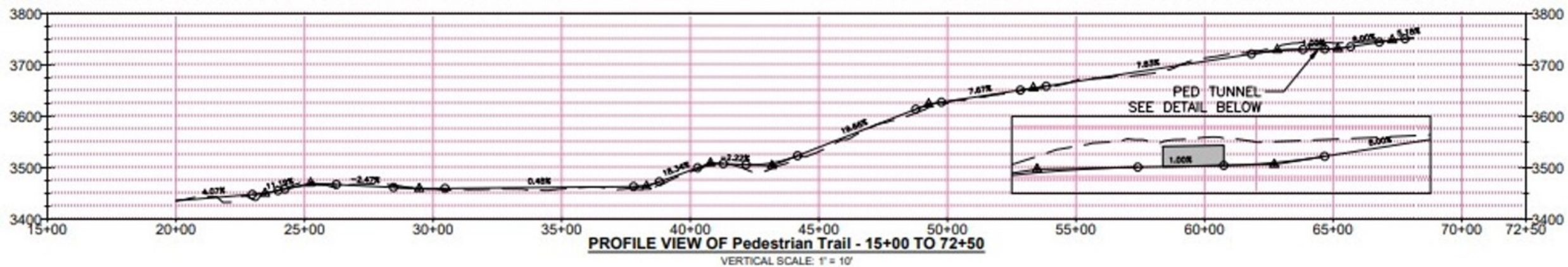


Figure 3 – Stagecoach Trail Slope



Figure 4 – Inner Belt Loop

BID PRICES
June 2016

Preliminary Estimate

Project Number: MT 1001(6)
 Project Name: Pedestrian Trail Alternative 3
 UPN Number: 6040003
 Project Length: 0.86 Miles
 Design Stage: (PFR)-Preliminary Field Review

Prepared By: HDR Engineering
 Date: December 6, 2016
 County: YELLOWSTONE COUNTY
 District: Billings
 Type of Work: Pedestrian Trail w/ Retaining Wall Max. Ht. of 25'

Item Number	Quantity	Description	Unit	G-Match	Average Bid Prices		Adjusted Unit Prices	
					Unit Price	Amount	Unit Price	Amount
					Dollars	Dollars	Dollars	Dollars
203020100	7300	EXCAVATION-UNCLASSIFIED	CUYD	N	\$3.98	\$29,054.00	\$25.00	\$182,500.00
203020200	58000	EXCAVATION-UNCLASS BORROW	CUYD	N	\$6.73	\$390,340.00		\$390,340.00
301020340	2700	CRUSHED AGGREGATE COURSE	CUYD	N	\$26.31	\$71,037.00		\$71,037.00
301020625	5300	AGGREGATE TREATMENT	SQYD	N	\$0.44	\$2,332.00		\$2,332.00
401020021	620	COMMERCIAL MIX-PG 70-28	TON	N	\$70.45	\$43,679.00		\$43,679.00
401020300	10	HYDRATED LIME	TON	N	\$213.85	\$2,139.00		\$2,139.00
605000020	0	BARRIER RAIL-CAST IN PLACE	LNFT	Y		\$0.00	\$110.00	\$0.00
614010009	850	RETAINING WALL	SQYD	N	\$506.67	\$430,670.00	\$1,500.00	\$1,275,000.00
						\$969,251.00		\$1,967,027.00
	10%	Mobilization				\$96,925.10		\$196,702.70
		Subtotal				\$1,066,176.10		\$2,163,729.70
	25%	Contingency				\$266,544.03		\$540,932.43
		Construction Total				\$1,332,720.13		\$2,704,662.13
	10%	Construction Engineering						\$270,466.21
		Total						\$2,975,128.34
	10.97%	Indirect Cost (IDC)-Construction						\$296,701.44
		Total Construction w/IDC						\$3,001,363.56
	10.97%	Indirect Cost (IDC) - Construction Engineering						\$29,670.14
		Total Construction Engineering w/IDC						\$300,136.36
		Total w/IDC						\$3,301,499.92

Project Length	Miles	0.86		
Project Average Finish Top Width	Feet	12.0		
Cost per Mile (Uses Construction Total)				\$3,144,955.96
Cost per Sq. Yard (Uses Construction Total)				\$446.73

Figure 5 – 2016 Stagecoach Trail Estimate. Inflation, MDT Indirect Cost Rate, Preliminary Engineering, and Construction Engineering were added to reach a current cost estimate of \$5,535,000.00

Planning Board

Date: 06/27/2023
Title: Howard Billings Industrial Subdivision - Preliminary Major Plat Public Hearing
Presented by: Monica Plecker
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff recommends the Planning Board forward to the City Council a recommendation to conditionally approve the preliminary plat of Howard Billings Industrial Subdivision, adopt the Findings of Fact as presented in the staff report, and deny the variance request.

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

On May 1, 2023, Stahly Engineering & Associates for SLH Industries LLC, applied for preliminary major plat approval for Howard Billings Industrial Subdivision. The proposed subdivision creates 40 lots for commercial development. The subject property is generally located west of Mullowney Lane and south of South Frontage Road. The property is zoned Heavy Commercial (CX), builders will follow the CX zoning when developing the lots.

VARIANCES REQUESTED

The applicant is requesting a variance from the subdivision regulations, Section 23-406.A.1, Streets and Roads, relation to undeveloped areas. Staff has recommended denial of the variance. More information can be found in Attachment A of this staff report.

PROPOSED CONDITIONS OF APPROVAL

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

1. To protect public health and safety, 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 and minimize traffic conflicts, prior to final plat approval, City Engineering has requested the developer directly line up their Holiday Lane road with the existing Holiday Lane on the east side of Mullowney. This shall be depicted correctly on the Final Plat.
3. To protect public health and safety and to minimize the possibility of traffic conflicts, prior to final plat approval, the applicant will place a no access strip on lots that have a lot line in common with the road edges of Mullowney Lane and South Frontage Road. Lot 2, Block 5 and Lot 1, Block 1, shall have a no access strip place on it from Mullowney Lane going west for 100 feet. Lot 17, Block 1, and Lot 1, Block 3 shall have a no access strip placed on them from South Frontage Road going south 100 feet.
4. To protect public health and safety and minimize the impacts on local services, the subdivider shall provide connectivity to an existing trail and neighboring subdivision by installing a pedestrian bridge across Hogan's Slough. This bridge will connect the existing trail located in QFC subdivision to this proposed subdivision with a 10-foot-wide paved surface that will extend from their new internal street to the existing 10 foot wide paved trail in QFC subdivision. The connection shall be depicted on the final plat and the SIA shall include language describing the bridge and pedestrian connection.
**Note, This condition reflects staffs recommendation of denial for the variance. If the Planning Board approves the variance, this condition of approval will no longer apply.*
5. To protect public health and safety, prior to final plat, the applicant will coordinate with the USPS to locate a central box unit for the subdivision and provide enough space for the mail delivery person to safely stop there and deliver the mail.
6. 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.
7. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting March 16, 2023
- Preliminary plat application submitted to Planning Division on May 1, 2023
- Departmental review meeting May 18, 2023

- Preliminary plat resubmittal May 25, 2023
- Planning Board plat review June 13, 2023
- Planning Board public hearing June 27, 2023
- Preliminary plat to City Council July 24, 2023
- 60 working-day preliminary plat review period ends July 26, 2023

PLAT INFORMATION

General location:	West of Mullowney Lane and south of South Frontage Road
Legal Description:	Amended plat of Lots 1 & 2, Block 1, of Zeiler Subdivision
Owner/Subdivider:	SLH Industrial LLC
Engineer and Surveyor:	Stahly Engineering & Associates
Existing Zoning:	CX - Heavy Commercial
Existing land use:	Farmland
Proposed land use:	Commercial
Gross and Net area:	56.62 acres / 50,02
Proposed number of lots:	40
Lot size:	Max: 2 acres Min: 0.91 acres
Parkland requirements:	Parkland dedication is not required for commercial subdivisions.

STAKEHOLDERS

There are no stakeholder responses at this time. Stakeholder input will be received at a public hearing scheduled for this subdivision on June 27, 2023.

Planning Board plat review meeting June 13, 2023

Staff gave a presentation about the proposed plat and requested variance and presented the staff recommendations. Staff then reviewed the proposed conditions of approval. After the presentation Planning Board President Cook called for questions and discussion from the members of the Board. President Cook asked if the access points to South Frontage Road and Mullowney Lane will be a controlled intersection. Staff answered the intersections will have stop signs. Board member Woods asked if the silo foundation shown on the proposed plat needs to be removed to align the proposed Holiday Avenue to correctly line up with the existing Holiday Avenue across Mullowney Lane. Staff referred this question to the applicants' agent. It was confirmed the silo foundation would be removed. A question was asked to clarify the variance request. Staff explained that Billings subdivision regulations require a connection from proposed development to undeveloped land that is adjacent. Staff explained that the third lot in the QFC Subdivision adjacent to this proposed subdivision is undeveloped and the applicant is required to connect at this point. Staff is proposing a pedestrian bridge connection as the alternate to a vehicle bridge. This bridge would provide connection to an existing paved 10' path. City Engineering prefers a pedestrian bridge in this case rather than a vehicle bridge in this instance due to lack of proposed connectivity. The QFC subdivision has internal roads and there is no proposed road in the right of way to the west. Board member Stahley asked about street width if there will be parking on both sides of the roads inside the proposed subdivision? Staff responded that the roads inside this proposed subdivision are wider, specifically 40', as this is a commercial development and there will be parking on both sides of the road. There were no other questions for staff from the board.

Matt Smith, Stahley Engineering & Associates, Engineer, 3440 Stonebrook Drive, Billings, MT - Matt Smith represents applicant/developer SLH Industrial LLC. Their concern with placing a bridge over Hogan's Slough is a potential flooding hazard and having pedestrians walk through a commercial subdivision isn't desired. Board member Ronquillo asked how wide is Hogan's Slough? Mr. Smith estimates 20 to 25 feet across. Matt said the bridge will need to be ADA accessible and bridges are typically 2 feet above free board. Board member Woods asked for clarification on Lot 2, Block 5 on the proposed plat. It appears to be two lots within the one lot. Mr. Smith stated, a boundary line relocation survey has been submitted to remove what is presently a lot line within Lot 2, Block 5. When that exempt plat is complete the line will no longer be there. The applicants' agent also stated the foundation is going to be removed, so there will be no problem with

aligning the roads.

A public hearing for Howard Billings Industrial Subdivision will be held during the June 27, 2023 planning board meeting. This application will be heard by City Council on July 24, 2023.

ALTERNATIVES

In accordance with state law, the City Council has 60 working days to act upon this major preliminary plan. The 60 working day review period for the proposed subdivision ends on July 26, 2023. 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 Plan

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
Waiver of Right to Protest
Attachment A Variance

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Howard Billings Industrial 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 farm land. Water rights will not be transferred to subdivision property owners. The Hogan Slough runs along the west edge of the proposed subdivision. Existing ditches around the perimeter of 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 install a 12-inch water main at the proposed intersection of Mallowney Lane and the Holiday Avenue. A second connection will be made at the proposed intersection of South Frontage Road and Leith Trail. The water lines will be looped to provide consistent pressure within the system. 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.

The sewer system has been designed to drain two different directions. The east side of the subdivision will connect to a 4-inch low-pressure sewer main. The split system is due to existing sewer main depths and topographical constraints. This low-pressure sewer main will discharge into a manhole to be installed in Holiday Ave, approximately 800 feet west of Mallowney Lane. The remainder of the subdivision will drain wastewater to the west via 8 and 12-inch gravity sewer mains. The sanitary sewer will connect to existing City of Billings sewer collection system by tying into an existing manhole in the adjacent QFC Subdivision.

All lots will have a sanitary sewer stub to them from the proposed mains. 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 one stormwater retention/detention basin in the subdivision that will manage storm drainage from the public streets. The basin will be located on the east side near Mallowney Lane and discharge water into the storm drainpipe alongside Mallowney Lane. This storm basin will have approximately 65,000 cubic feet of storage.

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. **(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 Mallowney Lane and South Frontage Road. Access to each individual lot will be from the internal streets that are proposed with this subdivision. All new streets will be in a 70-foot-wide right of way and will be constructed to 40-foot wide, back of curb to back of curb road. This right of way width and paved surface width is required for subdivisions that are commercial developments. Construction will include installation of accessible ramps at the intersections with all roads within the proposed subdivision.

The southern road within this subdivision is a continuation of a street, Holiday Lane, east across Mallowney Lane. In comments from City Engineering, they have requested that the developer directly line up their Holiday Lane road with the existing Holiday Lane on the east side of Mallowney. **(Condition #2)** The road currently shows an offset with the new section of Holiday Lane being slightly farther to the south of the existing road on the east of Mallowney Lane.

This subdivision has proposed lots along Mallowney Lane and South Frontage Road. Engineering has asked that a no access strip be added to those lots that have a lot line in common with the road edges of Mallowney Lane and South Frontage Road. Lot 2, Block 5 and Lot 1, Block 1, shall have a no access strip placed on it from Mallowney Lane going west for 100 feet. Lot 17, Block 1, and Lot 1, Block 3 shall have a no access strip placed on them from South Frontage Road going south 100 feet. **(Condition #3)**

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 under the heading III Transportation H. Their proportional contribution will be made to the City prior to final plat approval.

City of Billings Subdivision Regulations Section 23-406 A 1 requires subdividers to provide future road connections to undeveloped land around them. The applicant has requested a variance from this requirement for a connection to the west. One of the requirements of asking for a variance is to provide an alternative design that can satisfy the objectives of the subdivision regulations. There was not an alternative proposed by the applicant.

City Staff is proposing a pedestrian bridge across Hogan's Slough and connecting the bridge to the new internal streets and sidewalks of the propose subdivision to the existing trail on the west side of Hogan's Slough. See Attachment A for further discussion. Staff believes the pedestrian bridge is a good alternative to a vehicle bridge in providing a connection between the subdivisions. (**Condition #4**)

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** – Because this is a commercial subdivision there will be no impact on the school populations in the area.
- g. **Parks and Recreation** – This proposed subdivision is for commercial development and therefore is not required to provide parkland.
- h. **Mail Delivery** - The United States Postal Service will provide postal service to the subdivision. The developer will work with the USPS to provide a satisfactory location for a CBU for this filing. (**Condition #5**)

3. Effect on the natural environment

The subject property is relatively level land adjacent and is surrounded by other commercial development. This land has been used for farming purposes for many years and the natural environment does not exist any longer. There are pockets of natural landscape along some edges, but the overwhelming majority of the site has been farmed for years.

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.

6. Phasing of the Subdivision

The subdivider is not proposing to build the subdivision in phases.

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:

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.

Essential Investments (relating public and private expenditures to public values) Infill development and development near existing City infrastructure may be the most cost effective.

Community Fabric (attractive, aesthetically pleasing, uniquely Billings) Planning and construction of interconnected sidewalks and trails are important to the livability of Billings.

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. There is a proposed trail along Mallowney Lane, there is also one identified along the South Frontage Road. There is a 10-foot paved trail along the south side of Elysian road that allows student to walk/bike to Elysian School.

There is an existing trail along the west side of Hogan's Slough. Staff is proposing the applicant provide a pedestrian bridge across Hogan's Slough with connecting trails to that bridge and connection to the existing trail on the west side of Hogan's Slough. See attachment A.

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 Heavy Commercial – CX zoning. All building development on the lots shall comply with the CX 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 Mallowney Lane and South Frontage Road. Each lot has legal and physical access from the proposed internal public streets.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Howard Billings Industrial 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

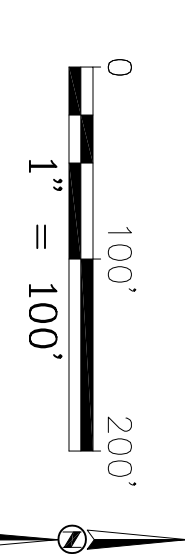
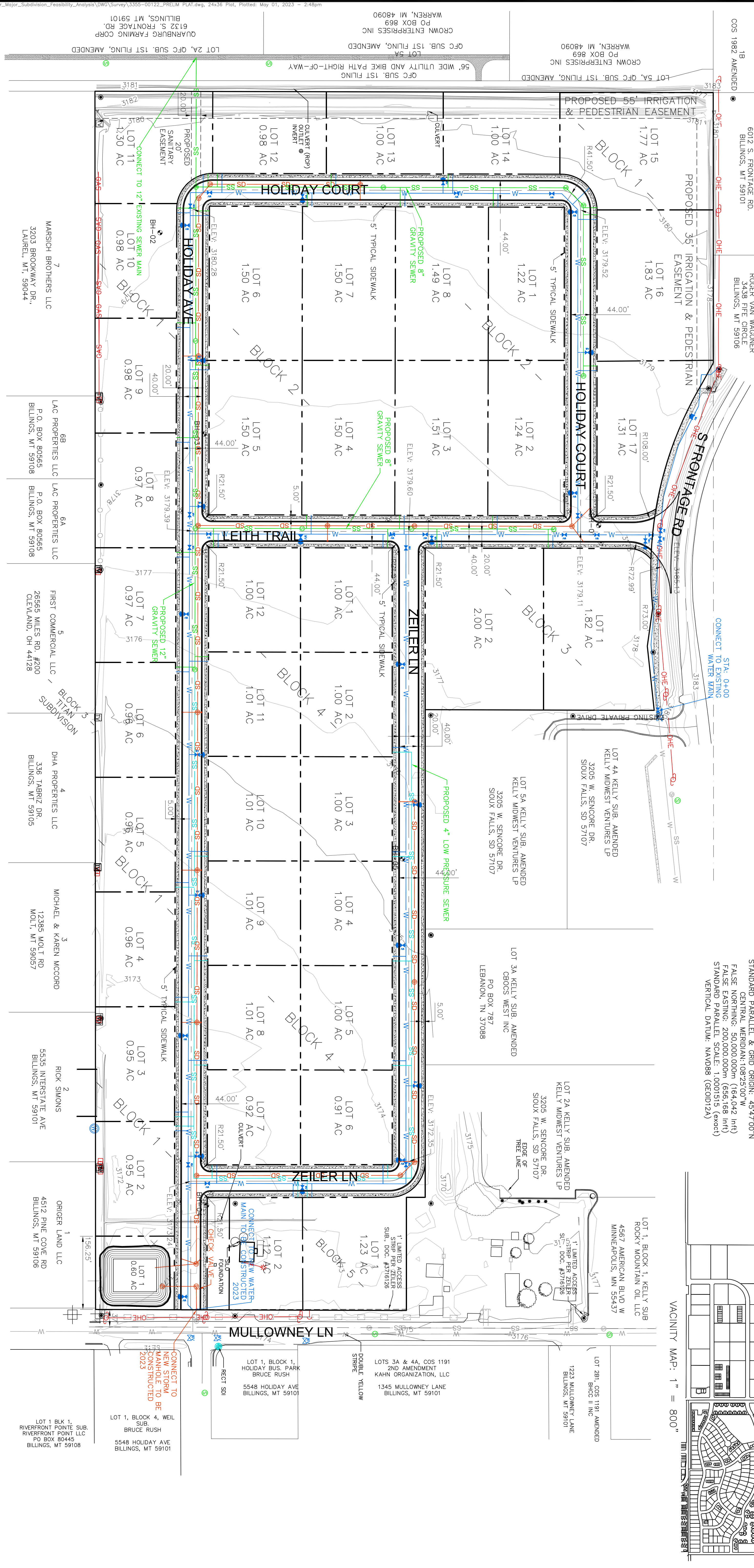
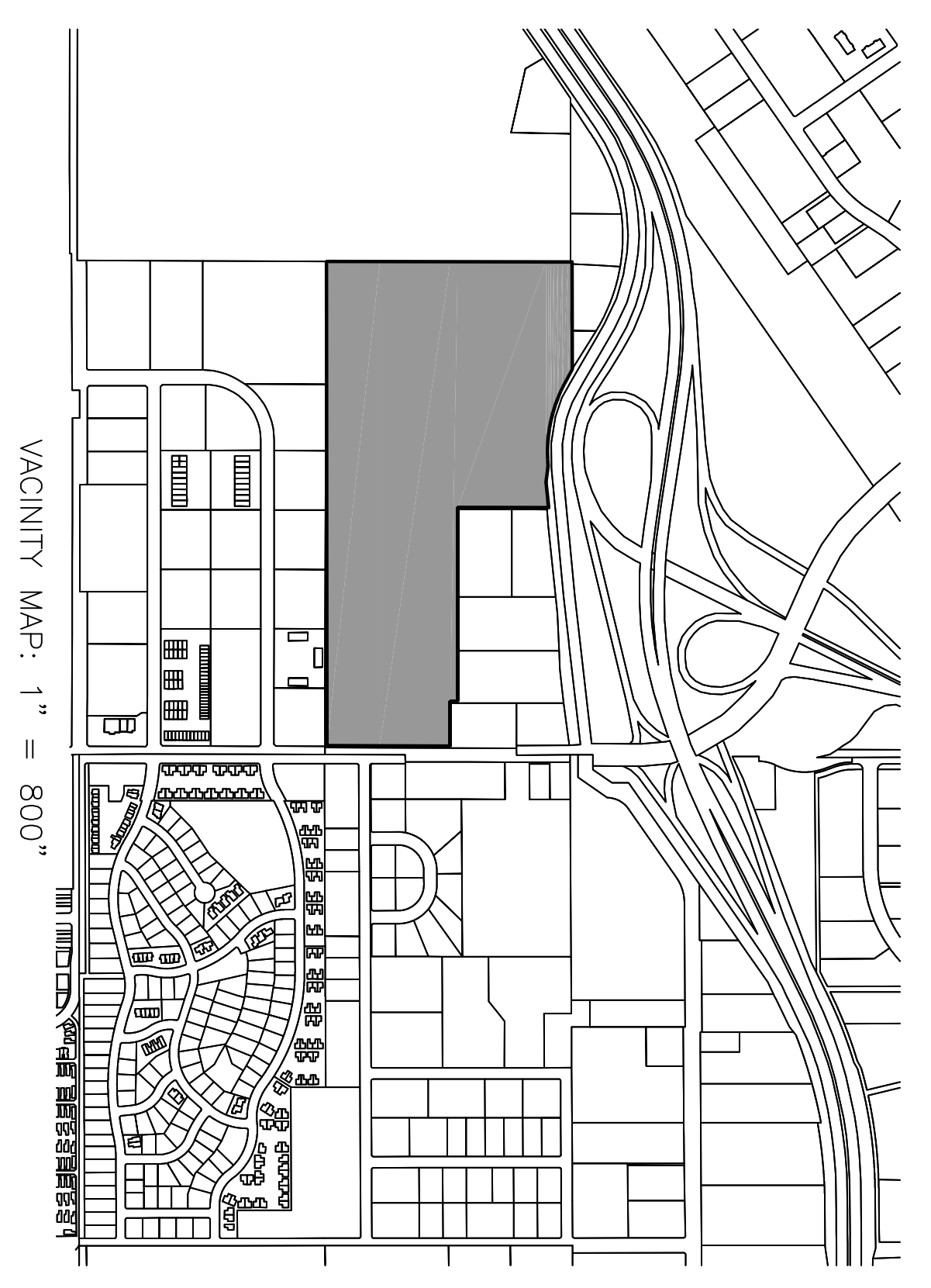
City staff recommends the Planning Board forward to the City Council, the preliminary plat of Howard Billings Industrial Subdivision, recommending conditional approval and adopt the Findings of Fact as presented in the staff report.

- SITE DATA:**
- Number of lots: 41
 - Maximum Lot area: 2.00 Ac.
 - Minimum Lot area: 0.60 Ac.
 - Area of parkland: 0.00 Ac.
 - Area of streets: 0.00 Ac.
 - Area of easements: 0.00 Ac.
 - Total Area of land to be subdivided: 58.62 Ac.
 - Existing and proposed zoning: Heavy Commercial/Heavy Commercial
 - Existing and proposed land use: Agriculture/Heavy Commercial

Owner/Subdivider: **SIH Industrial LLC**
 Surveyor & Engineer: **Stahly Engineering & Associates**
 Prepared: **March, 2023**

PRELIMINARY PLAT
AMENDED PLAT OF LOTS 1 & 2, BLOCK 1, ZEILER SUBDIVISION
TO BE KNOWN AS
HOWARD BILLINGS INDUSTRIAL
SUBDIVISION
 A SUBDIVISION OF LOTS 1 & 2, BLOCK 1, OF THE ZEILER SUBDIVISION, DOC. 3716126
 LOCATED IN THE SE 1/4 OF SECTION 18, T. 1 S., R. 26 E., P.M.M
 CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

BAISIS OF BEARINGS:
 GNSS OBSERVATIONS DERIVED FROM BILLINGS BASE
 CORS STATION BROADCAST REFERENCED TO THE
 BILLINGS RMRS LPP
 LAMBERT CONFORMAL CONIC PROJECTION
 NAD 83(2011)
 STANDARD PARALLEL & GRID ORIGIN: 45°47'00"N
 CENTRAL MERIDIAN: 108°25'00"W
 FALSE NORTHING: 50,000.000m (164,042 int)
 FALSE EASTING: 200,000.000m (656,168 int)
 STANDARD PARALLEL SCALE: 1.0001515 (exact)
 VERTICAL DATUM: NAVD88 (GEOID12A)



1/4	Sec.	T	R
	18	1S	26E

COUNTY: YELLOWSTONE
 PRINCIPAL MERIDIAN, MONTANA

CADD: CWK
 CHECKED: MS
 DATE: 03-16-23

STAHLY ENGINEERING & ASSOCIATES
 PROFESSIONAL ENGINEERS
 2222 20TH AVE
 BILLINGS, MT 59101
 (406) 251-1111
 www.stahly.com

STAHLY
 REGISTERED PROFESSIONAL ENGINEERS
 LICENSE NO. 11111
 EXPIRES 12/31/23

SHEET NO. 1 OF 1

OWNER/PROPERTIES:

- 14 COS 959 AMENDED WAYNE HOGAN 6012 S. FRONTAGE RD. BILLINGS, MT 59101
- 18 COS 959 AMENDED ROGER VAN WAGONER 3438 FIFE CIRCLE BILLINGS, MT 59106
- 18 COS 959 AMENDED LAC PROPERTIES LLC P.O. BOX 80565 BILLINGS, MT 59108
- 5A LAC PROPERTIES LLC P.O. BOX 80565 BILLINGS, MT 59108
- 5B LAC PROPERTIES LLC P.O. BOX 80565 BILLINGS, MT 59108
- 5C FIRST COMMERCIAL, LLC 28565 MILES RD. #200 CLEVELAND, OH 44128
- 3 DHA PROPERTIES LLC 336 TABRZ DR. BILLINGS, MT 59105
- 3 MICHAEL & KAREN MCCORD 12365 MOLT RD WOLT, MT 59057
- 2 RICK SIMONS 5535 INTERSTATE AVE BILLINGS, MT 59101
- 1 ORIGER LAND LLC 45172 PINE COVE RD BILLINGS, MT 59108
- LOT 1 BLK 1, RIVERFRONT POINT SUB. RIVERFRONT POINT LLC 5948 RIVERFRONT RD BILLINGS, MT 59108
- LOT 1, BLOCK 4, WEIL BRUCE RUSH 5548 HOLIDAY AVE BILLINGS, MT 59101
- LOT 1, BLOCK 1, HOLIDAY BUS. PARK BRUCE RUSH 5548 HOLIDAY AVE BILLINGS, MT 59101
- LOTS 3A & 4A, COS 1191 2ND AMENDMENT KAHN ORGANIZATION, LLC 1345 MULLOWNEY LANE BILLINGS, MT 59101
- LOT 281, COS 1191 AMENDED BRCS II INC 1223 MULLOWNEY LANE BILLINGS, MT 59101
- LOT 2A KELLY SUB. AMENDED KELLY MIDWEST VENTURES LP 3205 W. SENGORE DR. SIOUX FALLS, SD 57107
- LOT 5A KELLY SUB. AMENDED KELLY MIDWEST VENTURES LP 3205 W. SENGORE DR. SIOUX FALLS, SD 57107
- LOT 3A KELLY SUB. AMENDED CBOOS WEST INC PO BOX 787 LEBANON, TN 37088
- LOT 4A KELLY SUB. AMENDED KELLY MIDWEST VENTURES LP 3205 W. SENGORE DR. SIOUX FALLS, SD 57107
- LOT 44 KELLY SUB. AMENDED KELLY MIDWEST VENTURES LP 3205 W. SENGORE DR. SIOUX FALLS, SD 57107
- LOT 5A, OFC SUB. 1ST FILING, AMENDED CROWN ENTERPRISES INC PO BOX 869 WARREN, MI 48090
- LOT 5A, OFC SUB. 1ST FILING, AMENDED CROWN ENTERPRISES INC PO BOX 869 WARREN, MI 48090
- LOT 5A, OFC SUB. 1ST FILING, AMENDED CROWN ENTERPRISES INC PO BOX 869 WARREN, MI 48090
- LOT 2A, OFC SUB. 1ST FILING, AMENDED OUNARBURG FARMING CORP 6132 S. FRONTAGE RD. BILLINGS, MT 59101

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

**Howard Billings Industrial Subdivision
City of Billings, Montana**

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SUBDIVISION IMPROVEMENTS AGREEMENT

Howard Billings Industrial Subdivision

This agreement is made and entered into this _____ day of _____, 2023, by and between **SLH Industrial, LLC**, whose address for the purpose of this agreement is 1819 W. Olive Ave. Burbank, CA 91506-2435, 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 _____, 2023, the Board of Planning recommended conditional approval of a preliminary plat of Howard Billings Industrial Subdivision; and

WHEREAS, at a regular meeting conducted on ____ day of _____, 2023, the City Council conditionally approved a preliminary plat of Howard Billings Industrial 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 Howard Billings Industrial 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

A. Subdivider is requesting a variance from City of Billings Subdivision Regulations Section 23-406 Streets and Roads - Section A. 1 Relation to Undeveloped Areas.

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. 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 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.
- 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 within Section 28-201, BMCC and detailed in the Billings Stormwater Management Manual.

III. TRANSPORTATION

A. Streets

The streets within the subdivision will be installed within a 70-foot right-of way dedicated to the public.

The internal subdivision streets will be completed as Commercial Local Access as defined in Table 23.406.B.1 of the City of Billings Subdivision Regulations. Each street will have 40-foot-wide asphalt which consists of 2-13.5-foot travel lanes and 8' wide parking. Curb and gutter, 5-foot-wide boulevards and 5-foot-wide sidewalk will be installed on both sides of the streets.

Curb and gutter will meet the minimum requirements of the City of Billings standard drawing Sm_M025828-1.

B. Sidewalks

5' wide boulevard sidewalks will be installed along interior streets by the lot owners at the time the individual lots are developed.

Sidewalks will be 4' thick concrete.

At intersections, ADA compliant curb ramps will be installed with truncated domes and 5' landings at either end of the ramps. These will be installed by the developer at the time of street construction.

C. Street Lighting

There is no street lighting required or proposed for the subdivision.

D. Traffic Control Devices

Stop signs/street sign will be installed the intersections of Holiday Ave and Mallowney Lane; South Frontage Road and Leith Trail. Yellow curb paint will also be installed at these intersections to ensure adequate site distances are maintained.

At interior street intersections, street signs will be installed as appropriate.

E. Access

Legal access to the subdivision is provided via City of Billings public right-of-way off of Mallowney Lane and Montana Department of Transportation right-of-way off of South Frontage Road. The streets within the subdivision are 70-foot right of ways dedicated to the City of Billings.

F. Billings Area Bikeway and Trail Master Plan

This subdivision is within the Billings Area Bikeway and Trail Master Plan study area.

The plan shows a multi-use trail along the South Frontage Road, a shared use path along Mallowney Lane, the east boundary of the subdivision and a conceptual multi-use path along the west boundary across the Hogan Slough from this development.

The 10-foot-wide asphalt multi-use trail along the South Frontage will be installed within the MDT right-of-way at Developer's expense. The multi-use trail along Mallowney Lane has been included in the City of Billing Project "W.O. 22-07 Mallowney Lane Improvements". A 15-foot-wide easement along the west boundary of the subdivision has been provided to allow the installation of a future multi-use trail.

G. Public Transit

No public transit improvements are required or proposed for this subdivision.

IV. EMERGENCY SERVICE

Fire protection shall be provided by fire hydrants located along the streets within the subdivision. Fire hydrant spacing will be 300 feet apart, per commercial development requirements, and locations shall be approved by the Billings Fire Department.

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.

- There will be two stormwater retention/detention basin in the subdivision that will manage storm drainage from the public streets. The basin will be located on the east side and discharge water into the storm drain pipe alongside Mallowney Lane. This storm basin will have approximately 65,000 cubic feet of storage.

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 City of Billings Public Works. 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, Fire Department and the Montana Department of Environmental Quality.

A. Water

The water system will consist of 12" diameter mains connected to the City of Billings water distribution system at the intersection of Mallowney Lane and Holiday Avenue. A second connection will be at the intersection of Leith Trail and the South Frontage Road. The existing water main in the South Frontage Road will be extended approximately 800 lineal feet, across the subdivision's frontage with the road.

Fire hydrants will be installed throughout the subdivision at spacing of approximately 300 lineal feet. The system will be looped.

B. Sanitary Sewer

The sewer system has been designed to drain two different directions. The east side of the subdivision will connect to an 4-inch low-pressure sewer main due to existing sewer main depths and topographical constraints. This low-pressure sewer main will discharge into a manhole to be installed in Holiday Ave, approximately 800 feet east of Mallowney Lane.

The remainder of the subdivision will drain wastewater to the west via 8- and 12-inch gravity sewer mains. The sanitary sewer will connect to existing City of Billings sewer collection system by tying into an existing manhole in the adjacent QFC Subdivision.

C. Power, Telephone, Gas, and Cable Television

All telephone, gas, electrical power, and cable television lines (where said utilities are actually available and existing to subdivision) shall be installed prior to street paving.

The Subdivider shall install private utilities within private utility easements where possible. Extension of private utilities into each lot shall be the responsibility of the individual lot owners. The location of all such off-site facilities within the existing public rights-of-way shall be subject to approval of the City Public Works Department and shall be installed underground. The Subdivider shall coordinate installation with the various utility companies.

VII. PARKS/OPEN SPACE

There is no parkland requirement for proposed Howard Billings Industrial Subdivision, as this is a non-residential subdivision [MCA 76-3-621(3)(b)].

VIII. IRRIGATION

The property has an existing water right off of Hogans Slough. Irrigation laterals on the subdivision previously used on the site will be removed. No water shares have been transferred to the individual lot owners.

Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners unless otherwise noted herein. 35-foot-wide irrigation easements have been dedicated on the plat to ensure continued irrigation water and maintenance along perimeter ditches with downstream users.

IX. SOILS/GEOTECHNICAL STUDY

A geotechnical investigation was conducted in October 2022 by Rahwide Engineering, Inc. for use in pavement and stormwater design. The investigation consisted of drilling five borings to depths varying between 5 to 25 feet. In general, the site has one foot of topsoil and vegetation that is underlain by sandy lean clays and lean clay to a depth of approximately 18.5 feet. Below that was a two and a half foot sand layer which was underlain by gravel with sand to the explored depth of 25 feet. Groundwater was encountered at a depth of 19.4 feet below existing grade elevations.

No specific construction restrictions or required mitigation efforts are needed for the utility and surface improvements.

X. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a special improvement district or private contracts 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 special improvement district or private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

XI. LEGAL PROVISIONS APPLYING TO THE 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 and assigns of transferee's 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” SLC

By: _____

Title: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this _____ day of _____, 2023, before me, a Notary Public in and for the State of Montana, personally appeared _____,

known to me to be the _____ of (Subdivider), 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 _____, 202__.

“CITY”
CITY OF BILLINGS
MONTANA

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this _____ day of _____, 200_, before me, a Notary Public in and for the State of Montana, personally appeared _____, 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 he/she 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: _____

Waiver of Right to Protest

FUTURE SPECIAL IMPROVEMENT DISTRICTS

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

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

This Waiver is in addition to any other recorded waiver related to the property described herein and is not intended to replace, supersede, or invalidate any such waiver.

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

Howard Billings Industrial Subdivision

Signed and dated this ____ day of _____, 2023.

Subdivider/Owner

STATE OF MONTANA)

: ss

County of Yellowstone)

On this ____ day of _____, 2023, before me, a Notary Public in and for the State of Montana, personally appeared Brad Howard, known to me to be Subdivider/Owner, the person who executed the forgoing 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: _____

Attachment A

Staff Analysis and Recommendation

City staff has reviewed the request for a variance from **Section 23-406.A.1, Streets and Roads, relation to undeveloped areas**. Specifically, the applicant is requesting to not provide a connection to the undeveloped land to the west. Section 23-406.A.1 requires new subdivision to provide a connection to undeveloped land all around it.

The applicant has requested this variance, see Request Letter included below this analysis.

This proposed subdivision is a major commercial subdivision and the land to the west is zoned CX – Heavy Commercial, the same as the subject property. Providing an access for property to the west would allow for interconnected subdivisions with the same zoning and uses.

The applicant has provided their reasoning for not providing the connection but they have not provided any alternative to the connection.

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

By not providing a connection to the subdivision to the west it will create a barrier for people to be able to access the existing trail system in the QFC subdivision that lead to other trails and connection.

This variance will be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties by not allowing for a connection that will benefit people in the area.

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

There is an existing trail along the west side of Hogan's Slough that provides a connection to the trail on the south side of Elysian Road. This trail is identified on the Billings Area Bikeway and Trails Master Plan as a shared use path, conceptual. A pedestrian bridge can be placed over Hogan's Slough, similar to the one over Hogan's Slough on the trail along the south side of Elysian Road. This connection would open a lot of pedestrian/biking possibilities. It would help people walking/running or biking to be able to stay off arterial streets.

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

The variance request will not increase taxpayer burden.

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

Granting the variance will have no effect on zoning. It is an issue of connecting subdivisions through roads and trails.

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

The applicant has not provided an alternate for the request to not provide a vehicle connection to the undeveloped land to the west.

When QFC subdivision was completed to the west of this property they were required to provide a 56-foot-wide dedicated utility and bike path right of way along their east border next to Hogan's Slough. That 10-foot-wide paved path has been installed and will provide a connection to the 10 paved trail that runs along the south side of Elysian Road. The trail along the south side of Elysian Road has had a pedestrian bridge constructed across the Hogan's Slough.

This subdivision is required to install a 10-foot-wide trail along the frontage of South Frontage Road that abuts this subdivision. The reconstruction of Mullowney Lane will provide a bike/pedestrian trail along it when the construction is completed.

Staff is proposing as an alternative to a vehicle connection to the undeveloped land to the west that the developer provide a pedestrian connection to the land to the west. This would include a 10-foot-wide paved trail on the utility easement between lots 11 and 12, block 1. A pedestrian bridge over Hogan's Slough and a connection to the existing trail. With this connection for pedestrians it would open access through the subdivision to those who walk or ride a bike and provide a connection to the trail on Mullowney Lane and a connection to the future trail on South Frontage Road through the use of the internal sidewalks and local street network within the proposed subdivision.

Variance request from applicant's agent

Howard Billings Industrial Subdivision Variance Request

This document will address the Variance Request Criteria for per Chapter 11 sections 1.A.1-5

The developer is requesting a variance from the City of Billings Subdivision Regulations Section 23-406.A.1, Streets and Roads, Relation to Undeveloped Areas. The section states:

When a proposed subdivision adjoins undeveloped land, streets within the proposed subdivision shall be arranged to allow access to the adjoining undeveloped land. Streets within the proposed subdivision shall be constructed to the boundary lines of the tract to be developed, unless prevented by topography or other physical conditions.

Discussion: This section seems to require an extension or accommodation of an extension, of the proposed Holiday Ave to the west across the proposed Lot 11 of Block 1. Hogans Slough bounds this property on the west. In order to extend the proposed Holiday Ave. to the west subdivision, a new bridge would have to be constructed over Hogans Slough.

Variance Request Criteria per Article 23-1100

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

The adjoining properties are currently undeveloped and there has not been a Hogans Slough crossing in this area. The granting of this variance will maintain current conditions.

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

To cross Hogans Slough, a bridge would have to be constructed. The bridge would need to have a surface elevation approximately five feet above existing ground. During high water events in Hogans Slough, any crossing could act as a chokepoint and cause water to overtop the banks, flooding surrounding property. The proposed subdivision is all down grade of the Slough and would water would flow through the subdivision to Mallowney Lane.

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

The granting would decrease taxpayer burden. A bridge would eventually be owned and maintained by the City of Billings.

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

The proposed subdivision will be in conformance with the City of Billings Zoning Regulations and the Growth Policy.

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

The variance request will have no effect on the traffic within the proposed subdivision. Adequate access to the lots are provided by proposed subdivision streets that access off of Mallowney Lane and the South Frontage Road. The additional easement may affect undeveloped lands to the west. However, the undeveloped parcel has access to East Street and access to Elysian Road through an existing Right of Way.