POLICY COORDINATING COMMITTEE
AGENDA
City of Billings and
Yellowstone County, Montana

APRIL 15, 2025, MEETING TIME: 12:00 p.m.
City Council Chambers, 5th Floor
BILLINGS MT

NOTICE TO THE PUBLIC

Citizens are invited to:

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

Public comments will be taken only during the Public Comment periods as indicated on the agenda under the Regular agenda. Comments may be sent to the Board via email before 12:00 PM on the day prior to the meeting date. All emails received prior to this time will be entered into the record for the public hearing. Comments may be submitted by:

- Mail: City/County Planning Division PO Box 1178, Billings MT 59103
  - Email: plnonline@billingsmt.gov
  - NOTICE: All meetings and official activities of the MPO are held in buildings and locations that comply with accessibility standards according to the Americans with Disabilities Act (ADA). A TTY number for the hearing impaired, 406-657-3079, is available upon request. Special arrangements for participation by individuals with hearing, speech, or vision impairment may be made upon request at least three days prior to the hearing. Please notify the Planning Division Office at 406-247-8610.

a. Election of Chairperson

b. **Call to Order/Pledge to the American Flag: PCC Chairman**

2. **PUBLIC COMMENT PERIOD** -- (A 3-minute maximum per person.) *Any member of the public may be heard at this time on any subject(s), including items that are not on the agenda. The Policy Coordinating Committee will not take any action on non-agenda items today but could choose to add an item to the next meeting's agenda for discussion. Public comment may also allowed later on some items (see below), but an individual may only comment once on the same item.*

3. Approval of the meeting minutes of August 20, 2024

4. **Old Business**

5. **New Business**

a. Board Discussion and Action: Request to add Grand Avenue from 41st Street West to 62nd Street West to the local Federal Funding Priority

b. Board Discusion and Action: Approval of the Billings MPO FY24-28 Transportation Improvement Program Amendment 2

c. Board Discussion and Action: Pedestrian and Bicycle Master Plan Update

6. **Other Business**

7. **Future Agenda Items**

a. Action: Billings MPO FY25 Unified Planning Work Program Amendment

8. **Adjournment**

Date: 04/15/2025
Title:
Presented by:
Department: Planning & Community Services
Presentation:

Information

RECOMMENDATION
Approval of the minutes of: August 20, 2024

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

ALTERNATIVES
City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

Attachments

Minutes of August 20, 2024

POLICY COORDINATING COMMITTEE
Meeting Minutes of August 20, 2024

NOTICE
Public comments will be taken only during the Public Comment periods as indicated on the agenda. Comments may be sent to Planning Staff via email before 10:00 AM on the meeting date. All e-mails received prior to this time will be read into the record for the public hearing.

Member Participants: Commissioner Mark Morse (acting Chairman), Board of County Commissioners; Woody Woods, Yellowstone County Planning Board President; Mayor Bill Cole, MDT District Director Mike Taylor.

Staff Participants: Anna Vickers, Planning Division Manager; Lora Mattox, Transportation Planning Coordinator**;** Brenda Berns, Planning Clerk; Rusty Logan, MET Transit Manager.

Call to Order: 12:00 PM

Chairman Morse called the meeting to order and welcomed everyone in attendance.
1. The Pledge of Allegiance was recited.

2. Public Comment/Communication from the Audience

a. Comments on items not on the agenda and requests to add items to future agendas.

b. Comments on items on the Non-public and Public Agenda Items

Don Vanica, 2225 N. Echo Dr, Billings – Mr. Vanica asked about the three-lane bridge over the river on the interstate, mentioning a recent inspection and a notice that restricts overweight vehicles. He wanted to understand the reason for this restriction. Mark Morse acknowledged the question but explained that, since it wasn't on the agenda, it wouldn't be addressed at that meeting.

3. Motion. Approval of the Minutes of April 16, 2024 & August 7, 2024

Motion was made by Woody Woods, seconded by Bill Cole to approve the April 16, 2024 meeting minutes as submitted. The motion was carried with a unanimous vote.

Motion was made by Woody Woods, seconded by Mark Morse to approve the August 7, 2024 meeting minutes as submitted. The motion was carried with a unanimous vote.

4. Old Business: There is no Old Business.

5. New Business

5a. 2025 Unified Planning Work Program (UPWP). Action. Submitted by Lora Mattox, Transportation Planning Coordinator.

Lora Mattox, Transportation Planning Coordinator and Rusty Logan, MET Transit Manger gave a brief overview of the 2025 Unified Planning Work Program.

Ms. Mattox outlined the funding sources, which include Planning Department Fees from both the City of Billings and Yellowstone County, the Yellowstone County Mill, and Federal PL Funds. She noted a general decrease in federal funding but an increase in local funding.

Ms. Mattox outlined the 2025 priorities, which include completing the 21st Street Underpass Feasibility Study, finalizing transportation elements for neighborhood plans, updating the MPO LRTP project list and boundary, enhancing the Mobile Trail Application, revising the Complete Street Progress Report, updating the Bike Share RFP, meeting FHWA's 2.5% set-aside requirement for transportation planning, and refining the Travel Demand Modeling.

Rusty Logan informed the committee that the 2025 transit priorities include completing the Transit Sustainability and Governance Study, which was deferred from FY24. The priorities also involve assessing the feasibility of a rapid transit line connecting the Heights, Downtown, and West End to reduce travel time and explore additional transfer locations. Additionally, the plan includes evaluating and upgrading bus stops to meet ADA requirements and align with the Bus Stop Master Plan, as well as adjusting routes in response to the conversion of downtown one-way streets to two-way streets.

Discussion
Chairman Morse asked the Board if there were any questions or discussion.

Woody Woods, Yellowstone County Planning Board President, requested a reminder of the transit usage numbers. Rusty reported a significant rise in ridership over the summer, with an 80% increase in June and a 90% increase in July compared to last year. He attributed this surge to the fixed-route system implemented in 2023.
Woody mentioned that there has been interest in serving the Lockwood area and asked about the timeline for when this might occur. Rusty responded that it depends on the findings of the feasibility study.

Motion
Mayor Cole made a Motion, seconded by Woody Woods to approve the 2025 Unified Planning Work Program (UPWP) as submitted. The motion passed unanimously.

6. Other Business
6a. Metropolitan Planning Organization Process Review. Presentation by Lora Mattox

Lora Mattox presented a review of the Metropolitan Planning Organization conducted by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Montana Department of Transportation (MDT) for the Billings MPO. The review covered processes and provided recommendations for improvement and enhancement.

The review indicated that the Billings MPO, the largest in Montana, might need to adjust its boundary to encompass the entire urbanized area as defined by the census. Noteworthy aspects included the effective planning and operation agreements, the Public Participation Plan, significant public engagement beyond the required scope, a strong emphasis on non-motorized transportation and its integration with transit, solid stakeholder relationships, and a strong partnership between MET Transit and the MPO.

The recommendations include first updating the financial plan and project lists in the 2023 Long Range Transportation Plan (LRTP) to meet fiscal constraints. Next, ensure that the following LRTP update aligns with regulations on performance measures, targets, and system performance reports. Additionally, improve the TIP narrative to clearly describe investment priorities and performance targets. Review and adjust the metropolitan planning boundary to include both current and future urbanized areas by the end of FY2025. Finally, due to staff turnover, it is essential to document all processes, including TIP updates, UPWP development, and RFP writing.

Mayor Bill Cole inquired about federal funding being split among five entities. Ms. Mattox explained that while the total amount of funding remains the same, it is distributed proportionally based on population. As the planning boundary expands, there is a potential for increased funding, but if Billings MPOs receive more, it could reduce funding for other MPOs statewide. Mayor Cole asked if federal funding ever increases for the entire state. Lora replied that it depends on what new federal transportation policies are put into place.

7. Future Agenda Items

ADJOURNMENT: 12:23pm

Brenda J Berns, Planning Clerk

Date:	04/15/2025
Title:	Request to MDT for Local Federal Funding Priority - Grand Avenue
Presented by:	Lora Mattox
Department:	Planning & Community Services
Presentation:	Yes

Information

RECOMMENDATION

Staff recommends the Policy Coordinating Committee (PCC) approve adding Grand Avenue from 41st Street West to 62nd Street West as a local priority for federal funding per the PCC member recommendations. Upon approval, MPO staff request that the PCC sign the formal request letter for submission to MDT.

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

The Metropolitan Planning Organization (MPO) is responsible for coordinating regional transportation planning and allocating federal funds to eligible projects. MPO sponsorship is required for local projects seeking federal funding through programs such as the Surface Transportation Program - Urban (STPU) and the Congestion Mitigation and Air Quality (CMAQ) program. Sponsorship ensures the project meets federal eligibility requirements and allows it to compete for funding.

In March 2023, the Policy Coordinating Committee (PCC) approved a request to the Montana Department of Transportation (MDT) to add Grand Avenue (from 41st Street West to 62nd Street West) and 62nd Street West (from Grand Avenue to just north of Rimrock Road) to the Urban Highway System. The MDT Highway Commission approved this request in April 2023, making the project eligible for federal funding. The PCC includes the Mayor of Billings, the Chair of the Yellowstone County Commission, the President of the Yellowstone County Planning Board, and the MDT District Administrator.

Currently, portions of Grand Avenue remain a two-lane county road in a growing area, lacking sidewalks and other multi-modal infrastructure. Increased traffic and the inability to separate left-turning vehicles present safety concerns. The project proposes upgrading Grand Avenue to city arterial standards, including a three-lane roadway, a multi-use path on one side, sidewalk on the other, and infrastructure for future MET Transit service. The construction of this project will address several Safe Routes to School projects identified in the SRTS Phase 2 plan. Additional improvements include streetlights, a new traffic signal at 56th Street West, and stormwater infrastructure to manage roadway runoff and local development drainage. The addition of Grand Avenue to the federal funding priority list will allow the City of Billings to reconstruct Grand Avenue into a city standard arterial roadway.

STAKEHOLDERS

The review of the Grand Avenue Federal funding request followed the MPO's Transportation Planning Process, which provides multiple opportunities for public input. On March 13, the Technical Advisory Committee met and recommended that the governing bodies approve the request to add Grand Avenue as a local priority for Federal funding and forward the recommendation to the PCC. On March 25, the Planning Board, acting as the designated MPO, held a public hearing on the request, with no public testimony provided. After the hearing, the Planning Board unanimously voted to recommend adding Grand Avenue to the Federal funding priority list to the PCC. Additionally, on April 8, the Yellowstone County Commissioners recommended approval of the Grand Avenue request to the PCC. The Billings City Council is scheduled to take action on the request at its meeting on April 14.

ALTERNATIVES

The Policy Coordinating Committee may:

- Approve the addition of Grand Avenue from 41st to 62nd Street West as a local federal funding priority. Approval will allow federal funding sources to be allocated to the reconstruction of Grand Avenue to a city arterial roadway; or,
- Not approve the addition of Grand Avenue from 41st to 62nd Street West as a local federal funding priority. Disapproval will not allow federal funding sources to be allocated to the reconstruction of Grand Avenue to a city arterial roadway. The reconstruction of this roadway would be significantly delayed due to local funding limitations.

FISCAL EFFECTS

The Grand Avenue project is eligible for federal funding through CMAQ and STPU programs. No direct impact on City or County budgets is anticipated, however, required developer contribution funding through the Subdivision process is available as local contribution.

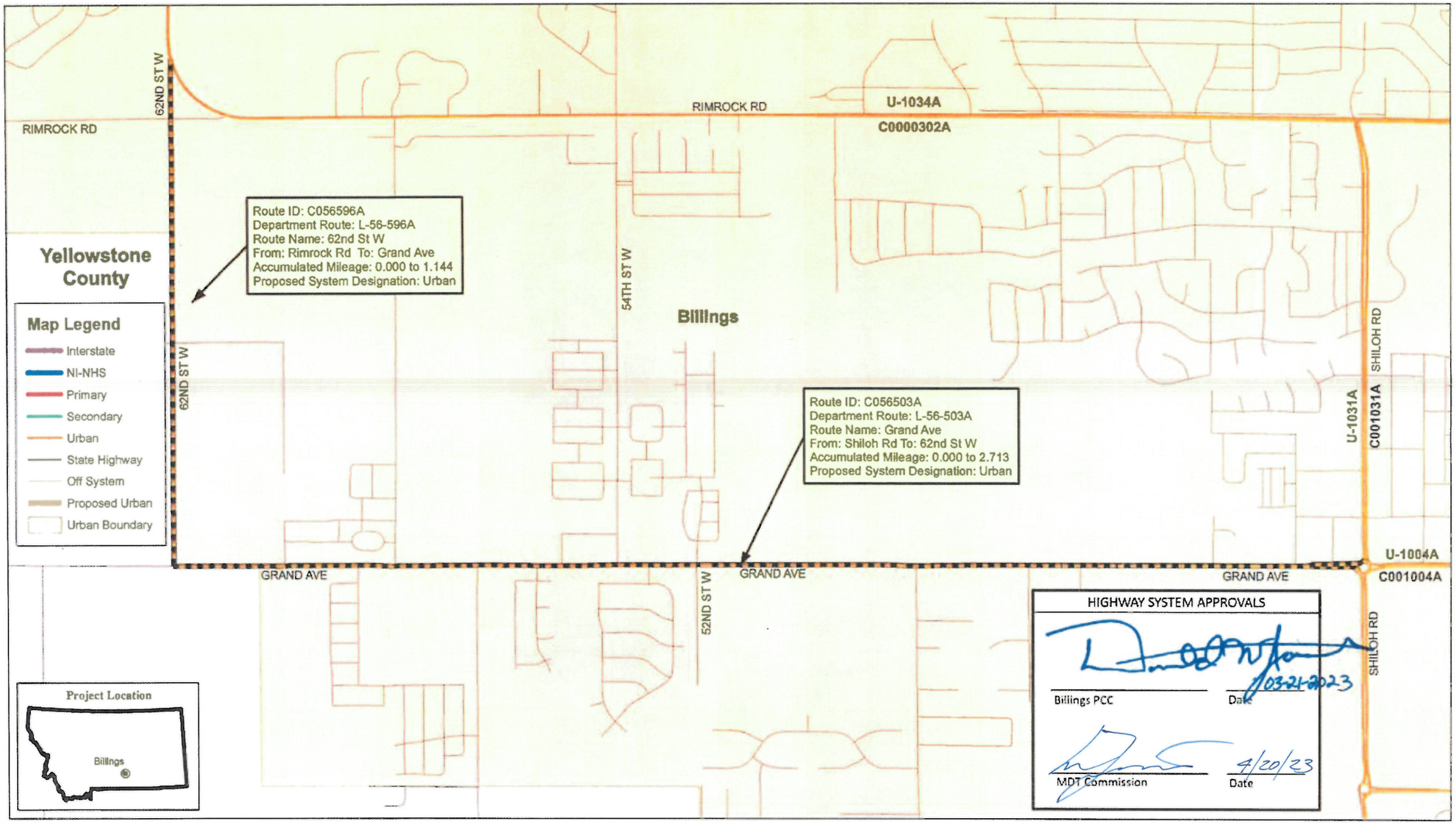
SUMMARY

The Metropolitan Planning Organization (MPO) coordinates regional transportation planning and allocates federal funds to eligible projects, ensuring alignment with long-term transportation goals. In 2023, the Montana Department of Transportation (MDT) approved the addition of Grand Avenue to the Urban Highway System, enabling federal funding eligibility. The project aims to upgrade Grand Avenue from 41st Street West to 62nd Street West to city arterial standards, including a three-lane roadway, a multi-use path, sidewalks, streetlights, a traffic signal, and stormwater improvements. Public input will be gathered through hearings and meetings. The City Council's approval is crucial to securing federal funds through programs like CMAQ and STPU, as a lack of sponsorship could delay the project due to local funding limitations.

Attachments

Urban System Map
Request Letter

ATTACHMENT C: PROPOSED URBAN HIGHWAY SYSTEM DESIGNATION - BILLINGS



MONTANA
Department of Transportation

Created: February 2023

Path: \\state\mdt\prd\Helena\Planning\GeoInfo\ALTIS\Projects\Sys_FC_Change_Maps

April 15, 2025

Mitch Buthod
Statewide & Urban Planning Supervisor
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620

Subject: Request for Federal Funding Priority for Grand Avenue, Billings, Montana

Dear Mr. Buthod,

On behalf of the Billings Metropolitan Planning Organization (MPO), the Policy Coordinating Committee members (City of Billings, Yellowstone County, Yellowstone County Planning Board, Montana Department of Transportation District 5) is formally requesting that Grand Avenue be designated as a priority for federal funding through the Surface Transportation Program – Urban (STPU) and Congestion Mitigation & Air Quality (CMAQ). As the MPO for the Billings urban area, we recognize the critical need to improve this corridor to support regional mobility, economic development, and safety.

Portions of Grand Avenue exist as a two-lane county road section in a growing area of the city that has no sidewalk or other multi-modal element. Increasing traffic levels on a narrow road and the inability to separate left-turning vehicles are a main safety concern. This project completes Grand Avenue to City arterial standards where the street has not been constructed between 41st Street West and 62nd Street West. Grand Avenue is proposed as a three-lane roadway from 41st Street West to 62nd Street West, including a transition west from Shiloh Road. The project will construct a separate, multi-use path on one side and a separated sidewalk on the opposite side of the roadway. Multi-modal improvements, including recommendations from the Safe Routes to School plan, will be considered and implemented. Streetlights will be installed along the roadway corridor. A new traffic signal is anticipated at Grand Avenue and 56th Street West. Additionally, stormwater improvements will be constructed with the project, which will serve the roadway runoff as well as developments within the area. This will result in an overall improvement to the functionality of the stormwater on Billings' west end.

The project will require right-of-way acquisition to be constructed. Utility coordination, including coordination with Northwestern Energy and Yellowstone Valley Electric on power pole relocation, will also be required.

Given its significance and the demonstrated need, we urge the Montana Department of Transportation to consider Grand Avenue as a high-priority project for federal funding allocation in the upcoming Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) cycles.

We appreciate MDT's partnership in advancing critical transportation projects and look forward to collaborating on this initiative. Please let us know if additional information or supporting documentation is needed. We welcome the opportunity to discuss this request further and explore the next steps.

Signatures: Billings Metropolitan Planning Organization

President, Yellowstone County Board of Planning Date

Chairman, Yellowstone County Board of County Commissioners Date

Mayor, Billings City Council Date

MDT Billings District Office Administrator Date

Date:	04/15/2025
Title:	2024-2028 Transportation Improvement Program (TIP) Amendment 2
Presented by:	Lora Mattox
Department:	Planning & Community Services
Presentation:	Yes

Information

RECOMMENDATION

Staff recommends the Policy Coordinating Committee (PCC) approve the 2024-2028 Transportation Improvement Program Amendment 2 based on the recommendations of the Yellowstone County Planning Board, Billings City Council, and the Board of County Commissioners and MDT District 5.

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

The Transportation Improvement Program (TIP) is a strategic plan outlining prioritized transportation projects within the Billings Metropolitan Organization (MPO) for 2024-2028. It facilitates the scheduling of federal funds for surface transportation, highlights regional priorities, and presents a short-term transportation vision. Additionally, it includes non-federally funded projects that do not require TIP approval to provide a big picture of the project activity of the MPO.

Periodic amendments are necessary to update project lists, funding allocations, and schedules. This amendment incorporates new projects, financial adjustments, and timing revisions based on funding availability and regional priorities.

Key Updates in Amendment 2

Changes are marked in red and green in the TIP tables.

1. Project Additions

- Grand Avenue (41st St. W -- 62nd St. W): Reconstruction of a 2-lane county road to meet City of Billings arterial standards.
- King Avenue & 48th St. W: MDT-sponsored safety project featuring a roundabout and operational improvements.
- Southern Riverfront Park Trail & Educational Signs: Placeholder for potential Recreation Trail Program grant funding.

2. Financial Adjustments

- Funding sources and allocations updated to reflect revised cost estimates and grant awards.
- Adjustments made to federal, state, and local funding contributions.

3. Project Timing Revisions

- Schedule updates due to funding shifts, permitting processes, or construction timelines.

STAKEHOLDERS

The review of the FY24-28 TIP Amendment 2 followed the MPO's Transportation Planning Process, which provides multiple opportunities for public input. On March 13, the Technical Advisory Committee met and recommended that the governing bodies approve the request to amend the FY24-28 TIP and forward the recommendation to the PCC. On March 25, the Planning Board, acting as the designated MPO, held a public hearing on the request, with no public testimony provided. At the April 8 meeting, the Planning Board unanimously voted to recommend approval of the TIP amendment to the PCC. Additionally, on April 8, the Yellowstone County Commissioners recommended approval of the TIP amendment to the PCC. The Billings City Council is scheduled to take action on the request at its meeting on April 14 and bring that recommendation to the PCC meeting.

ALTERNATIVES

The TIP provides the MPO a listing of federally funded projects through 2028. The Policy Coordinating Committee may:

- Approve the 2024-2028 TIP Amendment 2 that will allow the continuation of federal funds to the MPO, or;
- Not approve the 2024-2028 TIP Amendment 2. Not approving the amendment could jeopardize continued federal funding in the MPO.

FISCAL EFFECTS

A range of federal funding sources is available to the Billings MPO area for the purposes of funding transportation system improvements. A list of those sources is shown in the TIP. There is no known direct impact on the City or County funds in budgeting for these projects given the use of federal funding sources. Projects in the TIP that are not federally funded have already been identified in other programming documents, like the City's Capital Improvement Program.

SUMMARY

The TIP is regularly reviewed and updated as projects change or are added. This is a standard process that ensures the continuation of federal funds coming to Billings for surface transportation projects, indicates regional priorities, and demonstrates a short-range transportation vision for the area. It is noted that many of the changes in this TIP are still tied to completion of the Billings Bypass segments across the project as that project continues to near completion.

Attachments

TIP Tables
TIP Amd 2

Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
CMAQ				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		System performace - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	possible lag project	System performace - Efficiency
STPU				
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	Completed	System performance - Efficiency
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		System performance - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	possible lag project	System performance - Efficiency
IM				
MDT Preventative Maintenance		Pavement Preservation and Striping	Placeholder to allow project nominations	
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Bridge condition
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps		Pavement condition
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
I-90 CULVERTS - BILLINGS AREA	10427	Culvert replacement	Not all locations inside MPO boundary	
NH				
MDT Preventative Maintenance		Pavement Preservation and Striping	Placeholder to allow project nominations	
Billings Bypass	4199-000	New Construction	Covers PE & IC	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad		
Billings Bypass - Johnson Ln Intch-RR O'pass	4199-008	New construction of roadway connection from existing Interchange to the bridge over the railroad		
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass		
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87		
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Underpass Ave. Improvements	8669	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction		
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction		
1st Ave. N - Broadway to Division	9881	Major Reconstruction		
Montana Ave Crosswalks - Billings	9998	Sidewalk Improvements ADA Compliance		Safety - Reduce Fatalities & Serious Injuries

Billings MPO Project List (Continued)

NHFP				
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Freight Network
STPX, STPS, SFCN				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Lockwood Interchange	9588	Interchange Improvements Study		
Jct Main & 87 to Worden		Roadway Striping		
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons		
STPP				
RRS				
HSIP				
Various Safety Projects			Placeholder to allow project nominations	
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout		Safety - Reduce Fatalities & Serious Injuries
SF 169 Rimrock & 62nd St. W	9383		Roundabout	Safety - Reduce Fatalities & Serious Injuries
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
SF 189 South D5 Safety Imprv	9912	Intersection Safety Improvements	Several intersections West End Billings using 10% for costs	Safety - Reduce Fatalities & Serious Injuries
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons		
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	Safety - Reduce Fatalities & Serious Injuries
BR				
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		
BR PRES COLUMBUS JOLIET AREA	9552	Minor bridge rehab	One project in MPO Boundary	
SHILOH RD / I-90 BRIDGE - BLGS	9720	Bridge rehab		Bridge condition
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab		Bridge condition
UPP				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
MACI				
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations	
MDT MACI		Statewide CMAQ - ADA Compliance	Placeholder to allow project nominations	
Underpass Ave. Improvements	8669	Intersection Improvements		
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	Partially funded IM is primary	
ATSPM - MAIN STREET (BILLINGS)	10400	Signal Improvements		
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CE only	

Billings MPO Project List (Continued)

CR				
BILLINGS DISTRICT ADA UPGRADES Zoo Drive Improvements KING AVE & 48TH STREET - BLGS	10431 9597 10643	Signal Improvements Intersection Improvements Roundabout safety and operational improvements	CN only CN only split funded	
TA				
Stagecoach Trail Old Hardin Sidewalk		Shared use path Sidewalk construction		
FWP				
Rose Park Trail, Phase 1	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local (In-Kind) $25,000	
Rose Park Trail, Phase 2	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Lillis Park Trail Connector	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Big Ditch Trail Extension	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Southern Riverfront Park Trail*	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Trailside Education Signs*	Local	Trail Signage	Recreational Trails Program $47,000 Local $12,000	
EARMARK				
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW	
FTA 5307				
FTA 5339				
FTA 5310				
FTA 5311				
100 % LOCALLY FUNDED PROJECTS				
Various Projects		Annual Operation and Maintenance		
State Funded Maintenance				
Various Maintenance Projects		Maintenance		

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass Sponsor: MDT		Description	Phase	Program Schedule Pre-2024	2024	2025	2026	2027	2028	2028+	Funding Source	Local	State 13.42%	Federal 86.58%	Total Project Costs	
Billings Bypass	*UPN4199000*	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK		660.2	4,259.4	4,919.6	
		Preliminary Engineering	PE	9,679.0							EARMARK		1,298.9	8,380.0	9,679.0	
		Preliminary Engineering	PE	8,074.0		1,300.0					NH		1,258.0	8,116.0	9,374.0	moved from 24 to 25
		Right of Way Acquisition	RW	11,420.0	4,500.0	2,050.0					EARMARK/NH		2,411.6	15,558.4	17,970.0	remianing rw moved from 24 to 25
		Utility Moves	IC								NH		0.0	0.0	0.0	
MDT			**Total**	**34,092.6**	**4,500.0**	**3,350.0**	**0.0**	**0.0**	**0.0**				**5,628.7**	**36,313.9**	**41,942.6**	
Billings Bypass	*UPN4199002*	Construction of Five Mile Road	IC	156.8							STPU		21.0	135.8	156.8	
(Five Mile Road)			CN	5,865.9							STPU		787.2	5,078.7	5,865.9	
MDT			**Total**	**6,022.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				**808.3**	**5,214.5**	**6,022.8**	
Billings Bypass	*UPN4199003*	Construction of a new bridge	IC	416.2	-90.8						NH		43.7	281.8	325.5	Final
(Yellowstone River Bridge)		over the Yellowstone River	CN	11,364.2							STPU		1,525.1	9,839.1	11,364.2	
			CN	5,000.0							CMAQ		671.0	4,329.0	5,000.0	
			CN	5,000.0							BRIDGE		671.0	4,329.0	5,000.0	
			CN	18,261.7	-1,755.6						NH		2,215.1	14,291.0	16,506.1	Final
			CN	12.9							SFCX		12.9	0.0	12.9	
MDT			**Total**	**40,055.0**	**-1,846.3**	**0.0**	**0.0**	**0.0**	**0.0**				**5,138.8**	**33,069.9**	**38,208.7**	
Billings Bypass	*UPN4199007*	Reconstruction of existing	IC	4,121.1							NH		553.1	3,568.1	4,121.1	moved to 26 from 25
(Johnson Lane Interchange)		Interchange	CN				2,429.7				STPU		326.1	2,103.7	2,429.7	
			CN				6,200.0				CMAQ		832.0	5,368.0	6,200.0	
			CN				3,800.0				NH		510.0	3,290.0	3,800.0	
			CN				14,357.7				NHFP split at 91.24/8.76		1,257.7	13,100.0	14,357.7	
			CN				29,160.8				IM*		2,554.5	26,606.3	29,160.8	increased costs for TCP
MDT			**Total**	**4,121.1**	**0.0**	**0.0**	**55,948.3**	**0.0**	**0.0**				**6,033.3**	**54,036.1**	**60,069.4**	
Billings Bypass	*UPN4199005*	Construction of new bridge	IC	764.4	469.2						NH		165.6	1,068.1	1,233.6	
(Railroad Overpass)		over railroad	CN	16,929.6	520.0						NH		2,341.7	15,107.9	17,449.6	
MDT			**Total**	**17,694.0**	**989.2**	**0.0**	**0.0**	**0.0**	**0.0**				**2,507.3**	**16,176.0**	**18,683.2**	
Billings Bypass	*UPN4199008*	New construction of roadway											0.0	0.0	0.0	
(RR O'pass to Yellowstone R)		connection from existing Interchange to the bridge over	CN	7,726.3	-722.5						NH		939.9	6,063.9	7,003.8	Final
MDT		the railroad	**Total**	**7,726.3**	**-722.5**	**0.0**	**0.0**	**0.0**	**0.0**				**939.9**	**6,063.9**	**7,003.8**	
Billings Bypass	*UPN4199006*	Construction of connection	IC		1,000.0						NH		134.2	865.8	1,000.0	
(Johnson Lane Interchange to RR O'pass)		from Interchange to RR O'pass	CN		8,252.8						NH		1,107.5	7,145.3	8,252.8	
MDT			**Total**	**0.0**	**9,252.8**	**0.0**	**0.0**	**0.0**	**0.0**				**1,241.7**	**8,011.1**	**9,252.8**	
Billings Bypass	*UPN4199004*	Construction of connection	IC							500.0	NH		67.1	432.9	500.0	moved from 25 to 29
(Five Mile Rd to US 87)		from Five Mile to US 87	CN							14,719.6	NH		1,975.4	12,744.2	14,719.6	moved from 25 to 29
MDT			**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**15,219.6**			**2,042.5**	**13,177.1**	**15,219.6**	
Totals				**109,711.9**	**12,173.2**	**3,350.0**	**55,948.3**	**0.0**	**0.0**	**15,219.6**		**0.0**	**24,340.5**	**172,062.5**	**196,402.9**	

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

CN estimates include CE costs

Projects with Multiple Funding Continued

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges Sponsor: MDT	Description	Phase	Program Schedule Pre-2024	2024	2025	2026	2027	2028	2028+	Funding Source	Local	State 13.42%	Federal 86.58%	Total Project Costs	
I-90 Yellowstone River Bridges	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3	
UPN 7972		PE	722.2							IM*		63.3	658.9	722.2	
		PE	801.4							NHFP		70.2	731.2	801.4	
		RW	180.0							IM*		15.8	164.2	180.0	
		CN	63,376.3	2,074.9						BRIDGE		8,783.6	56,667.7	65,451.3	modified costs
		CN	4,384.0							IM*		384.0	4,000.0	4,384.0	
		CN	17,325.0							NHFP		2,325.0	15,000.0	17,325.0	
MDT	RP 450 to 452.7	**Total**	**91,622.3**	**2,074.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			**12,290.5**	**81,406.7**	**93,697.2**	
Totals			**91,622.3**	**2,074.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			**12,290.5**	**81,406.7**	**93,697.2**	

CN estimates include CE costs

**IM funding split is 91.24% Federal/8.76% State*

KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS Sponsor: MDT	Description	Phase	Program Schedule Pre-2024	2024	2025	2026	2027	2028	2028+	Funding Source	Local	State 13.42%	Federal 86.58%	Total Project Costs	
KING AVE & 48TH STREET - BLGS	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout	PE			600.0					CR		80.5	519.5	600.0	New project
UPN 10643		RW					400.0			CR		53.7	346.3	400.0	
		IC						400.0		CR		53.7	346.3	400.0	
		CN							1,908.1	CR		256.1	1,652.0	1,908.1	
		CN							1,600.0	HSIP		160.0	1,440.0	1,600.0	
		CN							341.9	Local Contribution	341.9	0.0	0.0	341.9	
MDT	U-1037 RP 16.5 to 16.7	**Total**	**0.0**	**0.0**	**600.0**	**0.0**	**400.0**	**400.0**	**3,850.0**		**341.9**	**603.9**	**4,304.2**	**5,250.0**	
Totals			**0.0**	**0.0**	**600.0**	**0.0**	**400.0**	**400.0**	**3,850.0**		**341.9**	**603.9**	**4,304.2**	**5,250.0**	

CN estimates include CE costs

HSIP split at 90/10%

Project: Grand Avenue

Funding shown in thousands of dollars

Project: Grand Avenue Sponsor: MDT	Description	Phase	Program Schedule Pre-2024	2024	2025	2026	2027	2028	2028+	Funding Source	Local	State 13.42%	Federal 86.58%	Total Project Costs	
Grand Avenue	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6	New project
UPN		RW				1,260.0				STPU		169.1	1,090.9	1,260.0	
		IC					1,500.0			STPU		201.3	1,298.7	1,500.0	
		CN						16,985.7		STPU		2,279.5	14,706.2	16,985.7	
		CN						3,426.8		CMAQ		459.9	2,966.9	3,426.8	
MDT	41st St West to 62nd St West	**Total**	**0.0**	**0.0**	**2,362.6**	**1,260.0**	**1,500.0**	**20,412.4**	**0.0**			**3,426.8**	**22,108.2**	**25,535.0**	
Totals			**0.0**	**0.0**	**2,362.6**	**1,260.0**	**1,500.0**	**20,412.4**	**0.0**			**3,426.8**	**22,108.2**	**25,535.0**	

Estimated Revenue

Amounts shown in thousands of dollars

Federal					STP/S*/X*											
Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	CR*	TA*	FWP	SUBTOTAL
Carryover	7,186.9	12,767.4												5,945.0		25,899.3
FFY 2024	1,490.4	2,551.8	3,333.0	20,391.4	0.0	0.0	0.0	0.0	-669.0	3,634.7	500.0	807.5	388.4	790.0	349.6	33,567.7
FFY 2025	1,489.8	2,551.8	3,168.7	14,609.9	0.0	69.7	0.0	0.0	1,336.4	12.4	500.0	750.0	1,728.2	790.0	184.1	27,190.9
FFY 2026	1,489.8	2,551.8	31,429.5	17,429.4	14,357.7	84.6	0.0	0.0	742.7	0.0	500.0	750.0	0.0	790.0	125.0	70,250.5
FFY 2027	1,489.8	2,551.8	7,769.4	17,815.0	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	400.0	790.0	125.0	32,690.9
FFY 2028	1,489.8	2,551.8	52,769.9	39,638.3	0.0	0.0	0.0	0.0	2,100.0	2,824.2	500.0	750.0	2,308.1	790.0	125.0	105,846.9
TOTAL	14,636.5	25,526.2	98,470.6	109,884.0	14,357.7	154.3	0.0	0.0	4,010.1	6,471.3	2,500.0	3,807.5	4,824.7	9,894.8	908.7	295,446.3

Federal	FTA 5307		FTA 5339		DISCRETIONAI 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER***	TOTAL
Carryover	5,107.7		1,011.2		6,904.6		0.0					38,922.9
FFY 2024	2,859.7	3,290.6	735.0	210.6	910.3	1,487.0	203.9	36.0	1,739.8	313.8	998.6	46,353.1
FFY 2025	2,847.0	1,915.1	735.0	180.0	0.0	165.1	297.2	59.1	1,739.8	313.8	1,819.4	37,262.4
FFY 2026	2,847.0	1,902.5	735.0	196.2	0.0	0.0	180.8	45.2	1,726.8	324.8	998.6	79,207.2
FFY 2027	2,847.0	1,880.9	735.0	113.9	0.0	0.0	180.8	45.2	1,779.9	299.1	998.6	41,571.2
FFY 2028	2,847.0	1,880.9	500.0	280.0	0.0	0.0	180.8	45.2	1,726.8	324.8	1,452.3	115,084.6
TOTAL	19,355.4	10,869.8	4,451.2	980.7	7,814.9	1,652.1	1,043.5	230.6	8,713.1	1,576.2	6,267.4	358,401.4

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding beyond 2024 will be subject to the obligation limitation set by the annual appropriations process.

NOTES:

These estimates are based on historical data and projections.

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

**Reflective of federal share only.

***Operations and Maintenance funds (average of Fiscal Years 2020-2022),TRANsADE, and CMAQ (match) makes up OTHER

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
Carryover (Federal)				7,186.9	8,677.3	4,799.1	6,288.9	7,778.7					
Estimated allocation (Federal)				1,490.4	1,489.8	1,489.8	1,489.8	1,489.8					updated allocation
Billings Bypass *UPN4199003*	Construction of a new bridge												
(Yellowstone River Bridge)	over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0	
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**671.0**	**4,329.0**	**5,000.0**	
Billings Bypass *UPN4199007*	Reconstruction of existing												
(Johnson Lane Interchange)	Interchange	CN			6,200.0					832.0	5,368.0	6,200.0	
MDT		**Total**	**0.0**	**0.0**	**6,200.0**	**0.0**	**0.0**	**0.0**	**0.0**	**832.0**	**5,368.0**	**6,200.0**	
Grand Avenue *UPN*	Reconstruction of existing roadway 41st to 62nd street 2.6 miles												New project cmaq participating in STPU project
		CN						3,426.8		459.9	2,966.9	3,426.8	
Possible LAG with city		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,426.8**	**0.0**	**459.9**	**2,966.9**	**3,426.8**	
Service Operations*													
Operating - 80% match	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0	
MET Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**	
Project Adjustments/Closures													
		CMAQ Totals		**0.0**	**6,200.0**	**0.0**	**0.0**	**3,426.8**	**0.0**	**1,962.9**	**12,663.9**	**14,626.8**	
		Federal		**0.0**	**5,368.0**	**0.0**	**0.0**	**2,966.9**					
		State		**0.0**	**820.9**	**0.0**	**0.0**	**453.7**					
		Ending Balance (Federal)		**8,677.3**	**4,799.1**	**6,288.9**	**7,778.7**	**6,301.6**					

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

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project / Sponsor		Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
Carryover					12,767.4	15,319.2	13,078.6	14,370.4	15,422.1					
Estimated Allocation (STPU)					2,551.8	2,551.8	2,551.8	2,551.8	2,551.8					updated allocation
Billings Bypass	*UPN4199002*	Construction of Five Mile Roa	IC	140.1							18.8	121.3	140.1	
(Five Mile Road)			CN	5,865.9							787.2	5,078.7	5,865.9	
MDT			**Total**	**6,006.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**806.0**	**5,200.1**	**6,006.1**	
Billings Bypass	*UPN4199003*	Construction of a new bridge												
(Yellowstone River Bridge)		over the Yellowstone River												
			CN	11,364.2							1,525.1	9,839.1	11,364.2	
MDT			**Total**	**11,364.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,525.1**	**9,839.1**	**11,364.2**	
Billings Bypass	*UPN4199007*	Reconstruction of existing												
(Johnson Lane Interchange)		Interchange												
			CN			2,429.7					326.1	2,103.7	2,429.7	
MDT			**Total**	**0.0**	**0.0**	**2,429.7**	**0.0**	**0.0**	**0.0**	**0.0**	**326.1**	**2,103.7**	**2,429.7**	
Grand Avenue	*UPN*	Reconstruction of existing	PE			2,362.6					317.1	2,045.5	2,362.6	new urban priority
		roadway	RW				1,260.0				169.1	1,090.9	1,260.0	not yet approved by commission 01/03/202
		41st to 62nd street	IC					1,500.0			201.3	1,298.7	1,500.0	
		2.6 miles	CN						16,985.7		2,279.5	14,706.2	16,985.7	
Possible LAG with city			**Total**	**0.0**	**0.0**	**2,362.6**	**1,260.0**	**1,500.0**	**16,985.7**	**0.0**	**2,966.9**	**19,141.3**	**22,108.2**	
Adjustment/Closures														
			STPU Totals		**0.0**	**4,792.3**	**1,260.0**	**1,500.0**	**16,985.7**	**0.0**	**5,624.1**	**36,284.1**	**41,908.2**	
			Federal		**0.0**	**4,149.2**	**1,090.9**	**1,298.7**	**14,706.2**					
			State		**0.0**	**643.1**	**169.1**	**201.3**	**2,279.5**					
			Balance		**15,319.2**	**13,078.6**	**14,370.4**	**15,422.1**	**988.2**					

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

Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 8.76%	Funding Source: Federal 91.24%	Total Project Costs	
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0	
MDT	Pave Marking, Pavement Pres.	**Total**		**1,500.0**	**1,500.0**	**1,500.0**	**1,500.0**	**1,500.0**	**0.0**	**657.0**	**6,843.0**	**7,500.0**	
Johnson Lane Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 455- 455.5	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
Lockwood Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 452.6- 453.1	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
27TH ST. Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 449.9- 450.4	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
South Billings Blvd Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 447- 447.5	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
King Ave West Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 446.2- 446.4	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
Zoo Drive Interchange Ramps	Striping and Durable Pavement Markings	OT		4.5						0.4	4.1	4.5	
UPN	Interchange												
MDT	I-90 RP 443.1- 443.7	**Total**	**0.0**	**4.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.4**	**4.1**	**4.5**	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	CN				29,160.8				2,554.5	26,606.3	29,160.8	moved to 26 from 25
UPN 4199-007	Interchange												
MDT	I-90 RP	**Total**	**0.0**	**0.0**	**0.0**	**29,160.8**	**0.0**	**0.0**	**0.0**	**2,554.5**	**26,606.3**	**29,160.8**	
I-90 Yellowstone River Bridges	Bridge Replacement	PE	722.2							63.3	658.9	722.2	
UPN 7972		RW	180.0							15.8	164.2	180.0	
		CN	4,384.0							384.0	4,000.0	4,384.0	
MDT	I-90 RP 450.09 to 452.73	**Total**	**5,286.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**463.1**	**4,823.2**	**5,286.3**	
Mossmain Intch - West Bigs Intch	Pavement Preservation	PE	910.5							79.8	830.8	910.5	
UPN 9198	Not all locations inside MPO boundary	CN	24,304.8	1,051.7						2,221.2	23,135.3	25,356.5	modification
MDT	I-90 RP 437.12 to 446.7	**Total**	**25,215.3**	**1,051.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,301.0**	**23,966.0**	**26,267.0**	
Lockwood Interchange - Billings	Capital Construction	PE	3,331.2		900.0					370.7	3,860.6	4,231.2	modification
UPN 9978	Improvements to Lockwood Interchange	RW			768.7					67.3	701.4	768.7	
		IC				768.7				67.3	701.4	768.7	
		CN						51,269.9		4,491.2	46,778.6	51,269.9	updated costs
MDT	I-90 RP 450 to RP 453.5	**Total**	**3,331.2**	**0.0**	**1,668.7**	**768.7**	**0.0**	**51,269.9**	**0.0**	**4,996.6**	**52,042.0**	**57,038.6**	
I-90 CULVERTS - BILLINGS AREA	Culvert Replacement	PE		757.0						66.3	690.7	757.0	
UPN 10427	Not all locations inside MPO boundary	CN					6,269.4			549.2	5,720.2	6,269.4	decreased costs
MDT	I-90 RP 413 to 528	**Total**	**0.0**	**757.0**	**0.0**	**0.0**	**6,269.4**	**0.0**	**0.0**	**615.5**	**6,410.9**	**7,026.4**	
IM TOTAL			**33,832.8**	**3,333.0**	**3,168.7**	**31,429.5**	**7,769.4**	**52,769.9**	**0.0**	**11,589.8**	**120,713.6**	**132,303.4**	

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

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

*IM is a state sub-allocated program funded by the federal National Highway Performance Program.

CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
MDT-PREVENTATIVE MAINTENANCE - N	Maintenance - Striping, Dura	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
MDT	Pave Marking, Pavement Pre	**Total**		**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**		**671.0**	**4,329.0**	**5,000.0**	
Heights Main St.	Striping and Durable Paveme	OT		140.7						**18.9**	**121.8**	**140.7**	
UPN	BR I-90/US-87									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 4.7	**Total**	**0.0**	**140.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**18.9**	**121.8**	**140.7**	
27th ST.	Striping and Durable Paveme	OT		142.2						**19.1**	**123.1**	**142.2**	
UPN	MT-3									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 3.3	**Total**	**0.0**	**142.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**19.1**	**123.1**	**142.2**	
Zoo Drive Interchange	Striping and Durable Paveme	OT		55.5						**7.5**	**48.1**	**55.5**	
UPN	Zoo Drive									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 0.9	**Total**	**0.0**	**55.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.5**	**48.1**	**55.5**	
King Ave West	Striping and Durable Paveme	OT		22.5						**3.0**	**19.4**	**22.5**	
UPN	King Ave West									**0.0**	**0.0**	**0.0**	
MDT	RP 2.5 to 3.1	**Total**	**0.0**	**22.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3.0**	**19.4**	**22.5**	
Old Laurel Road	Striping and Durable Paveme	OT		16.6						**2.2**	**14.4**	**16.6**	
UPN	BR I-90									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 0.7	**Total**	**0.0**	**16.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2.2**	**14.4**	**16.6**	
Billings Bypass	New construction	PE	8,074.0		1,300.0					1,258.0	8,116.0	9,374.0	moved from 24 to 25
UPN 4199-000		RW	3,573.0	4,500.0	2,050.0					1,358.5	8,764.5	10,123.0	remianing rw moved from 24 to 25
		IC								0.0	0.0	0.0	
MDT		**Total**	**11,647.0**	**4,500.0**	**3,350.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,616.5**	**16,880.5**	**19,497.0**	
Billings Bypass - Yellowstone River Bridg	New construction of bridge	IC	416.2		-90.8					43.7	281.8	325.5	Final
UPN 4199-003	over the Yellowstone River	CN	18,261.7	-1,621.0	-1,755.6					1,997.6	12,887.5	14,885.1	Final
MDT		**Total**	**18,677.9**	**-1,621.0**	**-1,846.3**	**0.0**	**0.0**	**0.0**	**0.0**	**2,041.3**	**13,169.3**	**15,210.5**	
Billings Bypass - Five Mile Rd to US 87	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25
UPN 4199-004	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	moved to 29 from 25
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**15,219.6**	**0.0**	**2,042.5**	**13,177.1**	**15,219.6**	
Billings Bypass - RR O'pass	New construction of	IC	764.4	469.2						165.6	1,068.1	1,233.6	
UPN 4199-005	RR O'pass	CN	16,929.6	520.0						2,341.7	15,107.9	17,449.6	
MDT		**Total**	**17,694.0**	**989.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,507.3**	**16,176.0**	**18,683.2**	
Billings Bypass - Johnson Ln. Intch - RR (	New construction of connecti	IC		1,000.0						134.2	865.8	1,000.0	
UPN 4199-006	from Interchange to bridge	CN		8,252.8						1,107.5	7,145.3	8,252.8	
MDT		**Total**	**0.0**	**9,252.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,241.7**	**8,011.1**	**9,252.8**	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	IC	4,121.1							553.1	3,568.1	4,121.1	
UPN 4199-007	Interchange	CN			3,800.0					510.0	3,290.0	3,800.0	
	RP 455.5	**Total**	**4,121.1**	**0.0**	**3,800.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,063.0**	**6,858.1**	**7,921.1**	
	New construction of												
Billings Bypass - (RR O'pass to Yellowsto	roadway									0.0	0.0	0.0	
UPN4199-008	connection from existing	CN	7,726.3	-722.5						939.9	6,063.9	7,003.8	Final
	Interchange to the bridge												
MDT	over the railroad	**Total**	**7,726.3**	**-722.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**939.9**	**6,063.9**	**7,003.8**	
Exposition Dr. & 1st Ave. N. Bigs	Interesction Improvements	PE	1,537.3	2,334.8						519.6	3,352.4	3,872.0	modification
UPN 7908										0.0	0.0	0.0	
		CN					9,036.8			1,212.7	7,824.1	9,036.8	decreased costs and moved to 27 from 25
MDT	RP .35 to 1.35	**Total**	**1,537.3**	**2,334.8**	**0.0**	**0.0**	**9,036.8**	**0.0**	**0.0**	**1,732.4**	**11,176.5**	**12,908.9**	
Underpass Ave. Improvements	Intersection Improvements									0.0	0.0	0.0	
UPN 8669		CN	10,763.2	3,531.5	154.6					1,939.1	12,510.2	14,449.3	modification
MDT	RP .51 to .72	**Total**	**10,763.2**	**3,531.5**	**154.6**	**0.0**	**0.0**	**0.0**	**0.0**	**1,939.1**	**12,510.2**	**14,449.3**	
Airport Rd. & Main St. - Bigs	Intersection Improvements	OT	295.6							39.7	255.9	295.6	
UPN 8718		PE	2,229.8	350.7						346.3	2,234.2	2,580.5	
		RW				61.2				8.2	53.0	61.2	
		IC				153.1				20.5	132.5	153.1	
		CN					7,718.4			1,035.8	6,682.6	7,718.4	decreased to match tcp
MDT	RP 1.5 to 2.2	**Total**	**2,525.4**	**350.7**	**0.0**	**214.3**	**7,718.4**	**0.0**	**0.0**	**1,450.5**	**9,358.3**	**10,808.8**	
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway	PE	2,984.3							400.5	2,583.8	2,984.3	
UPN 9022	Major Rehab	RW				59.8				8.0	51.8	59.8	
		IC					59.8			8.0	51.8	59.8	
		CN						20,808.6		2,792.5	18,016.1	20,808.6	updated costs
MDT	N-115 RP 0.7 - RP .93	**Total**	**2,984.3**	**0.0**	**0.0**	**59.8**	**59.8**	**20,808.6**	**0.0**	**3,209.1**	**20,703.4**	**23,912.5**	
Zoo Drive Improvements	Intersection Improvements	PE	499.7							67.1	432.7	499.7	
UPN 9597		RW		170.8						22.9	147.9	170.8	
		IC		227.7						30.6	197.2	227.7	
	I-90 RP 442.9 to 444.3	CN			7,520.3					1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil
MDT	U-1011 RP 2.36 to 3.04	**Total**	**499.7**	**398.5**	**7,520.3**	**0.0**	**0.0**	**0.0**	**0.0**	**1,129.8**	**7,288.8**	**8,418.6**	
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway	PE	831.1							111.5	719.5	831.1	
UPN 9880	Major Rehab	RW			12.4					1.7	10.8	12.4	
Project split from 9022		IC			255.6					34.3	221.3	255.6	
		CN				8,345.7				1,120.0	7,225.7	8,345.7	updated costs
MDT	N-115 RP 0.93 - RP 1.45	**Total**	**831.1**	**0.0**	**268.1**	**8,345.7**	**0.0**	**0.0**	**0.0**	**1,267.5**	**8,177.4**	**9,444.8**	
1st Ave. N - Broadway to Division	Reconstruction of roadway	PE	840.7							112.8	727.8	840.7	
UPN 9881	Major Rehab	RW			12.6					1.7	10.9	12.6	
Project split from 9022		IC			350.6					47.1	303.6	350.6	
		CN				7,732.6				1,037.7	6,694.9	7,732.6	updated costs
MDT	N-115 RP 1.45 to RP 2.05	**Total**	**840.7**	**0.0**	**363.2**	**7,732.6**	**0.0**	**0.0**	**0.0**	**1,199.3**	**7,737.2**	**8,936.5**	
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE	128.2							17.2	111.0	128.2	
UPN 9998	ADA compliance	RW				25.6				3.4	22.2	25.6	
		IC				51.3				6.9	44.4	51.3	
		CN						2,610.1		350.3	2,259.8	2,610.1	updated costs and moved to 28 from 27
MDT	N-113 RP .17 to RP 4.25	**Total**	**128.2**	**0.0**	**0.0**	**76.9**	**0.0**	**2,610.1**	**0.0**	**377.8**	**2,437.5**	**2,815.3**	
	NH TOTAL		**79,976.2**	**20,391.4**	**14,609.9**	**17,429.4**	**17,815.0**	**39,638.3**	**0.0**	**25,479.2**	**164,381.0**	**189,860.2**	

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

*NH is a state sub-allocated program funded by the federal National Highway Performance Program.

CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source Local	State 8.76%	Federal 91.24%	Total Project Costs	
Billings Bypass UPN4199007 (Johnson Lane Interchange)	Reconstruction of existing Interchange	CN				14,357.7				1,257.7	13,100.0	14,357.7	moved to 26 from 25
										0.0	0.0	0.0	
										0.0	0.0	0.0	
MDT										0.0	0.0	0.0	
		Total	**0.0**	**0.0**	**0.0**	**14,357.7**	**0.0**	**0.0**	**0.0**	**1,257.7**	**13,100.0**	**14,357.7**	
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	PE	801.4							70.2	731.2	801.4	
		CN	17,325.0							1,517.7	15,807.3	17,325.0	
										0.0	0.0	0.0	
MDT	I-90 RP 450.09 to 452.73									0.0	0.0	0.0	
		Total	**18,126.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,587.9**	**16,538.6**	**18,126.4**	
NHFP TOTAL			**18,126.4**	**0.0**	**0.0**	**14,357.7**	**0.0**	**0.0**	**0.0**	**2,845.6**	**29,638.6**	**32,484.2**	

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

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

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

CN estimates include CE costs

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

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source Local	State 13.42%	Federal 86.58%	Total Project Costs	
(Yellowstone River Bridge) UPN 4199003 BBP	Construction of a new bridge over the Yellowstone River	CN	12.9							12.9	0.0	12.9	
MDT		**Total**	**12.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**12.9**	**0.0**	**12.9**	
Lockwood Interchange UPN 9588	Interchange Improvement Study	OT	1,546.8							207.6	1,339.2	1,546.8	corrected typo in ammount
MDT	RP 450 to 455.3	**Total**	**1,546.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**207.6**	**1,339.2**	**1,546.8**	
South Billings Blvd UPN	Roadway Striping	OT	55.3							7.4	47.9	55.3	
										0.0	0.0	0.0	
MDT	RP 0 to 1.3	**Total**	**55.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.4**	**47.9**	**55.3**	
Johnson Lane Interchange UPN	Roadway Striping	OT	10.6							1.4	9.2	10.6	
										0.0	0.0	0.0	
MDT	RP 0 to 10.6	**Total**	**10.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.4**	**9.2**	**10.6**	
88TH ST- SHILOH UPN	Roadway Striping	OT			69.7					9.4	60.3	69.7	added new durable striping project
										0.0	0.0	0.0	
MDT	RP 10.8 to17.7	**Total**	**0.0**	**0.0**	**69.7**	**0.0**	**0.0**	**0.0**	**0.0**	**9.4**	**60.3**	**69.7**	
SF 209 BILLINGS DIST SIGNS UPN 10299	install safety improvement: signs, delineation, chevrons									0.0	0.0	0.0	
Not all locations inside MPO Boundary		CN				84.6				11.4	73.2	84.6	updated costs
MDT	Various Locations	**Total**	**0.0**	**0.0**	**0.0**	**84.6**	**0.0**	**0.0**	**0.0**	**11.4**	**73.2**	**84.6**	
TOTALS			**1,625.6**	**0.0**	**69.7**	**84.6**	**0.0**	**0.0**	**0.0**	**250.0**	**1,529.9**	**1,779.9**	

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2024	2024	2025	2026	2027	2028	13.42%	13.42%	86.58%	
No New Projects		Total										
STPP TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2024	2024	2025	2026	2027	2028	13.42%	13.42%	86.58%	
No New Projects		Total										
STPP TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 10.00%	Funding Source: Federal 90.00%	Total Project Costs	
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0	
MDT		**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**250.0**	**2,250.0**	**2,500.0**	
SF 129 - Rndabout King 56th	Intersection Improvements -	PE	923.3							92.3	831.0	923.3	
UPN 8052	Roundabout	RW	1,530.0							153.0	1,377.0	1,530.0	
		IC	415.1		-38.1					37.7	339.3	377.0	Final
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2	4,144.7	
MDT	RP 15.4 to 15.7	**Total**	**6,918.6**	**94.5**	**-38.1**	**0.0**	**0.0**	**0.0**	**0.0**	**697.5**	**6,277.6**	**6,975.1**	
SF 169 RIMROCK & 62ND ST W	Intersection Improvements -	PE	863.9	87.6						95.1	856.3	951.5	Final
UPN 9383	Roundabout	IC	1,175.7	-108.5	161.7					122.9	1,106.0	1,228.9	modfication
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0	6,913.4	modfication
MDT	U1034 RP 2.4-2.8	**Total**	**10,153.0**	**-1,433.8**	**374.5**	**0.0**	**0.0**	**0.0**	**0.0**	**909.4**	**8,184.4**	**9,093.8**	
ZOO DRIVE IMPROVEMENTS - BLG	Safety Improvements for Traffic Ope	PE								0.0	0.0	0.0	
UPN 9597		CN			500.0					50.0	450.0	500.0	
MDT	Various Locations	**Total**	**0.0**	**0.0**	**500.0**	**0.0**	**0.0**	**0.0**	**0.0**	**50.0**	**450.0**	**500.0**	
SF189 SOUTH D5 SAFETY IMPRV	Warning signs and flashers	PE	16.9							1.7	15.2	16.9	
UPN 9912	Not all locations inside MPO boundary												
	using 10% for costs	CN		170.2						17.0	153.2	170.2	
MDT	Various Locations	**Total**	**16.9**	**170.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**18.7**	**168.4**	**187.1**	
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs,	PE	44.8							4.5	40.3	44.8	
UPN 10299	delineation, chevrons												
	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4	242.7	decreased costs
MDT	Various Locations	**Total**	**44.8**	**0.0**	**0.0**	**242.7**	**0.0**	**0.0**	**0.0**	**28.7**	**258.7**	**287.5**	
KING AVE & 48TH STREET - BLGS	address safety and operational												New project
UPN 10643	issues at the intersection of King Avenue and 48th Street. The preferred alternative is a	CN						1,600.0		160.0	1,440.0	1,600.0	
MDT	U-1037 RP 16.5 to 16.7	**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,600.0**	**0.0**	**160.0**	**1,440.0**	**1,600.0**	
HSIP Totals			**17,133.4**	**-669.0**	**1,336.4**	**742.7**	**500.0**	**2,100.0**	**0.0**	**2,114.3**	**19,029.1**	**21,143.5**	

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
BBP-YELLOWSTONE RIVER	New bridge construction									0.0	0.0	0.0	
UPN 4199-003		CN	5,000.0							671.0	4,329.0	5,000.0	
MDT	Statewide	**Total**	**5,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**671.0**	**4,329.0**	**5,000.0**	
I-90 Yellowstone River		PE	4,833.3							648.6	4,184.6	4,833.3	
UPN 7972		CN	63,376.3	2,074.9						8,783.6	56,667.7	65,451.3	modified costs
MDT	RP 2.7 to 3.0	**Total**	**68,209.6**	**2,074.9**	**0.0**	**0.0**	**0.0**	**0.0**		**9,432.2**	**60,852.3**	**70,284.5**	
BR PRES COLUMBUS JOLIET AI	Minor bridge rehab	PE	168.9							22.7	146.3	168.9	
UPN 9552		IC								0.0	0.0	0.0	
One project in MPO	Using 33% for costs	CN		1,746.3						234.4	1,512.0	1,746.3	
MDT	U-1033 RP 0.9 to 1.1	**Total**	**168.9**	**1,746.3**	**0.0**	**0.0**	**0.0**	**0.0**		**257.0**	**1,658.3**	**1,915.3**	
SHILOH RD / I-90 BRIDGE - BL	Bridge rehab	PE	309.9							41.6	268.3	309.9	
UPN 9720		IC			12.4					1.7	10.7	12.4	
		CN						2,824.2		379.0	2,445.2	2,824.2	moved to 28 from 26
MDT	U-1031 RO 5.0 to 5.3	**Total**	**309.9**	**0.0**	**12.4**	**0.0**	**0.0**	**2,824.2**		**422.3**	**2,724.2**	**3,146.5**	
MONTANA AVE OVERPASS- BIL	Bridge rehab	PE	43.3							5.8	37.5	43.3	
UPN 9913		CN	1,092.3	-186.6						121.6	784.2	905.8	
MDT	N113 RP1.82 TO 1.92	**Total**	**1,135.6**	**-186.6**	**0.0**	**0.0**	**0.0**	**0.0**		**127.4**	**821.7**	**949.1**	
BR TOTAL			**74,824.1**	**3,634.7**	**12.4**	**0.0**	**0.0**	**2,824.2**	**0.0**	**10,909.8**	**70,385.5**	**81,295.4**	

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Program Schedule: Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	Various Locations	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**335.5**	**2,164.5**	**2,500.0**
UPP TOTAL			**0.0**	**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**335.5**	**2,164.5**	**2,500.0**

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	ADA upgrades	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**		**335.5**	**2,164.5**	**2,500.0**
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
MDT	Signalization	**Total**		**250.0**	**250.0**	**250.0**	**250.0**	**250.0**		**167.8**	**1,082.3**	**1,250.0**
Underpass Ave. Improvements	Intersection Improvements	PE	1,093.6							146.8	946.8	1,093.6
		RW	150.0	-17.4						17.8	114.8	132.6
		IC	452.9							60.8	392.1	452.9
UPN 8669		CN	1,154.4							154.9	999.5	1,154.4
MDT	RP .51 to .72	**Total**	**2,850.9**	**-17.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**380.2**	**2,453.2**	**2,833.4**
Mossmain Intch-West Bigs Inch	Pavement Preservation											
UPN 9198	Not all locations inside MPO bound	CN	554.4							74.4	480.0	554.4
MDT	I-90 RP 437.12 to 446.7	**Total**	**554.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**74.4**	**480.0**	**554.4**
ATSPM - MAIN STREET (BILLINGS	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400										0.0	0.0	0.0
MDT	Various Locations	**Total**	**221.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**29.7**	**191.4**	**221.0**
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE	25.2	12.6						5.1	32.8	37.8
	Not all locations inside MPO boundary											
UPN 10431	using 15% for costs	CE		62.3						8.4	53.9	62.3
MDT	Various Locations	**Total**	**25.2**	**74.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**13.4**	**86.7**	**100.1**
		Total	**3,651.5**	**807.5**	**750.0**	**750.0**	**750.0**	**750.0**	**0.0**	**1,001.0**	**6,458.0**	**7,459.0**

CN estimates include CE costs

Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source Local 13.42%	Funding Source State 13.42%	Funding Source Federal 86.58%	Total Project Costs	
Zoo Drive Improvements	Intersection Improvements												added new funding source for Zoo Drive
UPN 9597													
	I-90 RP 442.9 to 444.3	CN			1,155.0					155.0	1,000.0	1,155.0	
MDT	U-1011 RP 2.36 to 3.04	**Total**	**0.0**	**0.0**	**1,155.0**	**0.0**	**0.0**	**0.0**	**0.0**	**155.0**	**1,000.0**	**1,155.0**	
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE											
	Not all locations inside MPO boundary												
UPN 10431	using 15% for costs	CN		388.4	-26.8					48.5	313.1	361.6	modified
MDT	Various Locations	**Total**	**0.0**	**388.4**	**-26.8**	**0.0**	**0.0**	**0.0**	**0.0**	**48.5**	**313.1**	**361.6**	
KING AVE & 48TH STREET - BLGS	address safety and operational	PE			600.0					80.5	519.5	600.0	New project
UPN 10643	issues at the intersection of King	RW					400.0			53.7	346.3	400.0	
	Avenue and 48th Street. The	IC						400.0		53.7	346.3	400.0	
	preferred alternative is a	CN						1,908.1		256.1	1,652.0	1,908.1	
MDT	U-1037 RP 16.5 to 16.7	**Total**	**0.0**	**0.0**	**600.0**	**0.0**	**400.0**	**2,308.1**	**0.0**	**443.9**	**2,864.2**	**3,308.1**	
		Total	**0.0**	**388.4**	**1,728.2**	**0.0**	**400.0**	**2,308.1**	**0.0**	**647.5**	**4,177.2**	**4,824.7**	

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs	
								Local	State	Federal		
Sponsor			Pre-2024	2024	2025	2026	2027	2028	13.42%	13.42%	86.58%	
Carryover				5,945.0	5,698.4	5,478.3	6,268.2	7,058.2				
Estimated Allocation (TA)				790.0	790.0	790.0	790.0	790.0				
STAGECOACH TRAIL - BILLINGS	Shared use path	PE		931.2					125.0		806.2	931.2	updated costs
UPN 10432		CN						5,348.7	717.8		4,630.9	5,348.7	updated costs and moved to 28 from 26
MDT/Locals	Skyline Trail to Zimmerman Trai	**Total**	**0.0**	**931.2**	**0.0**	**0.0**	**0.0**	**5,348.7**	**842.8**	**0.0**	**5,437.1**	**6,279.9**	
SIDEWALKS - LOCKWOOD	Sidewalk construction	PE		266.1					35.7		230.4	266.1	updated costs
UPN 10433		CN			1,166.6				156.6		1,010.1	1,166.6	updated costs and moved to 25 from 26
MDT/Locals	Old Hardin Road	**Total**	**0.0**	**266.1**	**1,166.6**	**0.0**	**0.0**	**0.0**	**192.3**	**0.0**	**1,240.4**	**1,432.7**	
TA TOTALS			**0.0**	**1,197.3**	**1,166.6**	**0.0**	**0.0**	**5,348.7**	**1,035.0**	**0.0**	**6,677.5**	**7,712.6**	
Federal			**0.0**	**1,036.6**	**1,010.1**	**0.0**	**0.0**	**4,630.9**					
Local			**0.0**	**160.7**	**156.6**	**0.0**	**0.0**	**717.8**					
Balance				**5,698.4**	**5,478.3**	**6,268.2**	**7,058.2**	**3,217.3**					

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-202	2024	2025	2026	2027	2028	Funding Source Local 20.00%	 State 0%	 Federal 80.00%	Total Project Costs	
Rec Trails Program	Trail Construction	All				125.0	125.0	125.0	75.0		300.0	375.0	
Local	Various	**Total**	**0.0**	**0.0**	**0.0**	**125.0**	**125.0**	**125.0**	**75.0**	**0.0**	**300.0**	**375.0**	
Rose Park Trail, Phase 1	New Trail Construction	PE	25.0						5.0		20.0	25.0	
	Local match sourced from cas	CN	100.0						20.0		80.0	100.0	
City of Billings/TrailNet	in-kind contributions	**Total**	**125.0**	**0.0**	**0.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Rose Park Trail, Phase 2	Continuation of Rose Park Tra	PE		25.0					5.0		20.0	25.0	
		CN		74.6					24.6		50.0	74.6	updated costs and split
City of Billings/TrailNet		**Total**	**0.0**	**99.6**	**0.0**	**0**	**0**	**0**	**29.6**	**0.0**	**70.0**	**99.6**	
Lillis Park Trail Connector	Trail reconstruction	PE		25.0					5.0		20.0	25.0	
		CN		100.0					20.0		80.0	100.0	
City of Billings		**Total**	**0.0**	**125.0**	**0.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Big Ditch Trail Extension	Trail reconstruction	PE		25.0					5.0		20.0	25.0	
		CN		100.0					20.0		80.0	100.0	
City of Billings		**Total**	**0.0**	**125.0**	**0.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Southern Riverfront Park T	Trail reconstruction	PE			25.0				5.0		20.0	25.0	new project
		CN			100.0				20.0		80.0	100.0	
City of Billings		**Total**	**0.0**	**0.0**	**125.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Trailside Education Signs*	Trail Signage	PE							0.0		0.0	0.0	new project
		CN			59.1				11.8		47.2	59.1	
City of Billings/Trailnet		**Total**	**0.0**	**0.0**	**59.1**	**0**	**0**	**0**	**11.8**	**0.0**	**47.2**	**59.1**	
		Total	**125.0**	**349.6**	**184.1**	**125.0**	**125.0**	**125.0**	**216.4**	**0.0**	**817.2**	**1,033.7**	

*pending award

Earmarks

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project
									Local	State	Federal	
			Pre-2024	2024	2025	2026	2027	2028	13.42%	13.42%	86.58%	
Billings Bypass UPN41990	Environmental Impact Stateme	PE	14,598.6							1,959.1	12,639.5	14,598.6
	Preliminary Engineering Right of Way Acquisition	RW	7,847.0							1,053.1	6,793.9	7,847.0
MDT		**Total**	**22,445.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,012.2**	**19,433.4**	**22,445.6**
		Total	**22,445.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,012.2**	**19,433.4**	**22,445.6**

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source Local 20%	 State	 Federal 80%	Total Estimated Obligation
Carryover			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
Allocation (Estimated)(Fed Share)			2,859.7	2,847.0	2,847.0	2,847.0	2,847.0				
Bus & Passenger Amenities/Equipment											
Supportive Equipment											
Facilities/Ammenities											
Security Related Capital (1% minimum)	*Used 5339 for Security in FY25/26		10.5			36.0	36.0	16.5		66.0	82.5
Met Transit		**Total**	**10.5**	**0.0**	**0.0**	**36.0**	**36.0**	**16.5**		**66.0**	**82.5**
Transit Operations* **											
Fleet/Facility Preventive Maintenance	80/20 Match		1,557.1	862.5	862.5	862.5	862.5	1,001.4		4,005.7	5,007.1
ADA Paratransit (20% of apportionment)	80/20 Match		1,461.0	711.8	711.8	711.8	711.8	861.6		3,446.4	4,308.0
Fixed Route	50/50 Match		5,369.8	3,200.5	3,175.2	3,117.6	3,117.6	8,990.3		8,990.3	17,980.7
Met Transit		**Total**	**8,387.8**	**4,774.8**	**4,749.5**	**4,691.9**	**4,691.9**	**10,853.3**	**0.0**	**16,442.4**	**27,295.7**
Purchase buses											
Replacement Buses											
Expansion Buses											
Met Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5307 TOTALS*			**8,398.3**	**4,774.8**	**4,749.5**	**4,727.9**	**4,727.9**	**10,869.8**	**0.0**	**16,508.4**	**27,378.2**
Federal			**5,107.7**	**2,859.7**	**2,847.0**	**2,847.0**	**2,847.0**				
Local			**3,290.6**	**1,915.1**	**1,902.5**	**1,880.9**	**1,880.9**				
Ending Balance (Federal)			**2,859.7**	**2,847.0**	**2,847.0**	**2,847.0**	**2,847.0**				

Full 5307 FFY25 apportionment (estimated) **$2,847,000**

Project 1 - Operating Assistance	**FTA Amount**		**Local**		**Total**		**FTA Share**	**Local Share**	
ALI 30.09.01 - Up to 50% share Operating Assistance	$	1,587,600	$	1,587,600	$	3,175,200	50.00%	50.00%	
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)	$	-	$	-	$	-	80.00%	20.00%	*used 5339 funds in FFY25 for security requirement
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	$	569,400	$	142,350	$	711,750	80.00%	20.00%	*up to 20% of total allocation if 3 criteria is met
ALI 11.7A.00 - Preventive Maintenance	$	690,000	$	172,500	$	862,500	80.00%	20.00%	
Total	**$**	**2,847,000**	**$**	**1,902,450**	**$**	**4,749,450**			

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

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

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source Local 20%	Funding Source State	Funding Source Federal 80%	Total Estimated Obligation
Carryover			1,011.2	753.1	768.1	718.5	965.4				
Allocation (Estimated)			735.0	735.0	735.0	735.0	500.0				
Rolling Stock	Replacement		602.1	0.0	0.0	130.0					
Met Transit	85/15 match for ADA		**602.1**	**0.0**	**0.0**	**130.0**	**0.0**	**109.8**		**622.3**	**732.1**
Bus and Bus Technology	Upgrade		182.9	38.0	118.9						
Met Transit			**182.9**	**38.0**	**118.9**	**0.0**	**0.0**	**67.9**		**271.8**	**339.7**
Bus Facilities and Support	Facility items, construction, technology, amenities, support equipment, etc.		418.8	38.9	609.5	290.0					
				73.1	80.0	50.0					
				300.0	50.0	50.0					
Met Transit				50.0	50.0	50.0	50.0				
			418.8	***462.0***	***789.5***	***440.0***	***50.0***	***432.1***		***1,728.2***	***2,160.3***
Bus Facilities Security System	Upgrade			400.0	72.5	32.0					
Met Transit			**0.0**	**400.0**	**72.5**	**32.0**	**0.0**	**100.9**		**403.6**	**504.5**
Bus, Facilities, and Technolog	Upgrade facilities, replace										
Met Transit	buses, add technology		**0.0**	**0.0**	**0.0**	**0.0**	1,350.0	**270.0**		1,080.0	**1,350.0**
SECTION 5339 TOTALS			**1,203.7**	**900.0**	**980.8**	**602.0**	**1,400.0**	**980.7**	**0.0**	**4,105.8**	**5,086.5**
Federal			**993.1**	**720.0**	**784.6**	**488.1**	**1,120.0**				
Local			**210.6**	**180.0**	**196.2**	**113.9**	**280.0**				
Balance			**753.1**	**768.1**	**718.5**	**965.4**	**345.4**				

updated allocation for 24

PROJECTS

2024	2025	2026	2027	2028
Overage bus diesel/electric			1 Paratransit Vehicle	
AVL system	Bus Sign Controllers	Bus Pass Card Readers, APCs		
Facility Remodel	Support Vehicle, Bus Wash Rehab, Generator, Shop Heaters, Bus Stop Improvements	Transfer Center Amenities, Support Vehicle, Lifts, Bus Stops	Transfer Center Amenities, Support Vehicle, Fork Lift, Bus Stops	Bus Stops
	Admin & Transfer Center Security Cameras	Access Control	Bus Stop Lighting	

Federal Transit Administration Section 5339 Discretionary Funding

Project / Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source Local 15%	Funding Source State	Funding Source Federal 85%	Total Estimated Obligation
Carryover			6,904.6								
Allocation	5339b/LowNo		0.0	910.3							
Rollingstock	Replace buses		5,499.8	1,000.0							
MET Transit	85/15 match for ADA	**Total**	**5,499.8**	**1,000.0**	**0.0**	**0.0**	**0.0**	**975.0**		**5,524.8**	**6,499.8**
Bus and Bus Facilities	Technology		465.0	70.0							
MET Transit	Facility Remodel		2,196.0								
	Training		20.1	5.4							
	Training Capital		210.8								
	80/20 Rate	**Total**	**2,891.9**	**75.4**	**0.0**	**0.0**	**0.0**	**593.5**		2,373.8	**2,967.3**
SECTION 5339 TOTALS			**8,391.7**	**1,075.4**	**0.0**	**0.0**	**0.0**	**####**		**7,898.6**	**9,467.0**
Federal			**6,904.6**	**910.3**	**0.0**	**0.0**	**0.0**				
Local			**1,487.0**	**165.1**	**0.0**	**0.0**	**0.0**				
Balance			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				

PROJECTS

2024	2025	2026	2027	2028
4 Diesel Buses 4 Electric Buses	8 Paratransit Vans			
Electric Chargers METroplex Remodel Bus Simulator & Training	Vehicle Lift, Electric Bus Scaffolding, Maint. Staff Training			

***Capital 80/20 Match, ADA Capital 85/15 Match**

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source: Local 15/20%	Funding Source: State	Funding Source: Federal 85/80%	Total Estimated Obligation
Carryover			0.0	22.0	0.0	45.1	90.2				
Allocation (Estimated)			225.9	275.3	225.9	225.9	225.9				
Paratransit Vehicles	Purchase vehicles	Purch.	128.0	143.8				40.8		231.0	271.8
	(ADA and Cutaway) for	Purch.	111.9	100.0				42.4		169.5	211.9
Met Transit and Coordination Group	MET		**239.9**	**243.8**	**0.0**	**0.0**	**0.0**	**72.5**		**411.1**	**483.6**
Traditional and Non-Traditional Projects	Projects to support identified community needs	Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
Coodination Members			**0.0**	**112.5**	**226.0**	**226.0**	**226.0**	**158.1**		**632.4**	**790.5**
		Purch.						0.0		0.0	0.0
		Purch.	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5310 TOTALS			**239.9**	**356.3**	**226.0**	**226.0**	**226.0**	**230.6**		**1,043.5**	**1,274.1**
Federal			**203.9**	**297.2**	**180.8**	**180.8**	**180.8**				
Local			**36.0**	**59.1**	**45.2**	**45.2**	**45.2**				
Balance			**22.0**	**0.0**	**45.1**	**90.2**	**135.3**				

2024	2025	2026	2027	2028
MET ADA Transit Van	2 COR vans			
YCCOA ADA Transit Van	2 BSSS mini-vans			
(updated van costs)				
	MET infrastructure improvements	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan

Funding dependent on the outcome of a competitive process and funding availability.

Transade (State Funded)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	2024	2025	2026	2027	2028	State Funded 100%	Total Estimated Obligation
Carryover			0.0	0.0	0.0	0.0	0.0		
Allocation (Estimated)			348.9	253.8	250.0	250.0	250.0	**1,352.7**	**1,352.7**
Transit Operations	Operating		348.9	253.8	250.0	250.0	250.0	**1,352.7**	
Met Transit			**348.9**	**253.8**	**250.0**	**250.0**	**250.0**	**1,352.7**	**1,352.7**
STATE TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,352.7**	**1,352.7**

Billings Metropolitan Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM

(TIP)

Federal Fiscal Years

FFY 2024 – 2028

Amendment 2

April 15, 2025

Prepared by:

Billings Metropolitan Planning Organization

Yellowstone County Board of Planning

In cooperation with:

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

APPROVALS

REVIEWED BY

	2024-2028	Administrative Modification 1	Amendment 2		
Technical Advisory Committee	02/08/2024	N/A	03/13/2025		
Yellowstone County Board of Planning	02/27/2024	N/A	04/8/2025		
Billings City Council	03/11/2024	N/A	04/14/2025		
Yellowstone County Board of County Commissioners	03/12/2024	N/A	04/8/2025		

Approved By

	2024-2028	Administrative Modification 1	Amendment 2		
Policy Coordinating Committee	03/19/2024	04/16/2024	04/15/2025		
Montana Department of Transportation					

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Table of Contents

Acronyms

BR	Bridge Replacement and Rehabilitation Program
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
CR	Carbon Reduction
EARMARK	Congressionally Directed Funds
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
NHPB	National Highway System Bridge Program
PCC	Policy Coordinating Committee. Together with the TAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
PE	Preliminary Engineering
PM_{10}	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
$PM_{2.5}$	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
RRS	Railroad Crossing
SFCN	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPB	Surface Transportation Program Bridge
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary

STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off-System
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
TSP	Total Suspended Particulate
UPP	Urban Pavement Preservation

Introduction

Preface

The Yellowstone County Board of Planning (YCBP) is the Metropolitan Planning Organization, (MPO), for the Billings metropolitan planning area. The Transportation Improvement Program, (TIP), is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

The Infrastructure Investment and Jobs Act (IIJA) Passed by Congress on November 15, 2021, authorizing funding for Federal transportation programs for the five-year period from 2022-2026. The IIJA effectively replaced the Fixing America's Surface Transportation (FAST) Act and the prior infrastructure act Moving Ahead for Progress in the 21st Century (MAP-21) Act. MAP-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 2-year period FFY 2013-2015. Like MAP-21, FAST Act and now IIJA requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While the IIJA replaced FAST, any previously obligated but unspent funds under the previous acts are still available at this time.

About the Transportation Improvement Program

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

TIP Process and Development

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

Federal Regulations

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the Montana Department of Transportation (MDT) over a five-year period. The principal focus is given to the first two years of the program, the Biennial Element, however the TIP contains projects that could be implemented between October 1, 2024 – September 30, 2028 (FFY 2024 & 2028). The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	$22,445,600

Funding Sources

- Surface Transportation Program Off System (STPX)
- Surface Transportation Program Secondary (STPS)
- State Funded Construction (SFCN)
- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway (NH)
- National Highway Freight Program (NHFP)
- Interstate Maintenance (IM)
- Railroad Crossing (RRS)
- Highway Safety Improvement Program (HSIP)
- Bridge Replacement and Rehabilitation Program (BR includes NHPB and STPB)
- Urban Pavement Preservation (UPP)
- Transportation Alternatives (TA)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- FTA Section 5339
- FTA Section 5307
- FTA Section 5310
- Transade (State Funded)
- Congressionally Directed Funds (EARMARK)

Air Quality Consistency

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on March 3, 1978, (Federal Register, Vol. 44, No. 150, page 45421, August 2, 1979). As such, Billings was required to prepare a Transportation Control Plan (TCP). The TCP identified strategies to mitigate the TSP and CO problems. The TCP is the Billings element of Montana's State Implementation Plan (SIP). The TIP is required to be, and is, consistent with the TCP as discussed in the Billings conformity statement. In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (7/1/87 at 52 FR 24854). The Environmental Protection Agency (EPA) has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards.

The Billings CO maintenance area has shown continuous maintenance of the CO NAAQS from April 22, 2002, through April 22, 2022 (and to the present date); therefore, the area has met its obligation to demonstrate maintenance of the CO standard for 20 years. The Yellowstone County Board of Planning, as the designated metropolitan planning organization for the Billings area, is no longer required to address the transportation conformity determination requirements of 40 CFR part 93, subpart A for the Billings CO maintenance area, and such determinations for the Billings CO area will not be required as elements of future iterations of the Billings Urban Area Regional Transportation Plan and Transportation Improvement Program.

Regionally Significant Projects

There are no new regionally significant projects in this 2024-2028 Billings Urban Area TIP.

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

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

Locally Significant Projects

The Billings MPO has identified the need to program the reconstruction of Grand Avenue from 41st Street West to 62nd Street West. In April of 2024, Montana Department of Transportation Highway Commission approved the request to add Grand Avenue to the Urban Highway System. With this approval, the MPO has identified the Grand Avenue project for Surface Transportation Program Urban (STPU) funds.

Project Description

Portions of Grand Avenue exist as a two-lane county road section in a growing area of the City that has no sidewalk or other multi-modal element. Increasing traffic levels on a narrow road and the inability to separate left-turning vehicles are a main safety concern. This project completes Grand Avenue to City arterial standards where the street has not been constructed between 41st Street West and 62nd Street West. Grand Avenue is proposed as a three-lane roadway from 41st Street West to 62nd Street West, including a transition west from Shiloh Road. The project will construct a separated, multi-use path on one side and a separated sidewalk on the opposite side of the roadway. Multi-modal improvements, including recommendations from

the Safe Routes to School plan, will be considered and implemented. Streetlights will be installed along the roadway corridor. A new traffic signal is anticipated at Grand Avenue and 56th Street West. Additionally, stormwater improvements will be constructed with the project, which will serve the roadway runoff as well as developments within the area. This will result in an overall improvement to the functionality of the stormwater on Billings' west end.

This project contributes to the System Performance Measure as the project will enhance the efficiency of the transportation system, reduce congestion and travel times.

Energy Conservation Considerations

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

As part of the 2023 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

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

The detailed energy conservation analysis of specific projects has been conducted for each of the major highway construction projects recommended in the 2023 update of the Billings Urban Area Transportation Plan.

Programming of Non-Urban System, Federal Aid, and State Funding

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

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

Performance Measures

Planning "Performance Measures" are a tool by which the effectiveness of the transportation programs can be measured and are a required element for MPO planning. Specifically, the adoption of Performance Measures and Targets are required for MPOs and States, and they must be included in the MPOs Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

The Billings MPO has adopted the measures and targets set by the Montana Department of Transportation and has committed to meeting the targets through implementation of its LRTP. The MPO has adopted the State's measures and targets for safety, pavement and bridge condition, system performance, freight and congestion mitigation and air quality, and will support the Billings Transit District's measures associated with transit. To support the targets, the MPO will plan and program projects that contribute toward meeting the targets for each Performance Measure. In general, since the MPO has opted to support the state targets, reporting on this information is completed at the state level. Reporting indicates that the agency has met or made considered progress toward meeting established targets. More detail and supporting data may be found in the Billings LRTP, which are incorporated by reference into this TIP.

The Billings MPO continues to support current targets and affirms this commitment through the inclusion of this statement of support in this document. The narratives and associated table that follow outline the currently adopted measures and targets. Finally, current projects in this TIP that support attainment of specific Performance Measure Targets are identified in the table "Projects List", which includes a column titled "Performance Measure & Target". While the project's contribution to target attainment is identified, it is impossible to quantify the contribution; thus, only the measure and target description are listed.

Safety

The Billings MPO supports the state's targets for applicable safety performance measures. The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off-System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures.

Performance Measure	2024 State Target (based on 5-year rolling average)
Number of fatalities	No more than 220.4 annual fatalities, which is an annual reduction of 3 fatalities per year
Rate of fatalities per 100 million vehicle miles traveled (AVMT)	No more than 1.670 fatalities per 100 million annual vehicle miles traveled (AVMT) which is a reduction of .041.
Number of serious injuries	No more than 709 serious injuries, which is an annual reduction of 41 serious injuries.
Rate of serious injuries per 100 million vehicle miles traveled (AVMT)	No more than 5.530 serious injuries per 100 million AVMT which is an annual reduction of .114.
Number of non-motorized fatalities and non-motorized serious injuries	No more than 54.6 non-motorized fatal and serious injuries, which is an annual reduction of 1 per year

Pavement and Bridge Condition

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

Performance Measure	State Target	
	2-Year	4-Year
Percent of Pavements of the Interstate in Good Condition	50%	50%
Percent of Pavements of the Interstate in Poor Condition	2%	2%
Percent of Pavements of the Non-Interstate NHS in Good Condition	40%	40%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	3%	3%
Percent of Bridges Classified as in Good Condition	16%	16%
Percent of Bridges Classified as in Poor Condition	9%	9%

System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and

Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

Performance Measure	State Target	
	2-Year	4-Year
Percent of the person-miles traveled on the interstate that are reliable	98%	98%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	80%	80%

Freight

The primary goal for establishing freight performance measures and targets is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. The FHWA has established a performance measure specifically related to freight movement on the Interstate System, and MDT has set a 2- and 4-year target to address freight reliability (see table below).

Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source. Projects selected for National Highways funding will contribute to improving the national freight network and meeting state targets. More information regarding freight related performance measures and metrics can be found in the Montana Freight Plan.

Performance Measure	State Target	
	2-Year	4-Year
Truck Travel Time Reliability (TTTR) Index	1.30	1.30

Congestion Mitigation and Air Quality (CMAQ)

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

Performance Measure	State Target	
	2-Year	4-Year
CMAQ Traffic Congestion (Annual Hours of excessive delay per capita)	N/A	N/A
Percent of Non-SOV travel	N/A	N/A
CMAQ On-Road Mobile Source Emissions (Total Emission Reductions)		
Carbon Monoxide (CO)	36.33 kg/day	36.33 kg/day
Particulate Matter 10 (PM_{10})	0.10 kg/day	0.10 kg/day
Particulate Matter 2.5 ($PM_{2.5}$)	0.07 kg/day	0.07 kg/day

Transit Asset Management

Transit Asset Management Performance targets and measures established for transit asset management (TAM) serve to provide safe, cost-effective, and reliable public transportation through a strategic and systematic process of operating, maintaining, and improving public transportation capital assets. The FTA has established four transit performance measures, three of which are applicable to MET Transit. Transit agencies are only required to establish targets for assets they have direct capital responsibility over. Thus, MET Transit was not required to establish targets for the infrastructure performance measure in their Transit Asset Management Plan (i.e. the percentage of track segments (by mode) that have

performance restrictions). The performance measures and targets established by MET Transit and supported by the MPO are shown in the table below:

Asset Category – Performance Measure	Asset Class	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU – Bus	11%	0%	0%	0%	0%
	CU – Cutaway Bus	59%	53%	47%	27%	0%
EQUIPMENT						
Age - % of vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Service Automobile	25%	50%	75%	75%	100%
	Trucks and other Rubber Tire Vehicles	100%	100%	100%	50%	50%
	Facility Maintenance Vehicles	100%	100%	100%	100%	100%
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger Facilities	0%	0%	0%	0%	0%
	Administration and Maintenance	0%	0%	0%	0%	0%

Transit Safety Plan Targets

The Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR Part 673) requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The plan must include safety performance targets regarding fatalities, injuries, safety events, and system reliability. The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). MET Transit developed and established a Transit Agency Safety Plan with the following safety performance targets:

2025 PTASP Targets	Fixed Route Service	Paratransit Service
Fatalities (Total)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (Total)	0	0
Injuries (per 100k VRM)	0	0
Safety Events (Total)	1	0
Safety Events (per 100k VRM)	< 1	< 1
System Reliability (VRM/Failures)	30,000	100,000
Assaults on Operations Staff	0	0

Federal Transit Administration Projects

The Federal Transit Administration funded projects, including FTA Section 5339 grant projects, are intended to assure the continued efficient operation, maintenance and administration of the MET Transit system fleet and facilities, including meeting federal regulations such as the Americans with Disabilities Act (ADA). The operating grants are for the fiscal years of July 1, 2024 to June 30, 2028 and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2024 through 2028.

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

Advancement of Projects

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

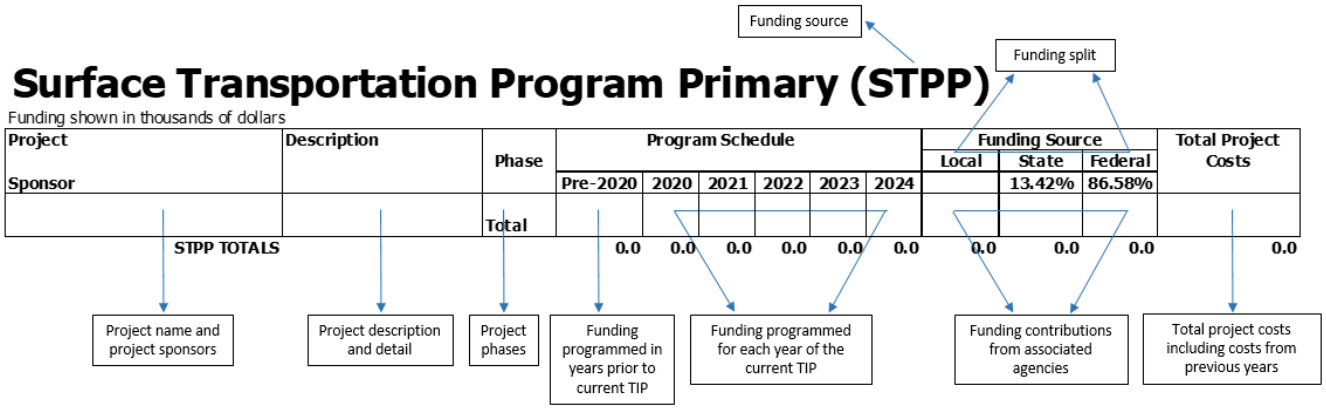
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
    1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
    1) Replacement vehicles for MET Special Transit and other local agencies.
- The priorities with regard to the FTA Section 5339 projects are:
    1) Assistance for bus/bus facilities

Annual Listing of Projects

Federal regulation (23 CFR §450.334) requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP. The MPO will post this list to the Transportation Resource page of the City of Billings Website: https://www.billingsmt.gov/DocumentCenter/View/52948/10-1-2023TO9_30_2024BLGS

Understanding TIP Funding Tables

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



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

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

Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS	PERFORMANCE MEASURES
CMAQ				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		System performace - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	possible lag project	System performace - Efficiency
STPU				
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	Completed	System performance - Efficiency
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		System performance - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	possible lag project	System performance - Efficiency
IM				
MDT Preventative Maintenance		Pavement Preservation and Striping	Placeholder to allow project nominations	
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Bridge condition
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps		Pavement condition
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Lockwood Intechange - Billings	9978	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
I-90 CULVERTS - BILLINGS AREA	10427	Culvert replacement	Not all locations inside MPO boundary	
NH				
MDT Preventative Maintenance		Pavement Preservation and Striping	Placeholder to allow project nominations	
Billings Bypass	4199-000	New Construction	Covers PE & IC	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad		
Billings Bypass - Johnson Ln Intch-RR O'pass	4199-008	New construction of roadway connection from existing Interchange to the bridge over the railroad		
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass		
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87		
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Underpass Ave. Improvements	8669	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction		
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction		
1st Ave. N - Broadway to Division	9881	Major Reconstruction		
Montana Ave Crosswalks - Billings	9998	Sidewalk Improvements ADA Compliance		Safety - Reduce Fatalities & Serious Injuries

Billings MPO Project List (Continued)

NHFP				
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		Freight Network
STPX, STPS, SFCN				
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Lockwood Interchange	9588	Interchange Improvements Study		
Jct Main & 87 to Worden		Roadway Striping		
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons		
STPP				
RRS				
HSIP				
Various Safety Projects			Placeholder to allow project nominations	
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout		Safety - Reduce Fatalities & Serious Injuries
SF 169 Rimrock & 62nd St. W	9383		Roundabout	Safety - Reduce Fatalities & Serious Injuries
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
SF 189 South D5 Safety Imprv	9912	Intersection Safety Improvements	Several intersections West End Billings using 10% for costs	Safety - Reduce Fatalities & Serious Injuries
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons		
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	Safety - Reduce Fatalities & Serious Injuries
BR				
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River		
I-90 Yellowstone River - Billings	7972	Bridge Replacement		
BR PRES COLUMBUS JOLIET AREA	9552	Minor bridge rehab	One project in MPO Boundary	
SHILOH RD / I-90 BRIDGE - BLGS	9720	Bridge rehab		Bridge condition
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab		Bridge condition
UPP				
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations	
MACI				
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations	
MDT MACI		Statewide CMAQ - ADA Compliance	Placeholder to allow project nominations	
Underpass Ave. Improvements	8669	Intersection Improvements		
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	Partially funded IM is primary	
ATSPM - MAIN STREET (BILLINGS)	10400	Signal Improvements		
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CE only	

Billings MPO Project List (Continued)

CR				
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	CN only	
Zoo Drive Improvements	9597	Intersection Improvements	CN only	
KING AVE & 48TH STREET - BLGS	10643	Roundabout safety and operational improvements	split funded	
TA				
Stagecoach Trail		Shared use path		
Old Hardin Sidewalk		Sidewalk construction		
FWP				
Rose Park Trail, Phase 1	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local (In-Kind) $25,000	
Rose Park Trail, Phase 2	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Lillis Park Trail Connector	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Big Ditch Trail Extension	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Southern Riverfront Park Trail*	Local	Bike Pedestrian Path	Recreational Trails Program $100,000 Local $25,000	
Trailside Education Signs*	Local	Trail Signage	Recreational Trails Program $47,000 Local $12,000	
EARMARK				
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW	
FTA 5307				
FTA 5339				
FTA 5310				
FTA 5311				
100 % LOCALLY FUNDED PROJECTS				
Various Projects		Annual Operation and Maintenance		
State Funded Maintenance				
Various Maintenance Projects		Maintenance		

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass		Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs	
Sponsor: MDT				Pre-2024	2024	2025	2026	2027	2028	2028+	Source		13.42%	86.58%		
Billings Bypass	*UPN4199000*	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK		660.2	4,259.4	4,919.6	
		Preliminary Engineering	PE	9,679.0							EARMARK		1,298.9	8,380.0	9,679.0	
		Preliminary Engineering	PE	8,074.0		1,300.0					NH		1,258.0	8,116.0	9,374.0	moved from 24 to 25
		Right of Way Acquisition	RW	11,420.0	4,500.0	2,050.0					EARMARK/NH		2,411.6	15,558.4	17,970.0	remianing rw moved from 24 to 25
		Utility Moves	IC								NH		0.0	0.0	0.0	
MDT			**Total**	**34,092.6**	**4,500.0**	**3,350.0**	**0.0**	**0.0**	**0.0**				**5,628.7**	**36,313.9**	**41,942.6**	
Billings Bypass	*UPN4199002*	Construction of Five Mile Road	IC	156.8							STPU		21.0	135.8	156.8	
(Five Mile Road)			CN	5,865.9							STPU		787.2	5,078.7	5,865.9	
MDT			**Total**	**6,022.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				**808.3**	**5,214.5**	**6,022.8**	
Billings Bypass	*UPN4199003*	Construction of a new bridge	IC	416.2	-90.8						NH		43.7	281.8	325.5	Final
(Yellowstone River Bridge)		over the Yellowstone River	CN	11,364.2							STPU		1,525.1	9,839.1	11,364.2	
			CN	5,000.0							CMAQ		671.0	4,329.0	5,000.0	
			CN	5,000.0							BRIDGE		671.0	4,329.0	5,000.0	
			CN	18,261.7	-1,755.6						NH		2,215.1	14,291.0	16,506.1	Final
			CN	12.9							SFCX		12.9	0.0	12.9	
MDT			**Total**	**40,055.0**	**-1,846.3**	**0.0**	**0.0**	**0.0**	**0.0**				**5,138.8**	**33,069.9**	**38,208.7**	
Billings Bypass	*UPN4199007*	Reconstruction of existing	IC	4,121.1							NH		553.1	3,568.1	4,121.1	moved to 26 from 25
(Johnson Lane Interchange)		Interchange	CN				2,429.7				STPU		326.1	2,103.7	2,429.7	
			CN				6,200.0				CMAQ		832.0	5,368.0	6,200.0	
			CN				3,800.0				NH		510.0	3,290.0	3,800.0	
			CN				14,357.7				NHFP split at 91.24/8.76		1,257.7	13,100.0	14,357.7	
			CN				29,160.8				IM*		2,554.5	26,606.3	29,160.8	increased costs for TCP
MDT			**Total**	**4,121.1**	**0.0**	**0.0**	**55,948.3**	**0.0**	**0.0**				**6,033.3**	**54,036.1**	**60,069.4**	
Billings Bypass	*UPN4199005*	Construction of new bridge	IC	764.4	469.2						NH		165.6	1,068.1	1,233.6	
(Railroad Overpass)		over railroad	CN	16,929.6	520.0						NH		2,341.7	15,107.9	17,449.6	
MDT			**Total**	**17,694.0**	**989.2**	**0.0**	**0.0**	**0.0**	**0.0**				**2,507.3**	**16,176.0**	**18,683.2**	
Billings Bypass	*UPN4199008*	New construction of roadway											0.0	0.0	0.0	
(RR O'pass to Yellowstone R)		connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5						NH		939.9	6,063.9	7,003.8	Final
MDT			**Total**	**7,726.3**	**-722.5**	**0.0**	**0.0**	**0.0**	**0.0**				**939.9**	**6,063.9**	**7,003.8**	
Billings Bypass	*UPN4199006*	Construction of connection	IC		1,000.0						NH		134.2	865.8	1,000.0	
(Johnson Lane Interchange to RR O'pass)		from Interchange to RR O'pass	CN		8,252.8						NH		1,107.5	7,145.3	8,252.8	
MDT			**Total**	**0.0**	**9,252.8**	**0.0**	**0.0**	**0.0**	**0.0**				**1,241.7**	**8,011.1**	**9,252.8**	
Billings Bypass	*UPN4199004*	Construction of connection	IC							500.0	NH		67.1	432.9	500.0	moved from 25 to 29
(Five Mile Rd to US 87)		from Five Mile to US 87	CN							14,719.6	NH		1,975.4	12,744.2	14,719.6	moved from 25 to 29
MDT			**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**15,219.6**			**2,042.5**	**13,177.1**	**15,219.6**	
Totals				**109,711.9**	**12,173.2**	**3,350.0**	**55,948.3**	**0.0**	**0.0**	**15,219.6**		**0.0**	**24,340.5**	**172,062.5**	**196,402.9**	

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

CN estimates include CE costs

Projects with Multiple Funding Continued

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs	
Sponsor: MDT			Pre-2024	2024	2025	2026	2027	2028	2028+	Source		13.42%	86.58%		
I-90 Yellowstone River Bridges	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3	
UPN 7972		PE	722.2							IM*		63.3	658.9	722.2	
		PE	801.4							NHFP		70.2	731.2	801.4	
		RW	180.0							IM*		15.8	164.2	180.0	
		CN	63,376.3	2,074.9						BRIDGE		8,783.6	56,667.7	65,451.3	modified costs
		CN	4,384.0							IM*		384.0	4,000.0	4,384.0	
		CN	17,325.0							NHFP		2,325.0	15,000.0	17,325.0	
MDT	RP 450 to 452.7	**Total**	**91,622.3**	**2,074.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			**12,290.5**	**81,406.7**	**93,697.2**	
Totals			**91,622.3**	**2,074.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			**12,290.5**	**81,406.7**	**93,697.2**	

CN estimates include CE costs

**IM funding split is 91.24% Federal/8.76% State*

KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS	Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs	
Sponsor: MDT			Pre-2024	2024	2025	2026	2027	2028	2028+	Source		13.42%	86.58%		New project
KING AVE & 48TH STREET - BLGS	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout	PE			600.0					CR		80.5	519.5	600.0	
UPN 10643		RW					400.0			CR		53.7	346.3	400.0	
		IC						400.0		CR		53.7	346.3	400.0	
		CN							1,908.1	CR		256.1	1,652.0	1,908.1	
		CN							1,600.0	HSIP		160.0	1,440.0	1,600.0	
		CN							341.9	Local Contribution	341.9	0.0	0.0	341.9	
MDT	U-1037 RP 16.5 to 16.7	**Total**	**0.0**	**0.0**	**600.0**	**0.0**	**400.0**	**400.0**	**3,850.0**		**341.9**	**603.9**	**4,304.2**	**5,250.0**	
Totals			**0.0**	**0.0**	**600.0**	**0.0**	**400.0**	**400.0**	**3,850.0**		**341.9**	**603.9**	**4,304.2**	**5,250.0**	

CN estimates include CE costs

HSIP split at 90/10%

Project: Grand Avenue

Funding shown in thousands of dollars

Project: Grand Avenue	Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs	
Sponsor: MDT			Pre-2024	2024	2025	2026	2027	2028	2028+	Source		13.42%	86.58%		New project
Grand Avenue	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6	
UPN		RW				1,260.0				STPU		169.1	1,090.9	1,260.0	
		IC					1,500.0			STPU		201.3	1,298.7	1,500.0	
		CN						16,985.7		STPU		2,279.5	14,706.2	16,985.7	
		CN						3,426.8		CMAQ		459.9	2,966.9	3,426.8	
MDT	41st St West to 62nd St West	**Total**	**0.0**	**0.0**	**2,362.6**	**1,260.0**	**1,500.0**	**20,412.4**	**0.0**			**3,426.8**	**22,108.2**	**25,535.0**	
Totals			**0.0**	**0.0**	**2,362.6**	**1,260.0**	**1,500.0**	**20,412.4**	**0.0**			**3,426.8**	**22,108.2**	**25,535.0**	

Estimated Revenue

Amounts shown in thousands of dollars

Federal					STP/S*/X*											
Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	CR*	TA*	FWP	SUBTOTAL
Carryover	7,186.9	12,767.4												5,945.0		25,899.3
FFY 2024	1,490.4	2,551.8	3,333.0	20,391.4	0.0	0.0	0.0	0.0	-669.0	3,634.7	500.0	807.5	388.4	790.0	349.6	33,567.7
FFY 2025	1,489.8	2,551.8	3,168.7	14,609.9	0.0	69.7	0.0	0.0	1,336.4	12.4	500.0	750.0	1,728.2	790.0	184.1	27,190.9
FFY 2026	1,489.8	2,551.8	31,429.5	17,429.4	14,357.7	84.6	0.0	0.0	742.7	0.0	500.0	750.0	0.0	790.0	125.0	70,250.5
FFY 2027	1,489.8	2,551.8	7,769.4	17,815.0	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	400.0	790.0	125.0	32,690.9
FFY 2028	1,489.8	2,551.8	52,769.9	39,638.3	0.0	0.0	0.0	0.0	2,100.0	2,824.2	500.0	750.0	2,308.1	790.0	125.0	105,846.9
TOTAL	14,636.5	25,526.2	98,470.6	109,884.0	14,357.7	154.3	0.0	0.0	4,010.1	6,471.3	2,500.0	3,807.5	4,824.7	9,894.8	908.7	295,446.3

Federal	FTA 5307		FTA 5339		DISCRETIONAI 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER***	TOTAL
Carryover	5,107.7		1,011.2		6,904.6		0.0					38,922.9
FFY 2024	2,859.7	3,290.6	735.0	210.6	910.3	1,487.0	203.9	36.0	1,739.8	313.8	998.6	46,353.1
FFY 2025	2,847.0	1,915.1	735.0	180.0	0.0	165.1	297.2	59.1	1,739.8	313.8	1,819.4	37,262.4
FFY 2026	2,847.0	1,902.5	735.0	196.2	0.0	0.0	180.8	45.2	1,726.8	324.8	998.6	79,207.2
FFY 2027	2,847.0	1,880.9	735.0	113.9	0.0	0.0	180.8	45.2	1,779.9	299.1	998.6	41,571.2
FFY 2028	2,847.0	1,880.9	500.0	280.0	0.0	0.0	180.8	45.2	1,726.8	324.8	1,452.3	115,084.6
TOTAL	19,355.4	10,869.8	4,451.2	980.7	7,814.9	1,652.1	1,043.5	230.6	8,713.1	1,576.2	6,267.4	358,401.4

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding beyond 2024 will be subject to the obligation limitation set by the annual appropriations process.

NOTES:

These estimates are based on historical data and projections.

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

**Reflective of federal share only.

***Operations and Maintenance funds (average of Fiscal Years 2020-2022),TRANsADE, and CMAQ (match) makes up OTHER

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
Carryover (Federal)				7,186.9	8,677.3	4,799.1	6,288.9	7,778.7					
Estimated allocation (Federal)				1,490.4	1,489.8	1,489.8	1,489.8	1,489.8					updated allocation
Billings Bypass *UPN4199003*	Construction of a new bridge												
(Yellowstone River Bridge)	over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0	
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**671.0**	**4,329.0**	**5,000.0**	
Billings Bypass *UPN4199007*	Reconstruction of existing												
(Johnson Lane Interchange)	Interchange	CN			6,200.0					832.0	5,368.0	6,200.0	
MDT		**Total**	**0.0**	**0.0**	**6,200.0**	**0.0**	**0.0**	**0.0**	**0.0**	**832.0**	**5,368.0**	**6,200.0**	
Grand Avenue *UPN*	Reconstruction of existing roadway 41st to 62nd street 2.6 miles												New project cmaq participating in STPU project
		CN						3,426.8		459.9	2,966.9	3,426.8	
Possible LAG with city		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,426.8**	**0.0**	**459.9**	**2,966.9**	**3,426.8**	
Service Operations*													
Operating - 80% match	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0	
MET Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**	
Project Adjustments/Closures													
		CMAQ Totals		**0.0**	**6,200.0**	**0.0**	**0.0**	**3,426.8**	**0.0**	**1,962.9**	**12,663.9**	**14,626.8**	
		Federal		**0.0**	**5,368.0**	**0.0**	**0.0**	**2,966.9**					
		State		**0.0**	**820.9**	**0.0**	**0.0**	**453.7**					
		Ending Balance (Federal)		**8,677.3**	**4,799.1**	**6,288.9**	**7,778.7**	**6,301.6**					

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

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
Carryover				12,767.4	15,319.2	13,078.6	14,370.4	15,422.1					
Estimated Allocation (STPU)				2,551.8	2,551.8	2,551.8	2,551.8	2,551.8					updated allocation
Billings Bypass *UPN4199002*	Construction of Five Mile Roa	IC	140.1							18.8	121.3	140.1	
(Five Mile Road)		CN	5,865.9							787.2	5,078.7	5,865.9	
MDT		**Total**	**6,006.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**806.0**	**5,200.1**	**6,006.1**	
Billings Bypass *UPN4199003*	Construction of a new bridge												
(Yellowstone River Bridge)	over the Yellowstone River												
		CN	11,364.2							1,525.1	9,839.1	11,364.2	
MDT		**Total**	**11,364.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,525.1**	**9,839.1**	**11,364.2**	
Billings Bypass *UPN4199007*	Reconstruction of existing												
(Johnson Lane Interchange)	Interchange												
		CN			2,429.7					326.1	2,103.7	2,429.7	
MDT		**Total**	**0.0**	**0.0**	**2,429.7**	**0.0**	**0.0**	**0.0**	**0.0**	**326.1**	**2,103.7**	**2,429.7**	
Grand Avenue *UPN*	Reconstruction of existing	PE			2,362.6					317.1	2,045.5	2,362.6	new urban priority
	roadway	RW				1,260.0				169.1	1,090.9	1,260.0	not yet approved by commission 01/03/202
	41st to 62nd street	IC					1,500.0			201.3	1,298.7	1,500.0	
	2.6 miles	CN						16,985.7		2,279.5	14,706.2	16,985.7	
Possible LAG with city		**Total**	**0.0**	**0.0**	**2,362.6**	**1,260.0**	**1,500.0**	**16,985.7**	**0.0**	**2,966.9**	**19,141.3**	**22,108.2**	
Adjustment/Closures													
		STPU Totals		**0.0**	**4,792.3**	**1,260.0**	**1,500.0**	**16,985.7**	**0.0**	**5,624.1**	**36,284.1**	**41,908.2**	
		Federal		**0.0**	**4,149.2**	**1,090.9**	**1,298.7**	**14,706.2**					
		State		**0.0**	**643.1**	**169.1**	**201.3**	**2,279.5**					
		Balance		**15,319.2**	**13,078.6**	**14,370.4**	**15,422.1**	**988.2**					

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

Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 8.76%	Funding Source: Federal 91.24%	Total Project Costs	
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0	
MDT	Pave Marking, Pavement Pres.	**Total**		**1,500.0**	**1,500.0**	**1,500.0**	**1,500.0**	**1,500.0**	**0.0**	**657.0**	**6,843.0**	**7,500.0**	
Johnson Lane Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 455- 455.5	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
Lockwood Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 452.6- 453.1	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
27TH ST. Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 449.9- 450.4	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
South Billings Blvd Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 447- 447.5	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
King Ave West Interchange Ramps	Striping and Durable Pavement Markings	OT		4.0						0.3	3.6	4.0	
UPN	Interchange												
MDT	I-90 RP 446.2- 446.4	**Total**	**0.0**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**3.6**	**4.0**	
Zoo Drive Interchange Ramps	Striping and Durable Pavement Markings	OT		4.5						0.4	4.1	4.5	
UPN	Interchange												
MDT	I-90 RP 443.1- 443.7	**Total**	**0.0**	**4.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.4**	**4.1**	**4.5**	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	CN				29,160.8				2,554.5	26,606.3	29,160.8	moved to 26 from 25
UPN 4199-007	Interchange												
MDT	I-90 RP	**Total**	**0.0**	**0.0**	**0.0**	**29,160.8**	**0.0**	**0.0**	**0.0**	**2,554.5**	**26,606.3**	**29,160.8**	
I-90 Yellowstone River Bridges	Bridge Replacement	PE	722.2							63.3	658.9	722.2	
UPN 7972		RW	180.0							15.8	164.2	180.0	
		CN	4,384.0							384.0	4,000.0	4,384.0	
MDT	I-90 RP 450.09 to 452.73	**Total**	**5,286.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**463.1**	**4,823.2**	**5,286.3**	
Mossmain Intch - West Blgs Intch	Pavement Preservation	PE	910.5							79.8	830.8	910.5	
UPN 9198	Not all locations inside MPO boundary	CN	24,304.8	1,051.7						2,221.2	23,135.3	25,356.5	modification
MDT	I-90 RP 437.12 to 446.7	**Total**	**25,215.3**	**1,051.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,301.0**	**23,966.0**	**26,267.0**	
Lockwood Interchange - Billings	Capital Construction	PE	3,331.2		900.0					370.7	3,860.6	4,231.2	modification
UPN 9978	Improvements to Lockwood Interchange	RW			768.7					67.3	701.4	768.7	
		IC				768.7				67.3	701.4	768.7	
		CN						51,269.9		4,491.2	46,778.6	51,269.9	updated costs
MDT	I-90 RP 450 to RP 453.5	**Total**	**3,331.2**	**0.0**	**1,668.7**	**768.7**	**0.0**	**51,269.9**	**0.0**	**4,996.6**	**52,042.0**	**57,038.6**	
I-90 CULVERTS - BILLINGS AREA	Culvert Replacement	PE		757.0						66.3	690.7	757.0	
UPN 10427	Not all locations inside MPO boundary	CN					6,269.4			549.2	5,720.2	6,269.4	decreased costs
MDT	I-90 RP 413 to 528	**Total**	**0.0**	**757.0**	**0.0**	**0.0**	**6,269.4**	**0.0**	**0.0**	**615.5**	**6,410.9**	**7,026.4**	
IM TOTAL			**33,832.8**	**3,333.0**	**3,168.7**	**31,429.5**	**7,769.4**	**52,769.9**	**0.0**	**11,589.8**	**120,713.6**	**132,303.4**	

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

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

*IM is a state sub-allocated program funded by the federal National Highway Performance Program.

CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
MDT-PREVENTATIVE MAINTENANCE - N	Maintenance - Striping, Dura	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0	
MDT	Pave Marking, Pavement Pres	**Total**		**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**		**671.0**	**4,329.0**	**5,000.0**	
Heights Main St.	Striping and Durable Paveme	OT		140.7						**18.9**	**121.8**	**140.7**	
UPN	BR I-90/US-87									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 4.7	**Total**	**0.0**	**140.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**18.9**	**121.8**	**140.7**	
27th ST.	Striping and Durable Paveme	OT		142.2						**19.1**	**123.1**	**142.2**	
UPN	MT-3									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 3.3	**Total**	**0.0**	**142.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**19.1**	**123.1**	**142.2**	
Zoo Drive Interchange	Striping and Durable Paveme	OT		55.5						**7.5**	**48.1**	**55.5**	
UPN	Zoo Drive									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 0.9	**Total**	**0.0**	**55.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.5**	**48.1**	**55.5**	
King Ave West	Striping and Durable Paveme	OT		22.5						**3.0**	**19.4**	**22.5**	
UPN	King Ave West									**0.0**	**0.0**	**0.0**	
MDT	RP 2.5 to 3.1	**Total**	**0.0**	**22.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3.0**	**19.4**	**22.5**	
Old Laurel Road	Striping and Durable Paveme	OT		16.6						**2.2**	**14.4**	**16.6**	
UPN	BR I-90									**0.0**	**0.0**	**0.0**	
MDT	RP 0 to 0.7	**Total**	**0.0**	**16.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2.2**	**14.4**	**16.6**	
Billings Bypass	New construction	PE	8,074.0		1,300.0					1,258.0	8,116.0	9,374.0	moved from 24 to 25
UPN 4199-000		RW	3,573.0	4,500.0	2,050.0					1,358.5	8,764.5	10,123.0	remianing rw moved from 24 to 25
		IC								0.0	0.0	0.0	
MDT		**Total**	**11,647.0**	**4,500.0**	**3,350.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,616.5**	**16,880.5**	**19,497.0**	
Billings Bypass - Yellowstone River Bridg	New construction of bridge	IC	416.2		-90.8					43.7	281.8	325.5	Final
UPN 4199-003	over the Yellowstone River	CN	18,261.7	-1,621.0	-1,755.6					1,997.6	12,887.5	14,885.1	Final
MDT		**Total**	**18,677.9**	**-1,621.0**	**-1,846.3**	**0.0**	**0.0**	**0.0**	**0.0**	**2,041.3**	**13,169.3**	**15,210.5**	
Billings Bypass - Five Mile Rd to US 87	Construction of connection	IC						500.0		67.1	432.9	500.0	moved to 29 from 25
UPN 4199-004	from Five Mile to US 87	CN						14,719.6		1,975.4	12,744.2	14,719.6	moved to 29 from 25
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**15,219.6**	**0.0**	**2,042.5**	**13,177.1**	**15,219.6**	
Billings Bypass - RR O'pass	New construction of	IC	764.4	469.2						165.6	1,068.1	1,233.6	
UPN 4199-005	RR O'pass	CN	16,929.6	520.0						2,341.7	15,107.9	17,449.6	
MDT		**Total**	**17,694.0**	**989.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,507.3**	**16,176.0**	**18,683.2**	
Billings Bypass - Johnson Ln. Intch - RR C	New construction of connecti	IC		1,000.0						134.2	865.8	1,000.0	
UPN 4199-006	from Interchange to bridge	CN		8,252.8						1,107.5	7,145.3	8,252.8	
MDT		**Total**	**0.0**	**9,252.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,241.7**	**8,011.1**	**9,252.8**	
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	IC	4,121.1							553.1	3,568.1	4,121.1	
UPN 4199-007	Interchange	CN			3,800.0					510.0	3,290.0	3,800.0	
	RP 455.5	**Total**	**4,121.1**	**0.0**	**3,800.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,063.0**	**6,858.1**	**7,921.1**	
Billings Bypass - (RR O'pass to Yellowsto	New construction of roadway									0.0	0.0	0.0	
UPN4199-008	connection from existing	CN	7,726.3	-722.5						939.9	6,063.9	7,003.8	Final
MDT	Interchange to the bridge over the railroad	**Total**	**7,726.3**	**-722.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**939.9**	**6,063.9**	**7,003.8**	
Exposition Dr. & 1st Ave. N. Blgs	Interesction Improvements	PE	1,537.3	2,334.8						519.6	3,352.4	3,872.0	modification
UPN 7908										0.0	0.0	0.0	
		CN					9,036.8			1,212.7	7,824.1	9,036.8	decreased costs and moved to 27 from 25
MDT	RP .35 to 1.35	**Total**	**1,537.3**	**2,334.8**	**0.0**	**0.0**	**9,036.8**	**0.0**	**0.0**	**1,732.4**	**11,176.5**	**12,908.9**	
Underpass Ave. Improvements	Intersection Improvements									0.0	0.0	0.0	
UPN 8669		CN	10,763.2	3,531.5	154.6					1,939.1	12,510.2	14,449.3	modification
MDT	RP .51 to .72	**Total**	**10,763.2**	**3,531.5**	**154.6**	**0.0**	**0.0**	**0.0**	**0.0**	**1,939.1**	**12,510.2**	**14,449.3**	
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT	295.6							39.7	255.9	295.6	
UPN 8718		PE	2,229.8	350.7						346.3	2,234.2	2,580.5	
		RW				61.2				8.2	53.0	61.2	
		IC				153.1				20.5	132.5	153.1	
		CN					7,718.4			1,035.8	6,682.6	7,718.4	decreased to match tcp
MDT	RP 1.5 to 2.2	**Total**	**2,525.4**	**350.7**	**0.0**	**214.3**	**7,718.4**	**0.0**	**0.0**	**1,450.5**	**9,358.3**	**10,808.8**	
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway	PE	2,984.3							400.5	2,583.8	2,984.3	
UPN 9022	Major Rehab	RW				59.8				8.0	51.8	59.8	
		IC					59.8			8.0	51.8	59.8	
		CN						20,808.6		2,792.5	18,016.1	20,808.6	updated costs
MDT	N-115 RP 0.7 - RP .93	**Total**	**2,984.3**	**0.0**	**0.0**	**59.8**	**59.8**	**20,808.6**	**0.0**	**3,209.1**	**20,703.4**	**23,912.5**	
Zoo Drive Improvements	Intersection Improvements	PE	499.7							67.1	432.7	499.7	
UPN 9597		RW		170.8						22.9	147.9	170.8	
		IC		227.7						30.6	197.2	227.7	
	I-90 RP 442.9 to 444.3	CN			7,520.3					1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil
MDT	U-1011 RP 2.36 to 3.04	**Total**	**499.7**	**398.5**	**7,520.3**	**0.0**	**0.0**	**0.0**	**0.0**	**1,129.8**	**7,288.8**	**8,418.6**	
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway	PE	831.1							111.5	719.5	831.1	
UPN 9880	Major Rehab	RW			12.4					1.7	10.8	12.4	
Project split from 9022		IC			255.6					34.3	221.3	255.6	
		CN				8,345.7				1,120.0	7,225.7	8,345.7	updated costs
MDT	N-115 RP 0.93 - RP 1.45	**Total**	**831.1**	**0.0**	**268.1**	**8,345.7**	**0.0**	**0.0**	**0.0**	**1,267.5**	**8,177.4**	**9,444.8**	
1st Ave. N - Broadway to Division	Reconstruction of roadway	PE	840.7							112.8	727.8	840.7	
UPN 9881	Major Rehab	RW			12.6					1.7	10.9	12.6	
Project split from 9022		IC			350.6					47.1	303.6	350.6	
		CN				7,732.6				1,037.7	6,694.9	7,732.6	updated costs
MDT	N-115 RP 1.45 to RP 2.05	**Total**	**840.7**	**0.0**	**363.2**	**7,732.6**	**0.0**	**0.0**	**0.0**	**1,199.3**	**7,737.2**	**8,936.5**	
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE	128.2							17.2	111.0	128.2	
UPN 9998	ADA compliance	RW				25.6				3.4	22.2	25.6	
		IC				51.3				6.9	44.4	51.3	
		CN						2,610.1		350.3	2,259.8	2,610.1	updated costs and moved to 28 from 27
MDT	N-113 RP .17 to RP 4.25	**Total**	**128.2**	**0.0**	**0.0**	**76.9**	**0.0**	**2,610.1**	**0.0**	**377.8**	**2,437.5**	**2,815.3**	
NH TOTAL			**79,976.2**	**20,391.4**	**14,609.9**	**17,429.4**	**17,815.0**	**39,638.3**	**0.0**	**25,479.2**	**164,381.0**	**189,860.2**	

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*NH is a state sub-allocated program funded by the federal National Highway Performance Program.

CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 8.76%	Funding Source: Federal 91.24%	Total Project Costs	
Billings Bypass UPN4199007	Reconstruction of existing	CN				14,357.7				1,257.7	13,100.0	14,357.7	moved to 26 from 25
(Johnson Lane Interchange)	Interchange									0.0	0.0	0.0	
										0.0	0.0	0.0	
										0.0	0.0	0.0	
MDT		**Total**	**0.0**	**0.0**	**0.0**	**14,357.7**	**0.0**	**0.0**	**0.0**	**1,257.7**	**13,100.0**	**14,357.7**	
I-90 Yellowstone River Bridges	Reconstruction of	PE	801.4							70.2	731.2	801.4	
UPN 7972	interstate bridges	CN	17,325.0							1,517.7	15,807.3	17,325.0	
										0.0	0.0	0.0	
										0.0	0.0	0.0	
MDT	I-90 RP 450.09 to 452.73	**Total**	**18,126.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,587.9**	**16,538.6**	**18,126.4**	
NHFP TOTAL			**18,126.4**	**0.0**	**0.0**	**14,357.7**	**0.0**	**0.0**	**0.0**	**2,845.6**	**29,638.6**	**32,484.2**	

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Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
*NHFP is funded by the federal National Highway Performance Program.
CN estimates include CE costs

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

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
(Yellowstone River Bridge)	Construction of a new bridge												
UPN 4199003 BBP	over the Yellowstone River	CN	12.9							12.9	0.0	12.9	
MDT		**Total**	**12.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**12.9**	**0.0**	**12.9**	
Lockwood Interchange	Interchange Improvement	OT	1,546.8							207.6	1,339.2	1,546.8	corrected typo in ammount
UPN 9588	Study												
MDT	RP 450 to 455.3	**Total**	**1,546.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**207.6**	**1,339.2**	**1,546.8**	
South Billings Blvd	Roadway Striping	OT	55.3							7.4	47.9	55.3	
UPN										0.0	0.0	0.0	
MDT	RP 0 to 1.3	**Total**	**55.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.4**	**47.9**	**55.3**	
Johnson Lane Interchange	Roadway Striping	OT	10.6							1.4	9.2	10.6	
UPN										0.0	0.0	0.0	
MDT	RP 0 to 10.6	**Total**	**10.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.4**	**9.2**	**10.6**	
88TH ST- SHILOH	Roadway Striping	OT			69.7					9.4	60.3	69.7	added new durable striping project
UPN										0.0	0.0	0.0	
MDT	RP 10.8 to17.7	**Total**	**0.0**	**0.0**	**69.7**	**0.0**	**0.0**	**0.0**	**0.0**	**9.4**	**60.3**	**69.7**	
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs,									0.0	0.0	0.0	
UPN 10299	delineation, chevrons												
Not all locations inside MPO Boundary		CN				84.6				11.4	73.2	84.6	updated costs
MDT	Various Locations	**Total**	**0.0**	**0.0**	**0.0**	**84.6**	**0.0**	**0.0**	**0.0**	**11.4**	**73.2**	**84.6**	
TOTALS			**1,625.6**	**0.0**	**69.7**	**84.6**	**0.0**	**0.0**	**0.0**	**250.0**	**1,529.9**	**1,779.9**	

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source Local 13.42%	 State 13.42%	 Federal 86.58%	Total Project Costs
No New Projects		**Total**										
STPP TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source Local 13.42%	 State 13.42%	 Federal 86.58%	Total Project Costs
No New Projects		**Total**										
STPP TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source Local	 State 10.00%	 Federal 90.00%	Total Project Costs	
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0	
MDT		**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**250.0**	**2,250.0**	**2,500.0**	
SF 129 - Rndabout King 56th	Intersection Improvements -	PE	923.3							92.3	831.0	923.3	
UPN 8052	Roundabout	RW	1,530.0							153.0	1,377.0	1,530.0	
		IC	415.1		-38.1					37.7	339.3	377.0	Final
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2	4,144.7	
MDT	RP 15.4 to 15.7	**Total**	**6,918.6**	**94.5**	**-38.1**	**0.0**	**0.0**	**0.0**	**0.0**	**697.5**	**6,277.6**	**6,975.1**	
SF 169 RIMROCK & 62ND ST W	Intersection Improvements -	PE	863.9	87.6						95.1	856.3	951.5	Final
UPN 9383	Roundabout	IC	1,175.7	-108.5	161.7					122.9	1,106.0	1,228.9	modfication
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0	6,913.4	modfication
MDT	U1034 RP 2.4-2.8	**Total**	**10,153.0**	**-1,433.8**	**374.5**	**0.0**	**0.0**	**0.0**	**0.0**	**909.4**	**8,184.4**	**9,093.8**	
ZOO DRIVE IMPROVEMENTS - BLC	Safety Improvements for Traffic Ope	PE								0.0	0.0	0.0	
UPN 9597		CN			500.0					50.0	450.0	500.0	
MDT	Various Locations	**Total**	**0.0**	**0.0**	**500.0**	**0.0**	**0.0**	**0.0**	**0.0**	**50.0**	**450.0**	**500.0**	
SF189 SOUTH D5 SAFETY IMPRV	Warning signs and flashers	PE	16.9							1.7	15.2	16.9	
UPN 9912	Not all locations inside MPO boundary												
	using 10% for costs	CN		170.2						17.0	153.2	170.2	
MDT	Various Locations	**Total**	**16.9**	**170.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**18.7**	**168.4**	**187.1**	
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs,	PE	44.8							4.5	40.3	44.8	
UPN 10299	delineation, chevrons												
	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4	242.7	decreased costs
MDT	Various Locations	**Total**	**44.8**	**0.0**	**0.0**	**242.7**	**0.0**	**0.0**	**0.0**	**28.7**	**258.7**	**287.5**	
KING AVE & 48TH STREET - BLGS	address safety and operational												New project
UPN 10643	issues at the intersection of King												
	Avenue and 48th Street. The												
	preferred alternative is a	CN						1,600.0		160.0	1,440.0	1,600.0	
MDT	U-1037 RP 16.5 to 16.7	**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,600.0**	**0.0**	**160.0**	**1,440.0**	**1,600.0**	
HSIP Totals			**17,133.4**	**-669.0**	**1,336.4**	**742.7**	**500.0**	**2,100.0**	**0.0**	**2,114.3**	**19,029.1**	**21,143.5**	

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
BBP-YELLOWSTONE RIVER	New bridge construction									0.0	0.0	0.0	
UPN 4199-003		CN	5,000.0							671.0	4,329.0	5,000.0	
MDT	Statewide	**Total**	**5,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**671.0**	**4,329.0**	**5,000.0**	
I-90 Yellowstone River		PE	4,833.3							648.6	4,184.6	4,833.3	
UPN 7972		CN	63,376.3	2,074.9						8,783.6	56,667.7	65,451.3	modified costs
MDT	RP 2.7 to 3.0	**Total**	**68,209.6**	**2,074.9**	**0.0**	**0.0**	**0.0**	**0.0**		**9,432.2**	**60,852.3**	**70,284.5**	
BR PRES COLUMBUS JOLIET AF	Minor bridge rehab	PE	168.9							22.7	146.3	168.9	
UPN 9552		IC								0.0	0.0	0.0	
One project in MPO	Using 33% for costs	CN		1,746.3						234.4	1,512.0	1,746.3	
MDT	U-1033 RP 0.9 to 1.1	**Total**	**168.9**	**1,746.3**	**0.0**	**0.0**	**0.0**	**0.0**		**257.0**	**1,658.3**	**1,915.3**	
SHILOH RD / I-90 BRIDGE - BL	Bridge rehab	PE	309.9							41.6	268.3	309.9	
UPN 9720		IC			12.4					1.7	10.7	12.4	
		CN						2,824.2		379.0	2,445.2	2,824.2	moved to 28 from 26
MDT	U-1031 RO 5.0 to 5.3	**Total**	**309.9**	**0.0**	**12.4**	**0.0**	**0.0**	**2,824.2**		**422.3**	**2,724.2**	**3,146.5**	
MONTANA AVE OVERPASS- BIL	Bridge rehab	PE	43.3							5.8	37.5	43.3	
UPN 9913		CN	1,092.3	-186.6						121.6	784.2	905.8	
MDT	N113 RP1.82 TO 1.92	**Total**	**1,135.6**	**-186.6**	**0.0**	**0.0**	**0.0**	**0.0**		**127.4**	**821.7**	**949.1**	
BR TOTAL			**74,824.1**	**3,634.7**	**12.4**	**0.0**	**0.0**	**2,824.2**	**0.0**	**10,909.8**	**70,385.5**	**81,295.4**	

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Program Schedule: Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	Various Locations	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**335.5**	**2,164.5**	**2,500.0**
UPP TOTAL			**0.0**	**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**335.5**	**2,164.5**	**2,500.0**

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	ADA upgrades	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**		**335.5**	**2,164.5**	**2,500.0**
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
MDT	Signalization	**Total**		**250.0**	**250.0**	**250.0**	**250.0**	**250.0**		**167.8**	**1,082.3**	**1,250.0**
Underpass Ave. Improvements	Intersection Improvements	PE	1,093.6							146.8	946.8	1,093.6
		RW	150.0	-17.4						17.8	114.8	132.6
		IC	452.9							60.8	392.1	452.9
UPN 8669		CN	1,154.4							154.9	999.5	1,154.4
MDT	RP .51 to .72	**Total**	**2,850.9**	**-17.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**380.2**	**2,453.2**	**2,833.4**
Mossmain Intch-West Blgs Inch	Pavement Preservation											
UPN 9198	Not all locations inside MPO bound	CN	554.4							74.4	480.0	554.4
MDT	I-90 RP 437.12 to 446.7	**Total**	**554.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**74.4**	**480.0**	**554.4**
ATSPM - MAIN STREET (BILLINGS	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400										0.0	0.0	0.0
MDT	Various Locations	**Total**	**221.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**29.7**	**191.4**	**221.0**
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE	25.2	12.6						5.1	32.8	37.8
	Not all locations inside MPO boundary											
UPN 10431	using 15% for costs	CE		62.3						8.4	53.9	62.3
MDT	Various Locations	**Total**	**25.2**	**74.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**13.4**	**86.7**	**100.1**
		Total	**3,651.5**	**807.5**	**750.0**	**750.0**	**750.0**	**750.0**	**0.0**	**1,001.0**	**6,458.0**	**7,459.0**

CN estimates include CE costs

Carbon Reduction (CR) 50k-200k

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2024	2024	2025	2026	2027	2028	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
Zoo Drive Improvements	Intersection Improvements												added new funding source for Zoo Drive
UPN 9597													
	I-90 RP 442.9 to 444.3	CN			1,155.0					155.0	1,000.0	1,155.0	
MDT	U-1011 RP 2.36 to 3.04	**Total**	**0.0**	**0.0**	**1,155.0**	**0.0**	**0.0**	**0.0**	**0.0**	**155.0**	**1,000.0**	**1,155.0**	
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE											
	Not all locations inside MPO boundary												
UPN 10431	using 15% for costs	CN		388.4	-26.8					48.5	313.1	361.6	modified
MDT	Various Locations	**Total**	**0.0**	**388.4**	**-26.8**	**0.0**	**0.0**	**0.0**	**0.0**	**48.5**	**313.1**	**361.6**	
KING AVE & 48TH STREET - BLGS	address safety and operational	PE			600.0					80.5	519.5	600.0	New project
UPN 10643	issues at the intersection of King	RW					400.0			53.7	346.3	400.0	
	Avenue and 48th Street. The	IC						400.0		53.7	346.3	400.0	
	preferred alternative is a	CN						1,908.1		256.1	1,652.0	1,908.1	
MDT	U-1037 RP 16.5 to 16.7	**Total**	**0.0**	**0.0**	**600.0**	**0.0**	**400.0**	**2,308.1**	**0.0**	**443.9**	**2,864.2**	**3,308.1**	
		Total	**0.0**	**388.4**	**1,728.2**	**0.0**	**400.0**	**2,308.1**	**0.0**	**647.5**	**4,177.2**	**4,824.7**	

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs	
								Local	State	Federal		
Sponsor			Pre-2024	2024	2025	2026	2027	2028	13.42%	13.42%	86.58%	
Carryover				5,945.0	5,698.4	5,478.3	6,268.2	7,058.2				
Estimated Allocation (TA)				790.0	790.0	790.0	790.0	790.0				
STAGECOACH TRAIL - BILLINGS	Shared use path	PE		931.2					125.0		806.2	931.2	updated costs
UPN 10432		CN						5,348.7	717.8		4,630.9	5,348.7	updated costs and moved to 28 from 26
MDT/Locals	Skyline Trail to Zimmerman Trai	**Total**	**0.0**	**931.2**	**0.0**	**0.0**	**0.0**	**5,348.7**	**842.8**	**0.0**	**5,437.1**	**6,279.9**	
SIDEWALKS - LOCKWOOD	Sidewalk construction	PE		266.1					35.7		230.4	266.1	updated costs
UPN 10433		CN			1,166.6				156.6		1,010.1	1,166.6	updated costs and moved to 25 from 26
MDT/Locals	Old Hardin Road	**Total**	**0.0**	**266.1**	**1,166.6**	**0.0**	**0.0**	**0.0**	**192.3**	**0.0**	**1,240.4**	**1,432.7**	
TA TOTALS			**0.0**	**1,197.3**	**1,166.6**	**0.0**	**0.0**	**5,348.7**	**1,035.0**	**0.0**	**6,677.5**	**7,712.6**	
Federal			**0.0**	**1,036.6**	**1,010.1**	**0.0**	**0.0**	**4,630.9**					
Local			**0.0**	**160.7**	**156.6**	**0.0**	**0.0**	**717.8**					
Balance				**5,698.4**	**5,478.3**	**6,268.2**	**7,058.2**	**3,217.3**					

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-202	2024	2025	2026	2027	2028	Funding Source Local 20.00%	 State 0%	 Federal 80.00%	Total Project Costs	
Rec Trails Program	Trail Construction	All				125.0	125.0	125.0	75.0		300.0	375.0	
Local	Various	**Total**	**0.0**	**0.0**	**0.0**	**125.0**	**125.0**	**125.0**	**75.0**	**0.0**	**300.0**	**375.0**	
Rose Park Trail, Phase 1	New Trail Construction	PE	25.0						5.0		20.0	25.0	
	Local match sourced from cas	CN	100.0						20.0		80.0	100.0	
City of Billings/TrailNet	in-kind contributions	**Total**	**125.0**	**0.0**	**0.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Rose Park Trail, Phase 2	Continuation of Rose Park Tra	PE		25.0					5.0		20.0	25.0	
		CN		74.6					24.6		50.0	74.6	updated costs and split
City of Billings/TrailNet		**Total**	**0.0**	**99.6**	**0.0**	**0**	**0**	**0**	**29.6**	**0.0**	**70.0**	**99.6**	
Lillis Park Trail Connector	Trail reconstruction	PE		25.0					5.0		20.0	25.0	
		CN		100.0					20.0		80.0	100.0	
City of Billings		**Total**	**0.0**	**125.0**	**0.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Big Ditch Trail Extension	Trail reconstruction	PE		25.0					5.0		20.0	25.0	
		CN		100.0					20.0		80.0	100.0	
City of Billings		**Total**	**0.0**	**125.0**	**0.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Southern Riverfront Park T	Trail reconstruction	PE			25.0				5.0		20.0	25.0	new project
		CN			100.0				20.0		80.0	100.0	
City of Billings		**Total**	**0.0**	**0.0**	**125.0**	**0**	**0**	**0**	**25.0**	**0.0**	**100.0**	**125.0**	
Trailside Education Signs*	Trail Signage	PE							0.0		0.0	0.0	new project
		CN			59.1				11.8		47.2	59.1	
City of Billings/Trailnet		**Total**	**0.0**	**0.0**	**59.1**	**0**	**0**	**0**	**11.8**	**0.0**	**47.2**	**59.1**	
		Total	**125.0**	**349.6**	**184.1**	**125.0**	**125.0**	**125.0**	**216.4**	**0.0**	**817.2**	**1,033.7**	

*pending award

Earmarks

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project
									Local	State	Federal	
			Pre-2024	2024	2025	2026	2027	2028	13.42%	13.42%	86.58%	
Billings Bypass UPN41990	Environmental Impact Stateme	PE	14,598.6							1,959.1	12,639.5	14,598.6
	Preliminary Engineering Right of Way Acquisition	RW	7,847.0							1,053.1	6,793.9	7,847.0
MDT		**Total**	**22,445.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,012.2**	**19,433.4**	**22,445.6**
		Total	**22,445.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,012.2**	**19,433.4**	**22,445.6**

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source: Local 20%	Funding Source: State	Funding Source: Federal 80%	Total Estimated Obligation
Carryover			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
Allocation (Estimated)(Fed Share)			2,859.7	2,847.0	2,847.0	2,847.0	2,847.0				
Bus & Passenger Amenities/Equipment											
Supportive Equipment											
Facilities/Ammenities											
Security Related Capital (1% minimum)	*Used 5339 for Security in FY25/26		10.5			36.0	36.0	16.5		66.0	82.5
Met Transit		**Total**	**10.5**	**0.0**	**0.0**	**36.0**	**36.0**	**16.5**		**66.0**	**82.5**
Transit Operations* **											
Fleet/Facility Preventive Maintenance	80/20 Match		1,557.1	862.5	862.5	862.5	862.5	1,001.4		4,005.7	5,007.1
ADA Paratransit (20% of apportionment)	80/20 Match		1,461.0	711.8	711.8	711.8	711.8	861.6		3,446.4	4,308.0
Fixed Route	50/50 Match		5,369.8	3,200.5	3,175.2	3,117.6	3,117.6	8,990.3		8,990.3	17,980.7
Met Transit		**Total**	**8,387.8**	**4,774.8**	**4,749.5**	**4,691.9**	**4,691.9**	**10,853.3**	**0.0**	**16,442.4**	**27,295.7**
Purchase buses											
Replacement Buses											
Expansion Buses											
Met Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5307 TOTALS*			**8,398.3**	**4,774.8**	**4,749.5**	**4,727.9**	**4,727.9**	**10,869.8**	**0.0**	**16,508.4**	**27,378.2**
Federal			**5,107.7**	**2,859.7**	**2,847.0**	**2,847.0**	**2,847.0**				
Local			**3,290.6**	**1,915.1**	**1,902.5**	**1,880.9**	**1,880.9**				
Ending Balance (Federal)			**2,859.7**	**2,847.0**	**2,847.0**	**2,847.0**	**2,847.0**				

Full 5307 FFY25 apportionment (estimated) **$2,847,000**

Project 1 - Operating Assistance	**FTA Amount**		**Local**		**Total**		**FTA Share**	**Local Share**	
ALI 30.09.01 - Up to 50% share Operating Assistance	$	1,587,600	$	1,587,600	$	3,175,200	50.00%	50.00%	
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)	$	-	$	-	$	-	80.00%	20.00%	*used 5339 funds in FFY25 for security requirement
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	$	569,400	$	142,350	$	711,750	80.00%	20.00%	*up to 20% of total allocation if 3 criteria is met
ALI 11.7A.00 - Preventive Maintenance	$	690,000	$	172,500	$	862,500	80.00%	20.00%	
Total	**$**	**2,847,000**	**$**	**1,902,450**	**$**	**4,749,450**			

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

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

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source Local 20%	Funding Source State	Funding Source Federal 80%	Total Estimated Obligation
Carryover			1,011.2	753.1	768.1	718.5	965.4				
Allocation (Estimated)			735.0	735.0	735.0	735.0	500.0				
Rolling Stock	Replacement		602.1	0.0	0.0	130.0					
Met Transit	85/15 match for ADA		**602.1**	**0.0**	**0.0**	**130.0**	**0.0**	**109.8**		**622.3**	**732.1**
Bus and Bus Technology	Upgrade		182.9	38.0	118.9						
Met Transit			**182.9**	**38.0**	**118.9**	**0.0**	**0.0**	**67.9**		**271.8**	**339.7**
Bus Facilities and Support	Facility items,		418.8	38.9	609.5	290.0					
	construction, technology,			73.1	80.0	50.0					
	amenities, support			300.0	50.0	50.0					
Met Transit	equipment, etc.			50.0	50.0	50.0	50.0				
			418.8	***462.0***	***789.5***	***440.0***	***50.0***	***432.1***		***1,728.2***	***2,160.3***
Bus Facilities Security System	Upgrade			400.0	72.5	32.0					
Met Transit			**0.0**	**400.0**	**72.5**	**32.0**	**0.0**	**100.9**		**403.6**	**504.5**
Bus, Facilities, and Technolog	Upgrade facilities, replace										
Met Transit	buses, add technology		**0.0**	**0.0**	**0.0**	**0.0**	1,350.0	**270.0**		1,080.0	**1,350.0**
SECTION 5339 TOTALS			**1,203.7**	**900.0**	**980.8**	**602.0**	**1,400.0**	**980.7**	**0.0**	**4,105.8**	**5,086.5**
Federal			**993.1**	**720.0**	**784.6**	**488.1**	**1,120.0**				
Local			**210.6**	**180.0**	**196.2**	**113.9**	**280.0**				
Balance			**753.1**	**768.1**	**718.5**	**965.4**	**345.4**				

updated allocation for 24

PROJECTS

2024	2025	2026	2027	2028
Overage bus diesel/electric			1 Paratransit Vehicle	
AVL system	Bus Sign Controllers	Bus Pass Card Readers, APCs		
Facility Remodel	Support Vehicle, Bus Wash Rehab, Generator, Shop Heaters, Bus Stop Improvements	Transfer Center Amenities, Support Vehicle, Lifts, Bus Stops	Transfer Center Amenities, Support Vehicle, Fork Lift, Bus Stops	Bus Stops
	Admin & Transfer Center Security Cameras	Access Control	Bus Stop Lighting	

Federal Transit Administration Section 5339 Discretionary Funding

Project / Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source Local 15%	Funding Source State	Funding Source Federal 85%	Total Estimated Obligation
Carryover			6,904.6								
Allocation	5339b/LowNo		0.0	910.3							
Rollingstock	Replace buses		5,499.8	1,000.0							
MET Transit	85/15 match for ADA	**Total**	**5,499.8**	**1,000.0**	**0.0**	**0.0**	**0.0**	**975.0**		**5,524.8**	**6,499.8**
Bus and Bus Facilities	Technology		465.0	70.0							
MET Transit	Facility Remodel		2,196.0								
	Training		20.1	5.4							
	Training Capital		210.8								
	80/20 Rate	**Total**	**2,891.9**	**75.4**	**0.0**	**0.0**	**0.0**	**593.5**		2,373.8	**2,967.3**
SECTION 5339 TOTALS			**8,391.7**	**1,075.4**	**0.0**	**0.0**	**0.0**	**####**		**7,898.6**	**9,467.0**
Federal			**6,904.6**	**910.3**	**0.0**	**0.0**	**0.0**				
Local			**1,487.0**	**165.1**	**0.0**	**0.0**	**0.0**				
Balance			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				

PROJECTS

2024	2025	2026	2027	2028
4 Diesel Buses 4 Electric Buses	8 Paratransit Vans			
Electric Chargers METroplex Remodel Bus Simulator & Training	Vehicle Lift, Electric Bus Scaffolding, Maint. Staff Training			

***Capital 80/20 Match, ADA Capital 85/15 Match**

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2024	2025	2026	2027	2028	Funding Source Local 15/20%	State	Federal 85/80%	Total Estimated Obligation
Carryover			0.0	22.0	0.0	45.1	90.2				
Allocation (Estimated)			225.9	275.3	225.9	225.9	225.9				
Paratransit Vehicles	Purchase vehicles	Purch.	128.0	143.8				40.8		231.0	271.8
	(ADA and Cutaway) for	Purch.	111.9	100.0				42.4		169.5	211.9
Met Transit and Coordination Group	MET		**239.9**	**243.8**	**0.0**	**0.0**	**0.0**	**72.5**		**411.1**	**483.6**
Traditional and Non-Traditional Projects	Projects to support identified community needs	Purch.	0.0	112.5	226.0	226.0	226.0	158.1		632.4	790.5
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
Coodination Members			**0.0**	**112.5**	**226.0**	**226.0**	**226.0**	**158.1**		**632.4**	**790.5**
		Purch.						0.0		0.0	0.0
		Purch.	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5310 TOTALS			**239.9**	**356.3**	**226.0**	**226.0**	**226.0**	**230.6**		**1,043.5**	**1,274.1**
Federal			**203.9**	**297.2**	**180.8**	**180.8**	**180.8**				
Local			**36.0**	**59.1**	**45.2**	**45.2**	**45.2**				
Balance			**22.0**	**0.0**	**45.1**	**90.2**	**135.3**				

2024	2025	2026	2027	2028
MET ADA Transit Van YCCOA ADA Transit Van (updated van costs)	2 COR vans 2 BSSS mini-vans			
	MET infrastructure improvements	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan

Funding dependent on the outcome of a competitive process and funding availability.

Transade (State Funded)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2024	2025	2026	2027	2028	State Funded 100%	Total Estimated Obligation
Carryover			0.0	0.0	0.0	0.0	0.0		
Allocation (Estimated)			348.9	253.8	250.0	250.0	250.0	**1,352.7**	**1,352.7**
Transit Operations	Operating		348.9	253.8	250.0	250.0	250.0	**1,352.7**	
Met Transit			**348.9**	**253.8**	**250.0**	**250.0**	**250.0**	**1,352.7**	**1,352.7**
STATE TOTALS			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,352.7**	**1,352.7**

Public Comment

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: https://www.billingsmt.gov/2336/Transportation-Resources .

Due to this administrative modification, the MPO will post the Policy Coordinating Committee Agenda to review and act on the Transportation Improvement Program Administrative Modification here: https://www.billingsmt.gov/117/Agendas-Minutes .

Technical Advisory Committee:	March 13, 2025
YC Planning Board:	April 8, 2025
YC Board of Commissioners:	April 8, 2025
Billings City Council:	April 14, 2025
Policy Coordinating Committee:	April 15, 2025 Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period

Public Participation Plan City of Billings MET Transit and the Billings MPO

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

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

To download a copy of MET's updated (April 2022) Public Participation Plan, insert the link below in your browser

https://www.ci.billings.mt.us/DocumentCenter/View/46951/2022-Public-Participation-and-Title-VI-Plan

The Billings Metropolitan Planning Organization's (MPOs) Public Participation Plan (PPP) is intended to meet the Federal Highway Act of 1973 requirement to provide a cooperative, comprehensive, and continuing transportation planning and decision-making process. The MPO acts as a liaison between local governments, communities, residents, and the State and Federal Departments of Transportation (DOTs). The MPO currently operates under the U.S. DOT's IIJA (Infrastructure Investment and Jobs Act).

The Yellowstone County Planning Board (YCPB) is the designated MPO and oversees transportation planning for the Billings Urban Area. The area encompasses the City of Billings as well as a planning area extending approximately 4.5 miles outside the city limits.

The MPO is committed to the concept that planning is a community-based effort. In support of this, the MPO Public Participation Plan (PPP), defines a process that ensures reasonable opportunity for all interested parties to participate in the planning process.

This PPP serves two main purposes. The first is to provide the public with a guidebook for how and when they can participate in local and regional transportation planning and decision-making. Secondly, it outlines the policies and procedures for public engagement committed by the MPO. It is the intent of the MPO to consistently inform and engage the public throughout the regional planning process from the development of planning policies to the conceptual stages of planning projects through the adoption of formal planning documents.

Certification

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

I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.336;
II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
IV. Section 1101(b) of the FAST Act (Pub. L. 114–357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Billings, Montana
Metropolitan Planning Organization

_____

Roger Gravgaard, President
Yellowstone County Board of Planning

Date:	04/15/2025
Title:	Billings Area Pedestrian and Bicycle Master Plan Action
Presented by:	Elyse Monat
Department:	Planning & Community Services
Presentation:	Yes

Information

RECOMMENDATION

The Billings Area Pedestrian and Bicycle Master Plan has received varied recommendations from the involved government agencies that comprise the PCC. The City/County Planning Board recommends approval of the plan to the Policy Coordinating Committee. The Board of County Commissioners recommends denial of the plan. The City of Billings tabled the Plan and does not have a vote. The Montana Department of Transportation will provide its vote during the Policy Coordinating Committee meeting.

Given these differing recommendations, the PCC is asked to consider the full scope of the plan, along with the input received, and determine whether to approve, modify, or deny adoption of the Billings Area Pedestrian and Bicycle Master Plan. Staff has recommended approval of the Plan since the review and recommendation process started with the Technical Advisory Committee on January 30 as the Plan is the best current and available data from the community on multi-modal needs, it recommends useful connections, serving a wide variety of people, increasing the safety and health of the community, enabling efficient and sustainable implementation, and expanding transportation choices.

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

The Billings Yellowstone County Metropolitan Planning Organization (MPO) starting in 2023 conducted a Pedestrian and Bicycle Master Plan (Plan) with Alta Planning + Design as the prime consultant and Sanbell as the sub-consultant. The Plan sought to identify and prioritize projects that will improve the safety and convenience of walking, biking, and rolling in the Billings area, and establish strategies for implementing the projects and programs in the future.

The six chapters of the Plan cover the following topics:

- Chapter 1: Introduction, Vision & Goals
- Chapter 2: Progress Report
- Chapter 3: Existing Conditions
- Chapter 4: Community Input
- Chapter 5: Recommendations
- Chapter 6: Implementation Strategy

The Plan sets out several goals of the Billings Area Pedestrian and Bicycle system, including making useful connections, serving a wide variety of people, increasing the safety and health of the community, enabling efficient and sustainable implementation, and expanding transportation choices. Chapter 3 evaluates both the Bicycle Level of Traffic Stress and Pedestrian Level of Traffic Stress which is a network-wide data-driven analysis of roadway segments and how safe it feels to walk or bike on or along them. There is also documentation of existing facilities and pedestrian and bicycle counts. Chapter 4 reports community participation, which included 201 survey responses, 375 map comments over two phases of public outreach, and the results of an in-person poll. Top themes from the survey included infrastructure improvements, connectivity, and safety.

The recommendations in Chapter 5 are split into two categories: High Comfort and Supplemental. While the specific type of facility is not specified, some of the high comfort routes will be shared-use paths and provide high comfort facilities for pedestrians. Additional possible types of facilities include neighborhood bikeways, bike lanes, buffered bike lanes, and separated bike lanes. The decision as to the exact facility type will be made during design with the goal of providing a facility for users of all ages and abilities. Supplemental facilities will be bike facilities that help make a connection, and will likely consist mostly of striped bike lanes and shared lane markings. Recommendations also include suggestions for programs and policies that could make walking, biking, and rolling safer and more appealing in the Billings area. The final chapter uses prioritization criteria established by the steering committee to group projects into four buckets including short term, high priority; long term, high priority; opportunistic priority; and low priority.

This plan was developed to provide additional flexibility when implementing facilities. The 2017 Bikeway and Trails Master Plan identified specific facility types, such as *shared use path*, *bicycle boulevard, bike lane,* and *buffered bike*

lane which City Public Works felt was too restrictive at the master plan level. By identifying the high comfort facilities and supplemental facilities, this plan provides flexibility to the designer to select a facility type that will serve the desired user group. In the case of high comfort facilities, the goal is to serve people of all ages and abilities. This could result in more shared use paths built over the 2017 plan as there is strong support in the community for shared use paths.

While the County is included in this plan because it is part of the MPO, the plan mainly focuses on the City. As clarified by the disclaimers on p. 2, this document does not obligate funds or mandate the development of any projects in the plan. This plan is a blueprint for how the system would ideally be built out if the governing bodies choose to implement it, and also helps to guide requirements for developers as part of the subdivision process.

STAKEHOLDERS

The entire Billings community and visitors are all beneficiaries of future improvements this Plan could make for the traveling public. Billings residents participated in the development of the Plan per multiple opportunities for public involvement and input. Billings residents expect the community to address safety, access, commuter and recreational travel for the public throughout the community via on-street and off-street facilities, as well as pedestrian crossings, school access, ADA compliant facilities, and other improvements to our transportation corridors and system. Further, opportunities for grants to fund some of these improvements rely on adopted plans with public input to be successful at the loca, state and federal levels.

Meeting and Process Benchmarks

- The Technical Advisory Committee comprised of City, County and State staff received a presentation on the plan at its January 30th meeting and forwarded a recommendation of approval to the local governing bodies and MDT.
- The Planning Board received a presentation on the draft plan and conducted a public hearing. There was no public testimony at the public hearing. The Planning Board members discussed several items at their meeting. One member was concerned about allocating more funding for shared use paths when there was already a maintenance shortfall. Transportation Planner Elyse Monat explained that this plan does not allocate funding; it is a blueprint for the ideal buildout of the system. She specified that there is a disclaimer in the plan that says this. The board member felt comfortable voting for the plan with this disclaimer. Members expressed several other concerns related to walking, biking, and driving in Billings in general that were generally outside of the scope of the plan. One member questioned if "mixing zones" where a bike lane ends temporarily due to a right hand turn lane were safe. Another was concerned about the pedestrian-activated flashing beacons on Shiloh Rd. and said that he could not see the flashers from the far side of the intersection and had to slam on his breaks several times to avoid hitting pedestrians. Ms. Monat said she could share these concerns with the Engineering Division. The Planning Board voted to forward a recommendation of plan approval to the Policy Coordinating Committee.
- The Board of County Commissioners of Yellowstone County received a presentation on the plan and voted to forward a recommendation of plan denial. They expressed reasons for this denial centered around the City's Complete Streets Policy being a waste of taxpayer money and that, based on their observations, they have never seen anyone using a bike lane. The Commissioners are in support of integrating shared use paths and Safe Routes to School improvements in future development.
- The City Council received a presentation on the draft plan at its work session and had a couple of questions. Some of the comments included that Council Member Rupsis felt it was a good plan, but did not place enough focus on high comfort crossings. Staff later added a short discussion about including high comfort crossings on high comfort routes and that the latest design guidance should be referenced. Mayor Cole commented that the plan did not contain cost estimates for the projects. Ms. Monat clarified that because the facility type was not identified, the plan was not able to provide a cost estimate for each project; however, there are per mile costs for several different facility types included. Council Member Neese was concerned that *connects to schools* was not given the highest weight in the project prioritization. Staff later re-prioritized the top 20 project list based on this request and sent it to Council for review. The top projects did not change much, and there was no response from the Council as a whole, so staff kept the original list in the plan.
- At the regular Council meeting, a motion was made to table the plan indefinitely, and this motion was approved by a 7 to 2 vote. Tabling an item eliminates any discussion of the item being tabled.
- With this action, MPO staff did not have an opportunity to discuss the Council's concerns on why no action would be taken. After the Council meeting, two members of the Council reached out to ask for information such as how long the 2017 plan would be valid for, how differently staff would plan the development of these projects under this plan compared to the 2017 plan, what good it was if the City approved the plan if the County did not, and more. There was also a request for a list of pros and cons of adopting the plan. Staff provided responses to these questions via email via a list of pros and cons of this plan verses the 2017 plan. At the next Council meeting, this item was on the regular agenda as "unfinished business." The Council had the opportunity to vote

to remove the item from the table and bring it back either for immediate action to the PCC or to move the plan to a future work session to discuss any concerns the Council had. There was a motion to remove the item from the table, however, the motion failed. There was no discussion. With no recommendation to the PCC, the City Council does not have a vote at the PCC meeting.

ALTERNATIVES

The Policy Coordinating Committee may:

- Adopt the 2025 Billings Area Pedestrian and Bicycle Master Plan; or,
- Not Adopt the 2025 Billings Area Pedestrian and Bicycle Master Plan. Not adopting the Plan places the community in an awkward position of having almost two years of updated analysis and public involvement in how the community may address multi-modal facilities that is not approved by the PCC. It creates issues with applying for grants and how the valuable data and input may be used to support community improvements to our transportation system.

FISCAL EFFECTS

This is a plan only, and adopting the plan does not obligate any entity to spend funds implementing the plan. The contract for this plan was not to exceed $116,935. The Policy Coordinating Committee approved spending these funds in the MPO's 2023 and 2024 UPWPs, and the City Council approved the consultant contract to conduct the work. In addition, many hours of local staff time across multiple City Departments and other agencies and stakeholders was expended in the effort.

Attachments

Pedestrian and Bicycle Master Plan
Additional Info provided to City Council

2025

Billings Area Pedestrian & Bicycle Master Plan

alta

BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

Contents

Disclaimers: This is a planning level document only. It is not intended to obligate or mandate development of the projects in the plan or obligate any jurisdiction to implement any or the entire document. In addition, this document does not assume prioritization or commitment of any local funds unless authorized by local or state government agency.

This document outlines project recommendations as of the adoption date. However, the City of Billings is considering conducting a system-wide plan which, when completed, may contradict some of the recommendations in the Billings Area Pedestrian and Bicycle Master Plan. If the new, system-wide plan contradicts this plan, the new plan will take precedence. If this is the case, the Billings Area Pedestrian and Bicycle Master Plan may be edited to eliminate contradictions between the two plans.

CHAPTER 1

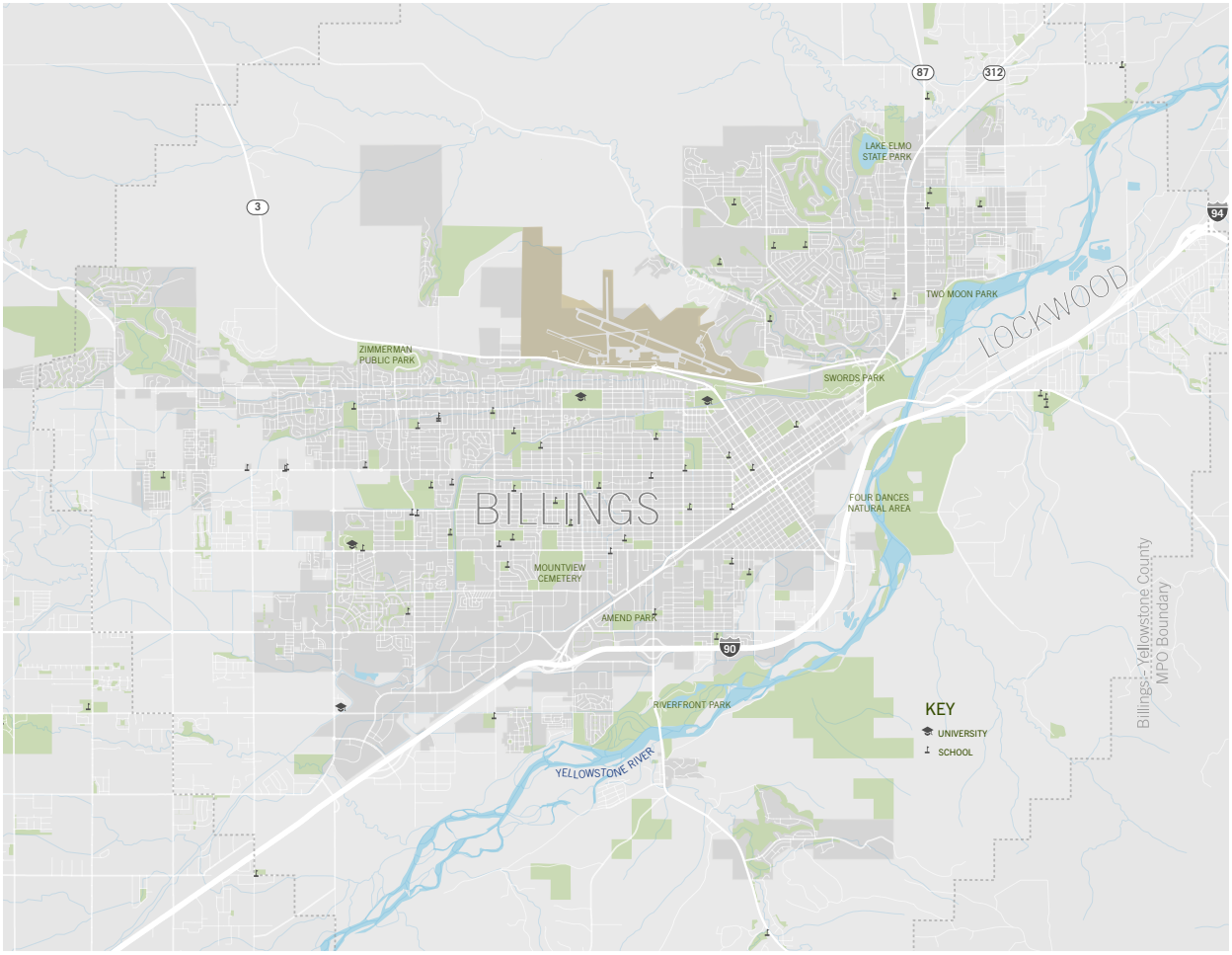
Introduction, Vision & Goals

Introduction

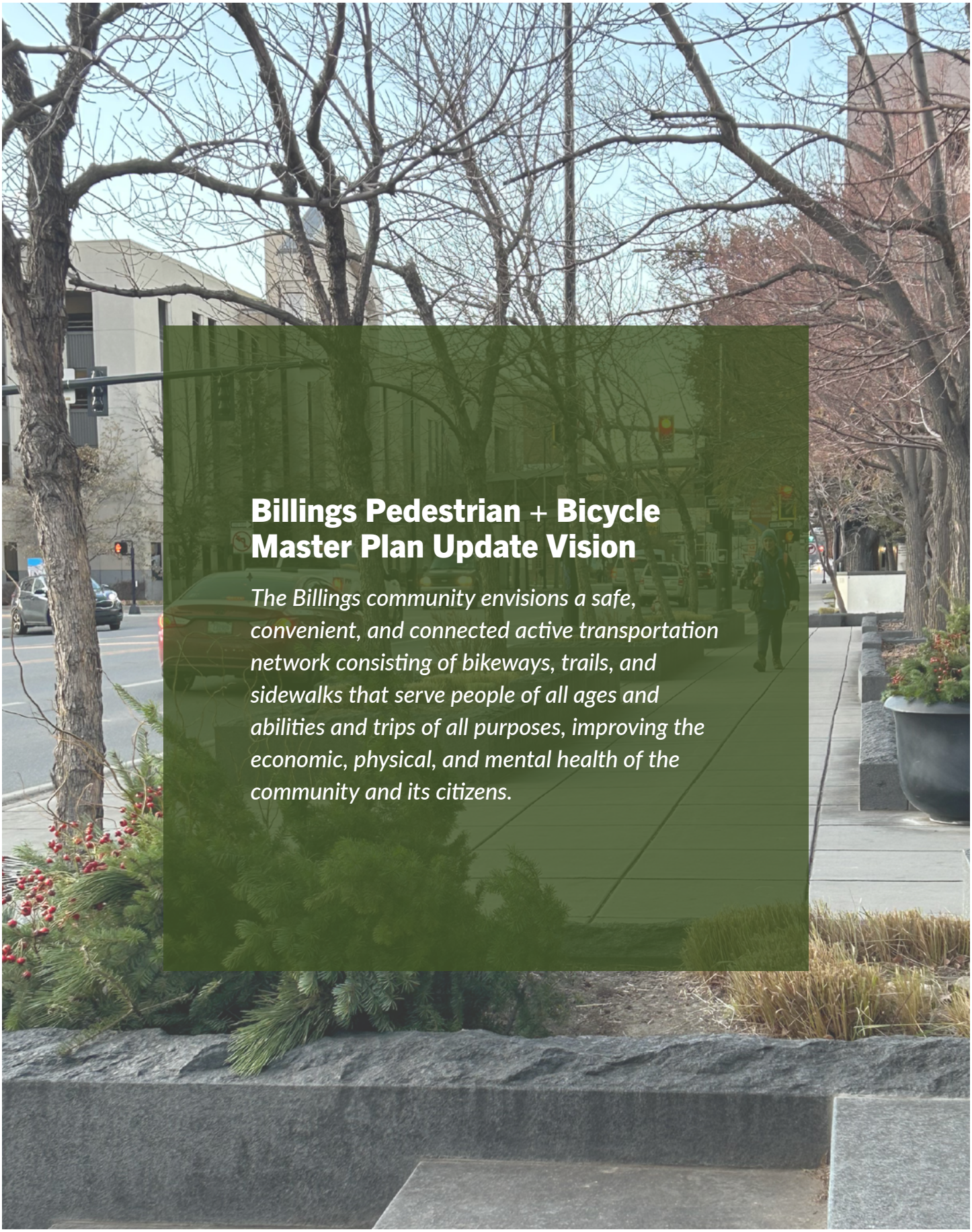
Formerly named the Billings Area Bikeway & Trails Master Plan (2017), the **2024 Billings Area Pedestrian & Bicycle Master Plan** serves as an update to the 2017 plan, and provides the region with a blueprint for improving conditions for active transportation looking forward. The intent of this plan is to identify progress on the system since 2017, identify and prioritize projects that will improve the safety and convenience of walking, biking, and rolling* in the Billings area, and establish strategies for implementing next steps in the process.

This plan combines both pedestrian (shared use path) recommendations and bicycle (neighborhood bikeways, bike lanes, buffered bike lanes, protected bike lanes, and shared use paths) into two categories: high comfort and supplemental. These categories are discussed more in Chapter 5. New in this plan, a Pedestrian Level of Traffic Stress Analysis was conducted for road segments. Chapter 5 also references design guidance for pedestrian crossings. Figure 1.1 shows a map of the study area, which encompasses the City of Billings and immediately adjacent, unincorporated areas served by the Billings-Yellowstone County Metropolitan Planning Organization (MPO).

FIGURE 1.1 - MAP OF STUDY AREA



* ***Rolling*** *refers to the use of any personal mobility device outside of traditional pedal cycles, including wheelchairs, scooters, skateboards, one-wheels, or other human-powered and electric devices. While the spectrum of personal mobility devices continues to expand, the infrastructural needs remain similar to those of pedestrians and bicyclists based on speeds and required space.*



Billings Pedestrian + Bicycle Master Plan Update Vision

The Billings community envisions a safe, convenient, and connected active transportation network consisting of bikeways, trails, and sidewalks that serve people of all ages and abilities and trips of all purposes, improving the economic, physical, and mental health of the community and its citizens.

The Billings Area Pedestrian + Bicycle System* should...

Make useful connections

- To transit
- To schools
- To commercial and civic destinations
- To parks, trailheads, destination trails (e.g., Marathon Loop), and recreation areas
- Close gaps between facilities

Serve a wide variety of people

- The overall network should include a connected **all-ages-and-abilities** network that everyone from young children to seniors feel comfortable and safe using
- Infrastructure should be clean, easy to understand, and **accessible** (ADA & PROWAG (Public Rights of Way Accessibility Guidelines) compliant)
- The system should benefit both **recreational and commuter/utility trips**
- Emphasis should be placed on **demographics that rely on active transportation** for their daily needs

Increase the safety and health of the community

- The system should enable **physical activity** as part of everyday life
- Improvements should contribute to a **reduction in the number of crashes involving bicyclists and pedestrians** and aim to make streets safer for all roadway users
- The system should **increase awareness and visibility** of pedestrians and bicyclists
- The system should contribute to **improved air quality** and a healthier environment

Enable efficient and sustainable implementation

- Policies and initiatives should allow the City and MPO to build the pedestrian/bicycle network **at a faster rate** than in previous years
- The network should be expanded in a way that can be **successfully maintained based on local resources**

Expand transportation choices

- The system should **reduce reliance on motor vehicles**
- The system should contribute to an **increase in walking and bicycling mode share**

*_**The Pedestrian + Bicycle System**_ *refers to both the infrastructure (the physical network) and non-infrastructure (policies, programs, and practices) initiatives that enable safe walking/bicycling in the community.*

CHAPTER 2

Progress Report

What has happened since 2017?

Much has changed since the adoption of the 2017 Billings Area Bikeway & Trails Master Plan, including the completion of several projects and initiatives based on the plan's recommendations. This chapter provides a snapshot of recently completed projects; policies, programs, and other initiatives that have been implemented; and changes in the demographics and travel behaviors of residents over the last six years.

Projects Completed Since 2017

Over the last six years (2017–2023), over 61 miles of active transportation facilities have been constructed in the Billings area, including new on-street bikeways, paved trails, and sidewalks (See Figure 2.1). Figure 2.2 illustrates the locations across the area where these investments have been made.

FIGURE 2.1 – BIKEWAYS, PAVED TRAILS, & SIDEWALKS

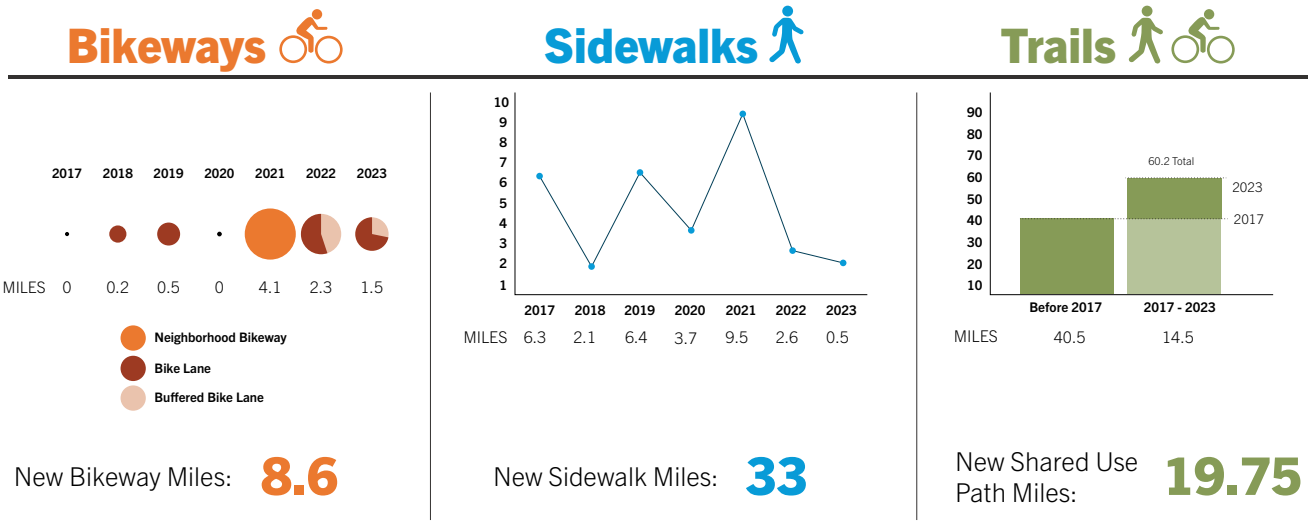
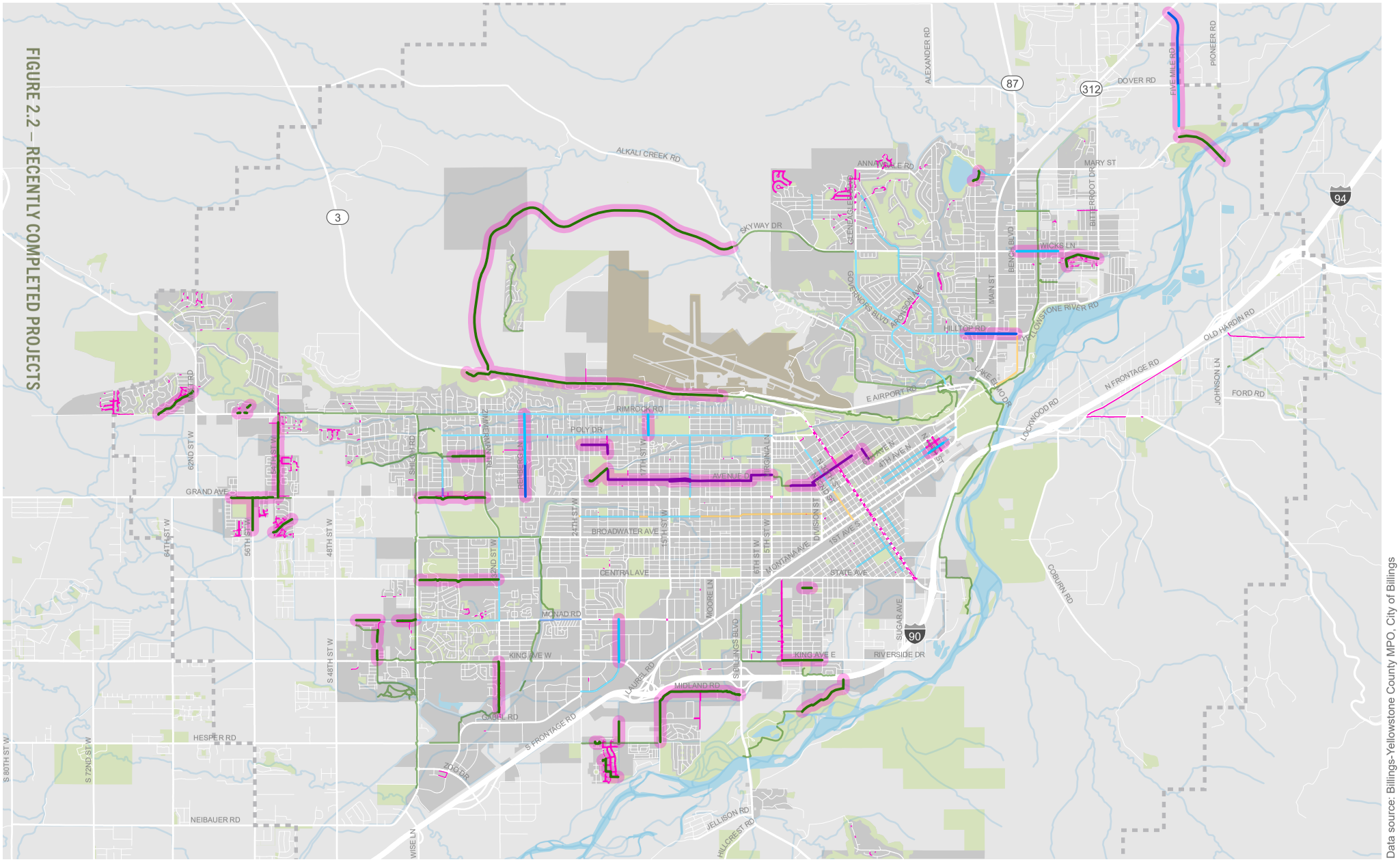


FIGURE 2.2 – RECENTLY COMPLETED PROJECTS



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

PROJECTS COMPLETED SINCE 2017

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

This map highlights Pedestrian and bicycle projects that have been completed since the adoption of the 2017 Billings Area Bikeway and Trails Master Plan.

DRAFT

N

0 2 4 MILES

EXISTING FACILITIES

- Shared Use Path
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Shared Lane Marking
- Shared Use Path (in progress)
- Built Since 2017
- Sidewalks completed since 2017
- Billings-Yellowstone Co MPO Boundary
- City of Billings Boundary

Policies, Programs, & Other Initiatives

In addition to investments in physical infrastructure, the City, MPO, and County have dedicated time and resources to the development of new policies, programs, and other initiatives that support active transportation in the Billings area. Table 2.1 summarizes the efforts that were recommended in the 2017 Plan.

TABLE 2.1 – PROGRESS ON POLICIES, PROGRAMS, & OTHER INITIATIVES RECOMMENDED IN THE 2017 PLAN

TYPE	PROGRAM & DESCRIPTION	PROGRESS SINCE 2017
 EQUITY	**BICYCLE GIVE-A-WAYS** Local businesses and organizations, including Billings TrailNet, Lockwood PTA, Merrill Lynch, and Edward Jones, among others, collaborate to provide funding to give away bicycles to the community. These events have proved to be very popular.	The Lockwood Pedestrian Safety District gives away a few bikes a year to students in need. Kids In Motion (KIM), a free bike repair program for students in Billings Public Schools, helps keep bikes that students already have rideable. In 2023, HDR engineering firm donated 24 bicycles to kindergartners at Highland elementary school.
 ENCOURAGEMENT	**MUNICIPAL BIKE FLEET** Promote work-related trips by bicycle; reduce daytime auto trips. Bike Share systems in the United States have become a popular form of micromobility (sometimes referred to as small things on wheels). While these systems were initially implemented primarily in large U.S.. cites, they are now being implemented in small to mid-size cities like Billings. Rather than implement a municipal bike fleet, the City/County should assess the feasibility of implementing a bike share system.	Bike and Scooter Share Feasibility study was completed in 2020. Several companies have approached Billings about bringing shared micromobility (bike and/or scooter share) to town. However, staff plan to set guidelines by issuing an Request for Proposals (RFP) for a provider. As a smaller community, this will help to make expectations clear up front.
 ENCOURAGEMENT	**BICYCLE AND TRAILS MAP (2011 PLAN RECOMMENDATION)** Provide route and facility information and highlight walking and bicycling destinations. Entities should coordinate to ensure that the maps distributed have consistent information. A meeting should be held annually to revise maps as needed. TrailNet should continue maintaining the online interactive map on their website.	The Metropolitan Planning Organization added an app with route and facility information

TABLE 2.1 – POLICIES, PROGRAMS, & OTHER INITIATIVES (CONT.)

TYPE	PROGRAM & DESCRIPTION	PROGRESS SINCE 2017
 ENCOURAGEMENT	**SAFETY EQUIPMENT USE ENCOURAGEMENT** Encourage the use of bicycle lights, helmets and reflective clothing by promoting the use of this equipment and hosting equipment giveaways. Organizations and school districts should coordinate their efforts, share resources, establish best practices and determine program development costs	Lockwood Pedestrian Safety District gives away some helmets and reflective slap bands to 4th graders in May. Previously, the school district had a grant from St. Vincent Healthcare (now Intermountain Health) to sell helmets to students at $5/helmet. The funding for the discounted helmets was exhausted. Both hospitals sell low cost helmets, but they are not free.
 ENCOURAGEMENT	**CONDUCT WALKABILITY, ACCESSIBILITY AND PARK AUDITS** Conduct audits in the city's parks to assess accessibility conditions, lighting and improve safety. To identify assets and barriers in park access, safety and connectivity to other parks	Healthy By Design created a Parks RX program where they evaluated two parks and creating walking route maps showing conditions on the trails. Crime Prevention Through Environmental Design (CPTED) is currently a priority for the City and some parks have received CPTED audits with more audits possible in the future.
 ENFORCEMENT	**INCREASE TRAFFIC ENFORCEMENT** Increase the budget for traffic enforcement in the City of Billings to allow additional officers to be assigned to traffic detail. The community consistently stated that traffic enforcement for all road users in the Billings Area was perceived to be minimal.	A mill levy that passed a couple of years ago provided more funding for police officers, including traffic enforcement. More officers have been added as a result.
 EVALUATION	**ESTABLISH COMPREHENSIVE COUNTS PROGRAM** Data on walking and bicycling is necessary to track growth in these modes and determine where investments are necessary. The city should continue collecting data on bicycling and trail use using manual and automated counters.	In recent years, Billings has shifted entirely to automatic counts. This means not as many pedestrian counts have been taken. A new people-counter downtown under Skypoint was installed, but is out of commission. There is also one new set of permanent bike lane counters on Poly. A new permanent counter was also installed on the HWY 87 path which is through the Lockwood Pedestrian Safety District.

TABLE 2.1 – POLICIES, PROGRAMS, & OTHER INITIATIVES (CONT.)

TYPE	PROGRAM & DESCRIPTION	PROGRESS SINCE 2017
 EVALUATION	**VISION ZERO** The goal of the program is to reduce traffic fatalities and serious injuries to zero.	The Billings Area Community Transportation Safety Plan (CTSP) was updated in 2021 with Vision Zero goals. The CTSP focused on behaviors such as lack of restraint, impaired drivers, and inattentive driving, with a focus on young drivers.
 EVALUATION	**MEASURING THE STREET** Before and after the installation of new bikeway or trail facility, data should be collected on bicycle, pedestrian and motor vehicle volumes, crashes, and motor vehicle speeds. This data can be used to evaluate how effective new bikeways or trails are in achieving goals	This process of data collection was utilized when implementing the new neighborhood bikeway, which set a precedent to continue this type of evaluation on future facilities.
OTHER	**DEVELOP SYSTEM-WIDE WAYFINDING PLAN** A wayfinding system should identify destinations that should be signed to, identify trails and bicycle boulevard routes to be signed, adopt standard placement practices for wayfinding signs, and install signage along priority routes	Billings adopted a wayfinding plan in February 2020. Wayfinding signage has been installed along Ave D neighborhood bikeway.
OTHER	**BICYCLE PARKING** A bike parking code should be part of a future Zoning Code update to standardize rack type and placement practices, and ensure bike parking is installed with new development. A bike parking program, focused on Downtown and other areas of the community, allows the community to request the placement of racks on public lands, and property owners to request racks on their private land (otherwise, these racks may never be installed in areas where they are needed, such as auto-oriented 'strip-mall' developments in the western part of Billings).	Bike parking is now required by City zoning code in some districts. The city established a downtown bike parking program, but the program has run out of funding and is now dormant.

Trends in Travel

Since 2017, the number of people who call the City of Billings home has increased from 109,894 to 118,849 (8% growth over six years, not including unincorporated population growth), placing more pressure on the transportation system and its ability to serve a growing population. Figure 2.4 highlights travel trends based on available American Community Survey (ACS) data, which shows limited changes in mode share. ACS data considers only commute trips to work, and does not account for other daily trips for errands, social life, etc. So while overall biking and walking trips to work decreased between 2014 and 2021 according to ACS data, user count data along Billings' bikeways and trails, as shown in Chapter 3, suggests an upward trend in walking and biking over the last five to six years.

FIGURE 2.3 – POPULATION GROWTH

Source: 2023 Billings Urban Area Long Range Transportation Plan

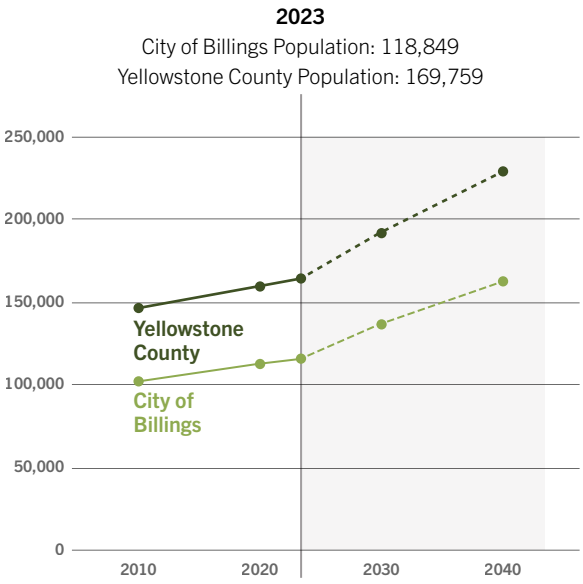
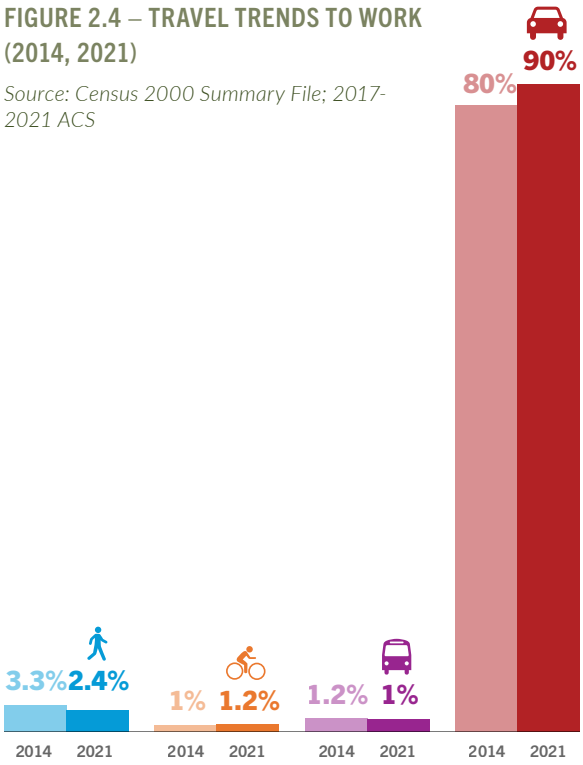


FIGURE 2.4 – TRAVEL TRENDS TO WORK (2014, 2021)

Source: Census 2000 Summary File; 2017-2021 ACS



2017 Recommendations Audit

An audit of the 2017 Plan's recommendations was conducted to identify lessons learned during the last six years of implementation and opportunities to refine the City and MPO's approach moving forward. Both infrastructure (bikeway and trail network) and non-infrastructure (programs, policies, and other initiatives) recommendations were reviewed.

Network Recommendations

Figure 2.5 shows a map of existing bikeways and trails, projects recommended in the 2017 Plan, and priority projects identified in 2017. Some of the questions considered in reviewing the 2017 network recommendations and lessons learned include:

What were some of the primary funding sources for projects that were completed since 2017?

- Local street maintenance funds
- Local gas tax
- Local owner assessments
- Statewide Transportation Improvement Program (STIP)
- State Fish, Wildlife, and Parks Recreational Trails Program Grant
- Federal BUILD Grant (now called RAISE Grant)

Why were some of the 2017 priority projects implemented while others were not?

- Avenue D Neighborhood Bikeway was implemented because it was a new facility type and the top ranked neighborhood bikeway from the plan
- Small section of BBWA Canal Trail between Woody Dr. and 21st St.: no right-of-way constraints; grant received from Recreational Trails Program, with matching contributions from Billings Trail Net, Public Works, and Parks
- Limiting factor for priority projects that were not completed were funding and staff capacity

What led to non-priority projects being completed?

- Several non-priority projects were completed opportunistically in conjunction with Public Works' Pavement Preservation Plan and Capital Improvement Plan (CIP)
- Several shared use paths along roadways (sidepaths) were constructed as part of Public Works' policy that a 10' shared use path (sidepath) is required as part of the reconstruction of any arterial
- The Skyline Trail was pursued because it was a good candidate for a federal BUILD grant

For those projects that were designated in 2017 as "visionary long range bikeways," has anything changed that would lead us to more specific recommendations?

- Some sections of Grand Avenue are not currently part of the Capital Improvement Plan (CIP), but there have been discussions to add them
- There have been discussions about dedicating funding for concept/feasibility studies for these corridors

Are there any previously recommended projects that are slated for near-term implementation?

- Skyline Trail and Inner Belt Loop were completed while this plan was being developed
- See 5-year CIP and Pavement Preservation Plan

In general, what have we learned over the last six years about developing the active transportation network? Is there anything about the approach that should change?

- External funding is available for larger projects, and Billings was successful in being awarded a handful of grants, but staff capacity can be a limiting factor in taking advantage of all the state and federal grant opportunities
- Public Works is doing a good job of referencing the Master Plan to make sure planned bicycle and pedestrian improvements are included in maintenance and new construction projects
- The prioritization process for this plan should consider Public Works' CIP project list
- Billings' Complete Streets Policy has guided Public Works consideration for active modes in implementing the CIP

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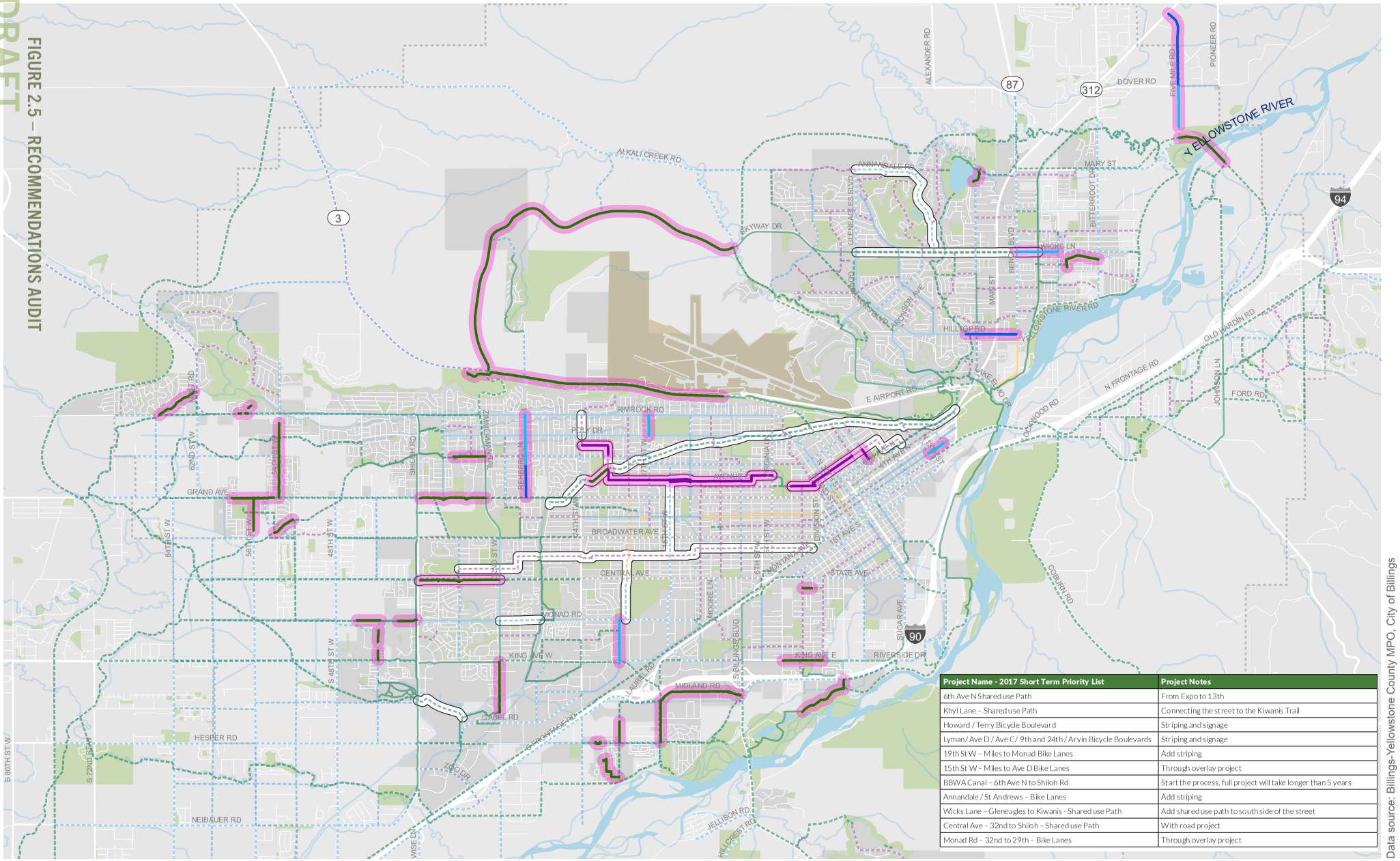
FIGURE 2.5 – RECOMMENDATIONS AUDIT



Project Name - 2017 Short Term Priority List	Project Notes
6th Ave N Shared use Path	From Expo to 13th
Khyl Lane – Shared use Path	Connecting the street to the Kiwanis Trail
Howard / Terry Bicycle Boulevard	Striping and signage
Lyman/ Ave D / Ave C/ 9th and 24th / Arvin Bicycle Boulevards	Striping and signage
19th St W – Miles to Monad Bike Lanes	Add striping
15th St W – Miles to Ave D Bike Lanes	Through overlay project
BBWA Canal – 6th Ave N to Shiloh Rd	Start the process, full project will take longer than 5 years
Annandale / St Andrews – Bike Lanes	Add striping
Wicks Lane – Gleneagles to Kiwanis - Shared use Path	Add shared use path to south side of the street
Central Ave – 32nd to Shiloh – Shared use Path	With road project
Monad Rd – 32nd to 29th – Bike Lanes	Through overlay project

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

PROJECTS COMPLETED SINCE 2017

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

This map shows projects completed since the 2017 Bikeway and Trails Master Plan was adopted. Projects completed since 2017 are highlighted in pink. Projects listed as priority projects in the 2017 plan are highlighted in white.

2017 Priority Projects

Bikeways & Trails Completed Since 2017

EXISTING FACILITIES

- Shared Use Path
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Shared Lane Marking

PLANNED FACILITIES

- Shared Use Path
- Bufferd Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Shared Lane Marking
- Visionary

N

0 2 4 MILES

Policy & Program Recommendations

In addition to recommendations for expanding the physical bikeway and trail network, this plan also explores lessons learned from progress made over the last six years in implementing the policies, programs, and other initiatives recommended in the 2017 Plan. Of the 52 initiatives recommended, 32 have seen progress or been completed. Some of the lessons learned from investigating the progress and status of these efforts include:

- The City and MPO have been diligent in pursuing additional planning efforts recommended in 2017, including the completion of the Billings Area Wayfinding and Signage Plan, the Billings Area Bike and Scooter Share Feasibility Study, adding vision zero goals to the 2021 Community Transportation Safety Plan, etc.
- Lack of funding and staff capacity are the primary reasons for some policies, programs, and other initiatives not being implemented; some of these initiatives are no longer priorities, while others remain important to pursue
- Related to staff capacity, closer coordination between Planning and Geographic Information Systems (GIS) divisions would benefit efforts to keep data and online mapping resources organized and up to date
- It is important to get buy-in from partnering departments or agencies before committing to an initiative in the plan. This can help ensure there is consensus about the proposed recommendations.

See Table 5.2 in Chapter 5 for a complete list of previously recommended policies and programs, their current status, and future recommendations.

Adopted Plans

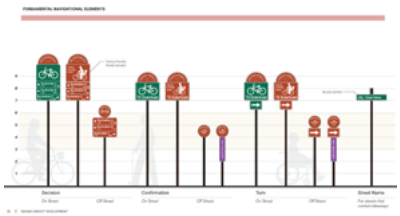
For the Billings Pedestrian & Bicycle Master Plan Update, a total of eleven plans were reviewed, including neighborhood specific, city-wide and regional plans. All of the plans, with the exception of the future City of Billings Transportation Master Plan, were published between 2016 and 2024. This section presents brief summaries of each plan, organized chronologically.

CITY OF BILLINGS GROWTH POLICY (2016)

The City of Billings added more than 6,000 people and expanded by 1.5 square miles between 2008 and 2016 alone. One of the main purposes of the Growth Policy is to determine public values and priorities as the City determines the most cost-effective ways to develop. The Policy lays out a vision for Billings in the next 20 years, which emerged through an extensive public comment process and carefully modeled growth scenario planning.

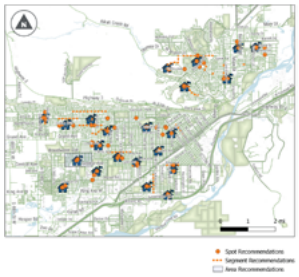
BILLINGS BIKEWAY AND TRAILS MASTER PLAN (2017)

The Billings Area Bikeway and Trail Master Plan establishes both a long-term vision and defined, achievable short-term actions to improve mobility and recreation opportunities in the Billings Area. The plan outlines vision, goals, and objectives for Billings; a review of existing conditions; an analysis of public needs and preferences; policy, program, and engineering recommendations; and a guide to implementation.



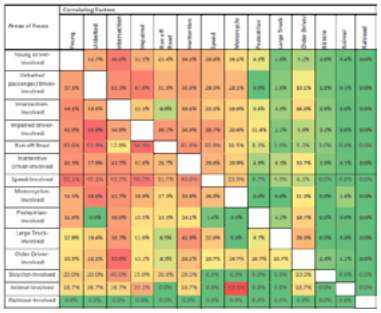
BILLINGS AREA WAYFINDING SIGNAGE PLAN (2020)

The Billings Area Wayfinding Signage Plan establishes a standard for non-motorized wayfinding signage in Billings with branded wayfinding signage. The wayfinding signage system is designed to connect places, keep information simple, help users maintain motion, be predictable, and promote active travel.



BILLINGS SAFE ROUTES TO SCHOOL PLAN UPDATE (PHASE 1) (2022)

This plan updated the original 2011 plan conducted by the City of Billings and evaluated walking, biking, and rolling conditions within a half mile of Billings Public Schools Elementary Schools and developed a list of projects that could improve conditions. Projects included facilities such as enhanced crossings, missing sidewalks, traffic calming, and more.

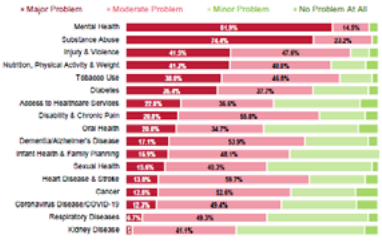


BILLINGS COMMUNITY TRANSPORTATION SAFETY PLAN (2022)

The original Billings Community Transportation Safety Plan (CTSP), adopted in 2016, was a collaborative effort between the Montana Department of Transportation (MDT) and the MPO. The ongoing purpose of the CTSP is to reduce roadway fatalities and serious injuries in the Billings MPO area. This process uses a data-driven approach to identify safety issues and determine areas in need of increased focus and strategies to reduce roadway fatalities and serious injuries.

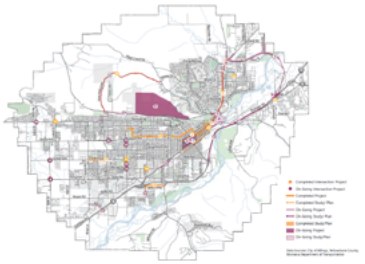
THE NATIONAL COMMUNITY SURVEY REPORT (2022)

The National Community Survey (or NCS) report is about the "livability" of Billings. The survey captures residents' opinions considering ten central facets of a community, including health and wellness, parks and recreation, community design, and mobility, among others.



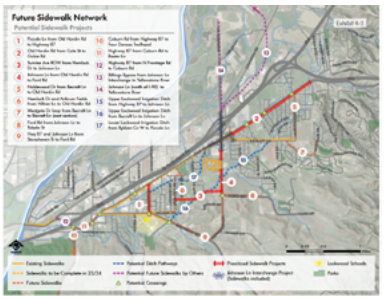
COMMUNITY HEALTH NEEDS ASSESSMENT (2023)

This Community Health Needs Assessment is a systematic approach to determining the health status, behaviors, and needs of residents in Yellowstone County, Montana. This information may be used to inform decisions and guide efforts to improve community health and wellness, including serving as the basis for the county's Community Health Improvement Plan (CHIP). A Community Health Needs Assessment provides information so that communities may identify issues of greatest concern and decide to commit resources to those areas, thereby making the greatest possible impact on community health status.



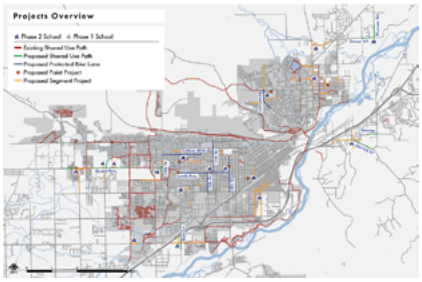
BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN (2023)

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.



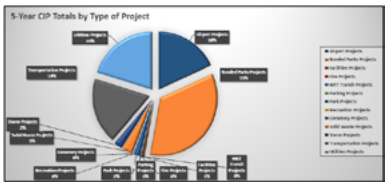
LOCKWOOD NON-MOTORIZED TRANSPORTATION PLAN

Lockwood is a community on the eastern outskirts of the City of Billings and is home to more than 7,000 residents. In 2014, voters passed a measure establishing the Lockwood Pedestrian Safety District to fund sidewalks in the community The Lockwood Non-Motorized Transportation Plan considered where future investments should be made with funds from the district.



BILLINGS SAFE ROUTES TO SCHOOL PLAN UPDATE, PHASE 2 (2024)

At the encouragement of Billings City Council, a second Safe Routes to School plan was conducted to look at walking, biking, and rolling conditions around additional schools including Billings Public Schools middle schools and private and Yellowstone County schools within the Billings urbanized area.



CITY OF BILLINGS CAPITAL IMPROVEMENT PLAN (FY 2025-2029)

This comprehensive five-year plan identifies needs for construction of capital projects or improvements to the City's infrastructure and facilities. The City of Billings FY 2024-2028 Capital Improvement Plan (CIP) contains information on how the City plans to invest available resources into key infrastructure and facilities between fiscal years 2024 and 2028. The CIP provides a forecast of funds available for capital projects and identifies all planned capital improvement projects and their estimated costs over the five-year period.

CITY OF BILLINGS TRANSPORTATION MASTER PLAN

The future City of Billings Transportation Master Plan will consider transportation for all modes across the City of Billings. Outcomes of the plan could vary from new street types to identification of specific elements for specific roadways. An extensive public outreach effort will help shape the plan.

CHAPTER 3

Existing Conditions

Existing Pedestrian and Bicycle Facilities

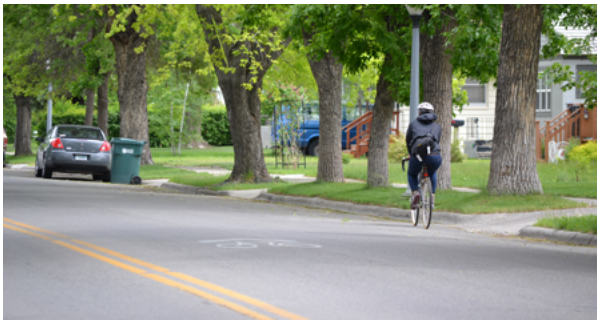
As outlined in Chapter 2, the network of bicycle and pedestrian facilities in the Billings area continues to grow. The types of bicycle facilities that exist in Billings today include conventional bike lanes, buffered bike lanes, shared use paths, neighborhood bikeways, and shared lane markings. Figures 3.1 and 3.2 show maps of existing bicycle and pedestrian facilities in the Billings area.

SHARED USE PATH 55 MILES IN BILLINGS AREA

Shared use paths, also referred to as Sidepaths when adjacent to a roadway, are paved off-street facilities that are physically separated from roadways and design to accommodate two-way, non-motorized travel. Billings has additional miles of paths that are narrower than 10 feet.

BIKE LANE 41 MILES IN BILLINGS AREA

Conventional bike lanes are on-street bikeways that are visually separated from motor vehicle traffic with white striping. They also include pavement markings and signage.



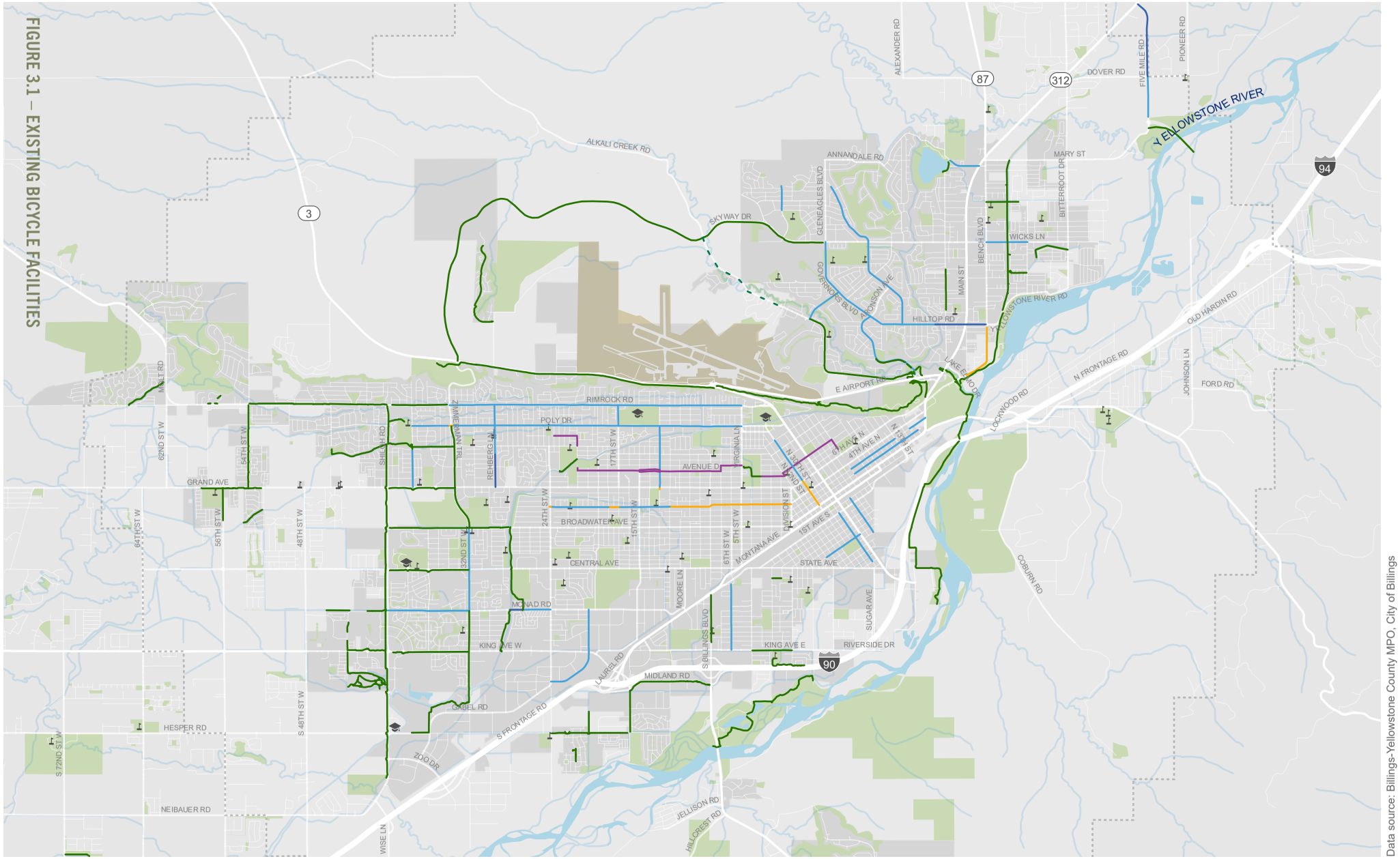
NEIGHBORHOOD BIKEWAY 5.7 MILES IN BILLINGS AREA

Neighborhood bikeways are mixed traffic facilities—meaning bicyclists and motor vehicles share the same roadway space—that prioritize bicyclist safety and comfort. They are planned along low-volume residential streets and include shared lane markings and bicycle wayfinding signage. In some cases, enhanced crossings and/or traffic calming features are included to create a low-stress bicycling experience. 5.7 miles includes all sharrows in Billings.

BUFFERED BIKE LANE 3 MILES IN BILLINGS AREA

Buffered bike lanes are conventional bike lanes that include additional striping, creating a visual buffer and greater separation between the bike lane and motor vehicle traffic. Buffered bike lanes currently exist in locations such as Monad Rd., Hilltop Rd., Rehberg Lane and Five Mile Rd.

FIGURE 3.1 – EXISTING BICYCLE FACILITIES



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

EXISTING BICYCLE FACILITIES

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

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N

0 2 4 MILES

EXISTING

- Bike Lane
- Buffered Bike Lane
- Neighborhood Byway
- Shared Lane Marking
- Shared Use Path

- Parks
- Schools
- Colleges
- City of Billings Boundary
- MPO Boundary

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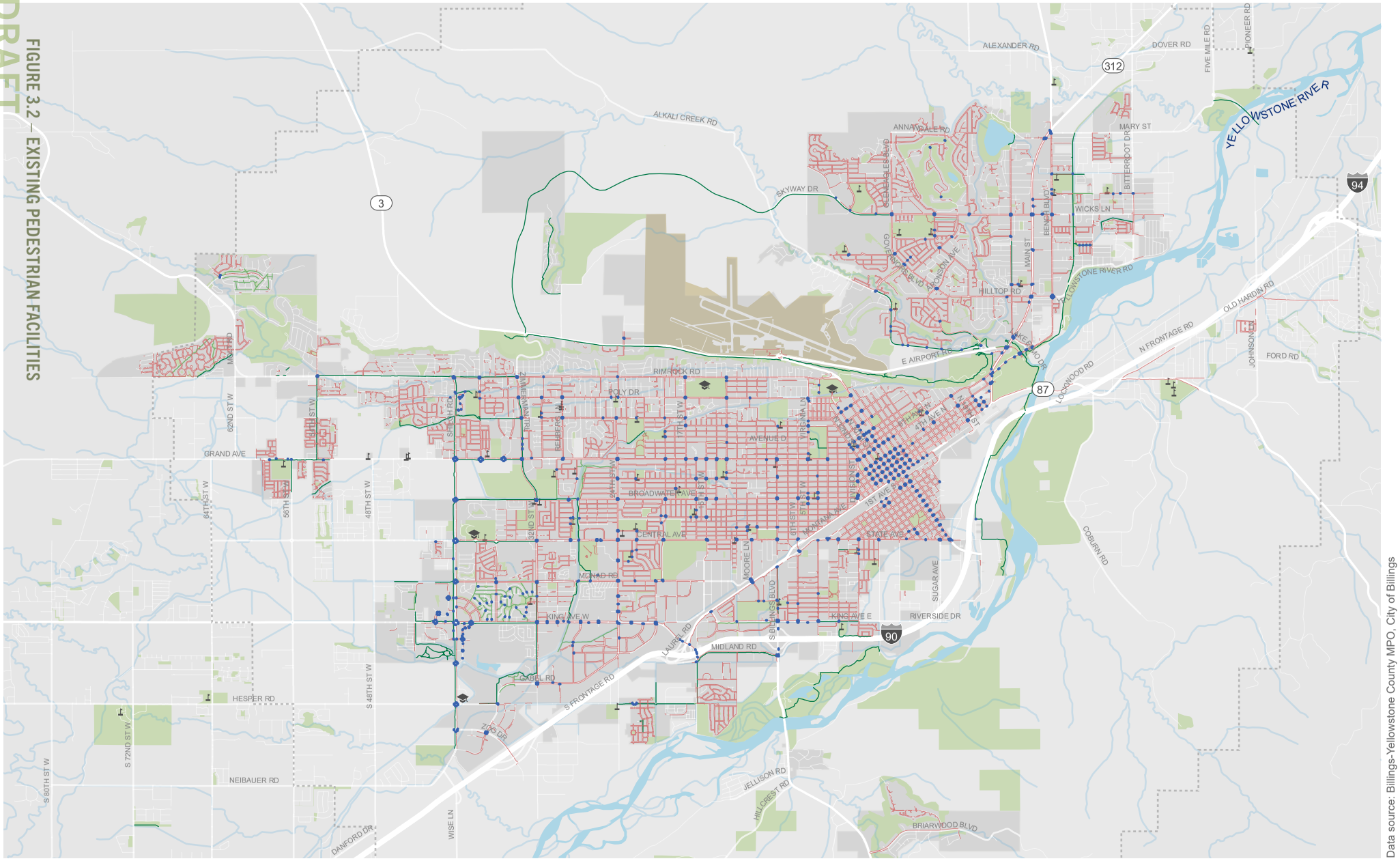
FIGURE 3.2 — EXISTING PEDESTRIAN FACILITIES



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

EXISTING PEDESTRIAN FACILITIES

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

- Crosswalks (1154)
- Sidewalks
- Shared Use Path
- Neighborhood Trail
- Parks
- Schools
- Colleges
- City of Billings Boundary
- MPOBoundary

N

0 2 4 MILES

Network Analysis

The existing network maps help to identify existing gaps and opportunities for connections; however, further network analysis and mapping of user count data aid in understanding parts of the network that might benefit from future improvements. This section explores takeaways from analyzing the network's Level of Traffic Stress (LTS) for both pedestrian and bicycle networks, crash history and safety, and documented use of Billings' bikeways and trails.

Level of Traffic Stress

A Level of Traffic Stress (LTS) analysis is a method that seeks to quantify the amount of stress a bicyclist or pedestrian is likely to experience on a given corridor, especially related to exposure to motor vehicle traffic. In other words, it gauges how comfortable the network is for people bicycling and walking. LTS analysis is based on research related to bicyclist preferences and behavior, which finds that most people (51–56%) who are interested in using a bicycle for transportation are concerned about safety and prefer lower-stress environments, typically characterized by quiet neighborhood streets or facilities that provide physical separation from motor vehicle traffic. This group is referred to as "interested but concerned" and will usually choose not to ride a bicycle if low-stress bicycle facilities are not provided. Because they make up the majority of the population, the "interested but concerned" group is the target design user when planning and designing bicycle networks. Figure 3.1 on pg. 25 highlights design user profiles of adults who have stated an interest in bicycling, based on national research. Of note, both LTS analyses only evaluate the roadway segments, not specifically the crossings. Future Plans may evaluate crossings.

BICYCLE LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (BLTS) is measured by evaluating variables such as roadway speeds, traffic volumes, roadway widths (number of lanes), and bicycle facility characteristics. The methodology used for this plan is based on the 2012 Minnesota Transportation Institute (MTI) Report 11-19: Low-Stress Bicycling and Network Connectivity. Figure 3.3 illustrates the results of the BLTS analysis.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

Similar to BLTS, the Pedestrian Level of Traffic Stress (PLTS) analysis considers factors such as sidewalk presence, sidewalk width, sidewalk buffer, roadway speed, motor vehicle volume of the adjacent roadway and roadway width to evaluate the pedestrian experience along a given corridor and is dependent upon the availability and accuracy of existing data. The methodology used for this plan is based on the methodology used by the Oregon Department of Transportation in their Analysis Procedures Manual. Figure 3.4 shows the results of the PLTS analysis for the Billings area.

FIGURE 3.1 – DESCRIPTION OF LTS

LTS analysis categorizes corridor segments into four LTS tiers:

LTS 1

Corridors that would be tolerable for **all ages and abilities**—including, in most cases, children and elderly adults—to ride or walk

LTS 2

Corridors that could comfortably ridden or walked by the **average adult population**

LTS 3

Corridors that would attract **"somewhat confident"** bicyclists and pedestrians, but would likely deter "interested but concerned" users

LTS 4

Corridors that are only acceptable by **"highly confident"** bicyclists and pedestrians

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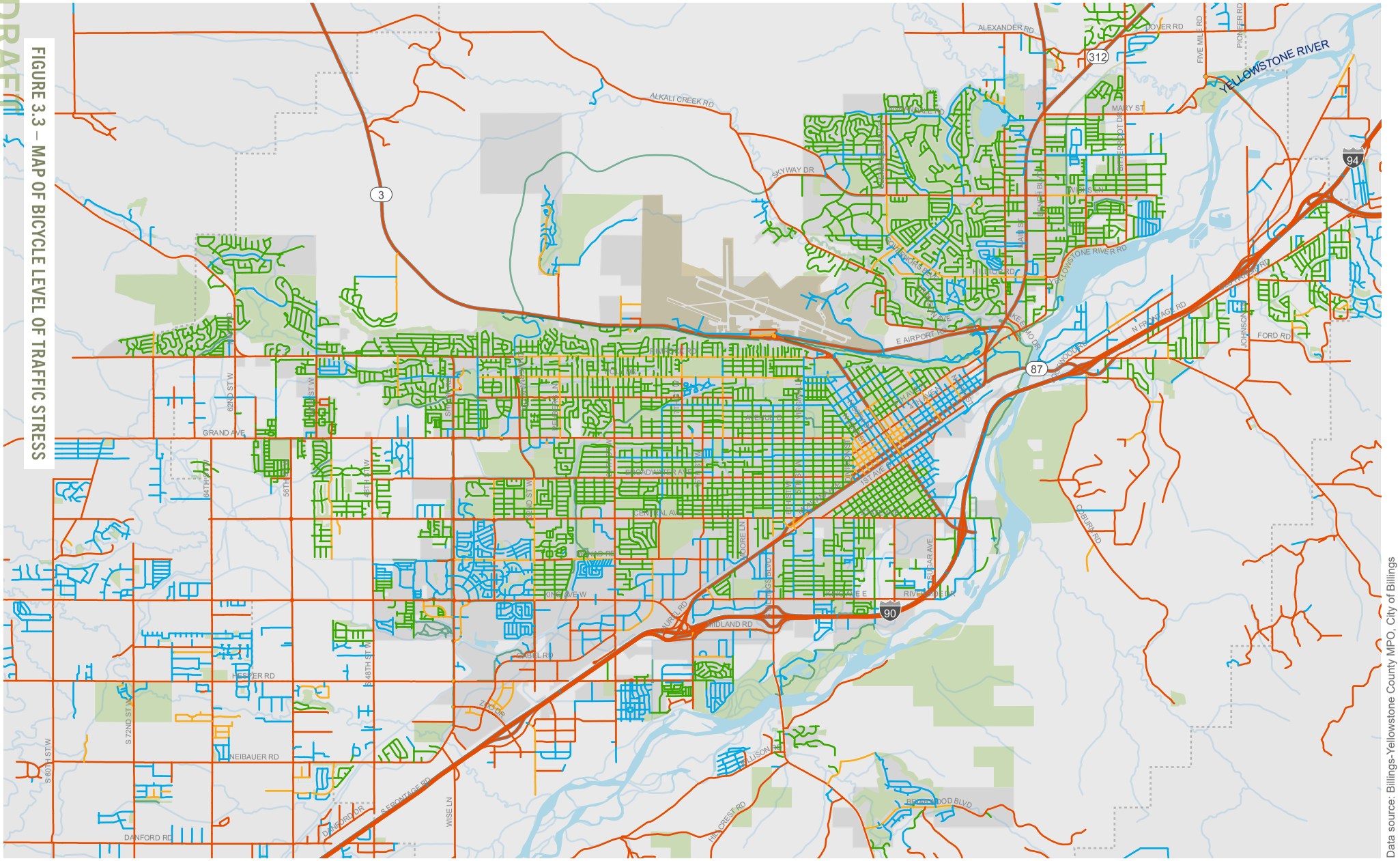
FIGURE 3.3 – MAP OF BICYCLE LEVEL OF TRAFFIC STRESS



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

BICYCLE LEVEL OF TRAFFIC STRESS

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

The Bicycle Level of Traffic Stress analysis only evaluates road segments and not crossings. This is evaluated using system-wide data, however, when project move into the design phase careful attention must be paid to factors that affect BLTS.

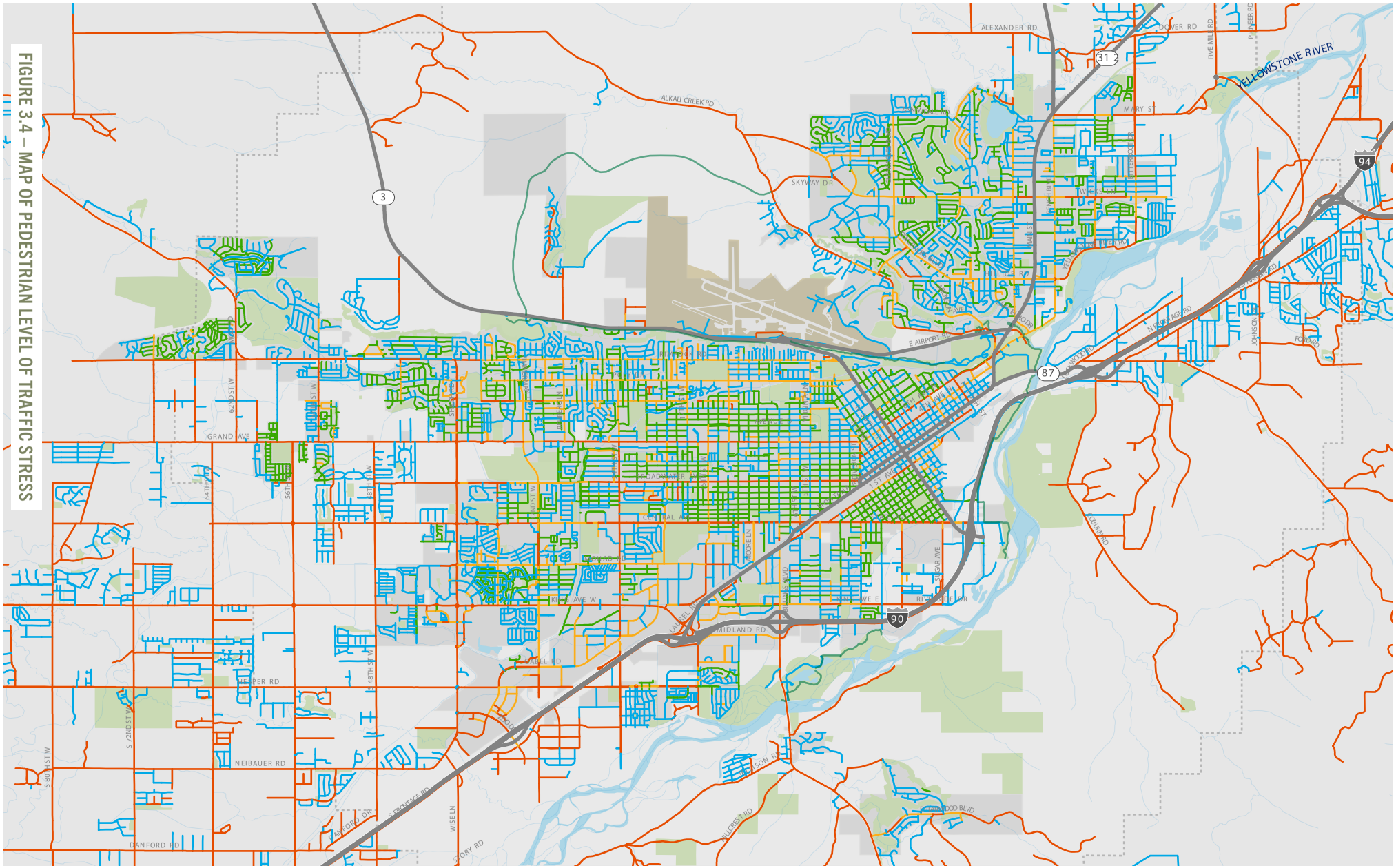
N

0 2 4 MILES

LTS SCORE

- 1 - All Ages and Abilities
- 2 - Most Adults
- 3 - Enthused and Confident
- 4 - Strong and Fearless
- Shared Use Path
- MPOBoundary
- City of Billings Boundary

FIGURE 3.4 – MAP OF PEDESTRIAN LEVEL OF TRAFFIC STRESS



PEDESTRIAN LEVEL OF TRAFFIC STRESS

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

The Pedestrian Level of Traffic Stress analysis only evaluates road segments and not crossings. This is evaluated using system-wide data, however, when project move into the design phase careful attention must be paid to factors that affect BLTS.

DRAFT

N

0 2 4 MILES

LTS SCORE

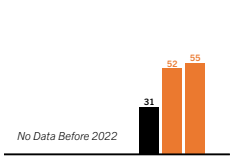
- 1 - All Ages and Abilities
- 2 - Most Adults
- 3 - Enthused and Confident
- 4 - Strong and Fearless
- Shared Use Path
- MPOBoundary
- City of Billings Boundary

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

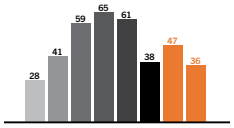
User Count Data

Bike Lane Counts

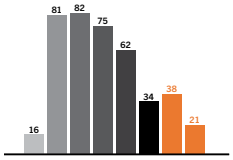
Daily Average Counts: 2017-2024



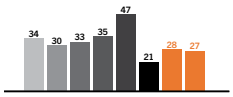
Poly Drive | 54
West of Shadow Lawn Ct



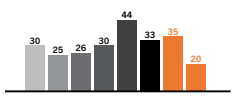
Poly Drive | 42
West of 21st St West



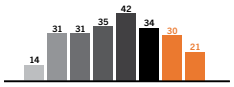
South 28th St | 30



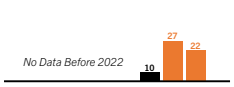
North 30th St | 28



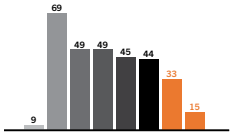
Rimrock Rd | 27



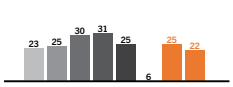
Lewis Ave | 25



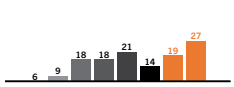
Ave D Bikeway | 24



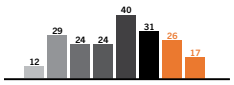
2nd Ave North | 24



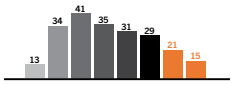
Governors Blvd | 23



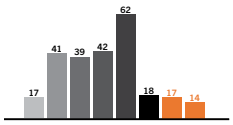
38th St West | 23



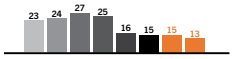
3rd Ave North | 21



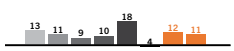
6th Ave South | 18



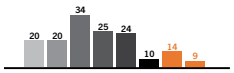
13th St West | 15



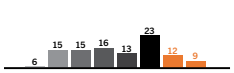
Nutter Blvd | 14



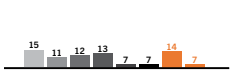
Senators Blvd | 12



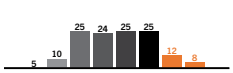
Monad Rd | 11



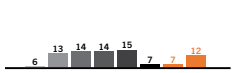
High Sierra Blvd | 10



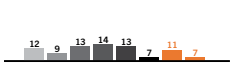
Aronson Ave | 10



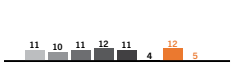
Lake Hills Dr | 10



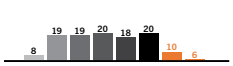
32nd St West | 10



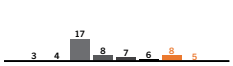
Pemberton Ln | 9



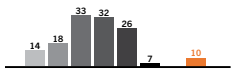
Overland Ave | 8



S 25th Street | 8



Briarwood Blvd | 7



Calhoun Ln | 5
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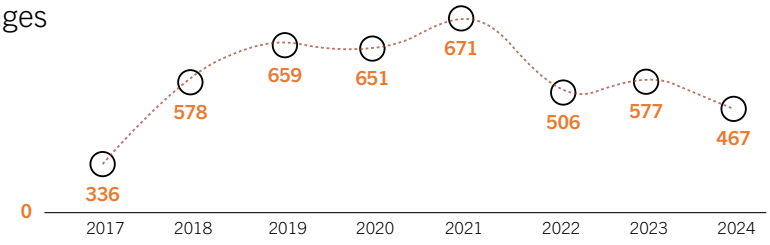
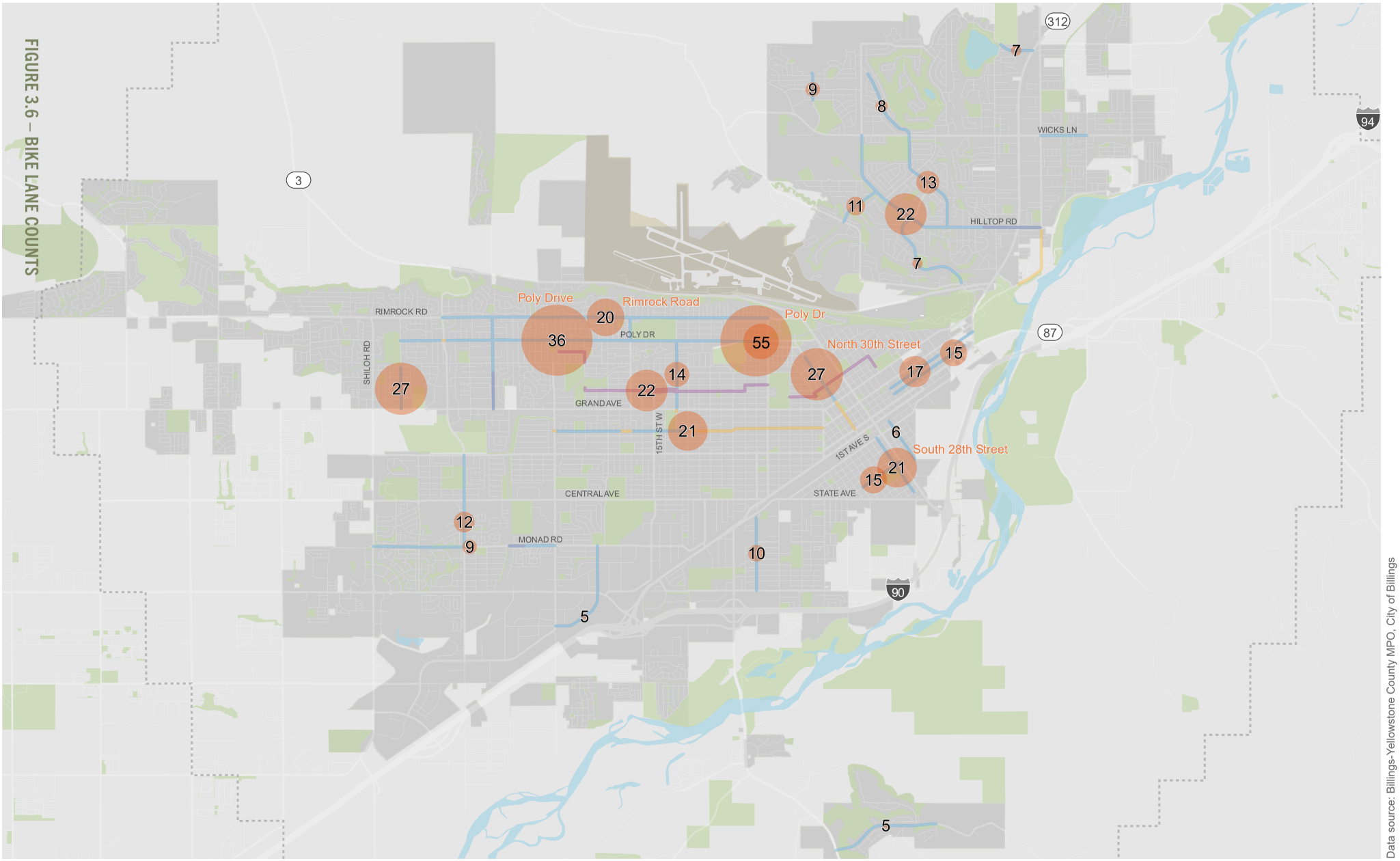
Total Daily Averages



Bike lane counts peaked in many locations during the COVID-19 pandemic bicycling boom of 2020-2021, where many residents turned to biking, walking, and rolling outside to safely stay active, see friends, and relieve stress.

Bike lane counts tend to be higher in areas with a more connected bikeway network, rather than in areas where bike facilities were isolated.

FIGURE 3.6 – BIKE LANE COUNTS



BIKE LANE COUNTS

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

2024 Average Daily Counts

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Roadway
- MPO Boundary
- City of Billings Boundary

0 2 4 MILES

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

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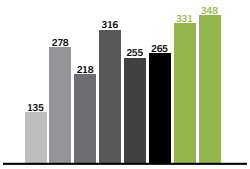
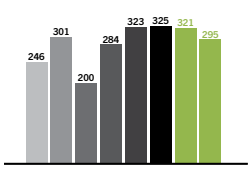
Trail User Counts

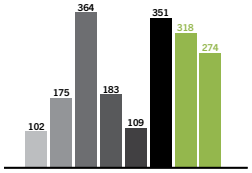
Daily Average Counts: 2017-2024



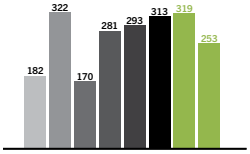
Big Ditch Trail | 340



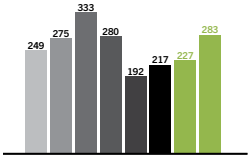
Descro Park Trail | 308



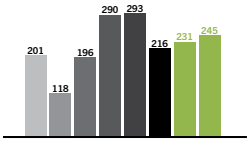
Two Moon Park Trail | 296



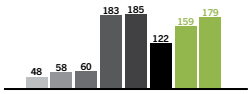
Pioneer Park Trail | 286



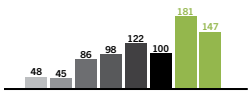
Kiwanis Trail | 255



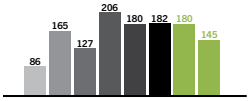
Swords Park Trail | 238



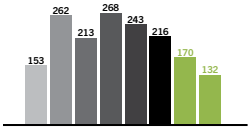
Stewart Park Trail| 169



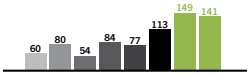
54th St West Trail| 164



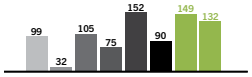
Metrapark Trail | 162



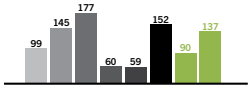
Norm's Island Trail | 151



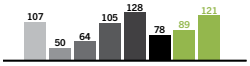
Alkali Creek Rd | 145



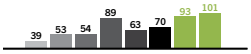
Rimrock Rd Trail | 141



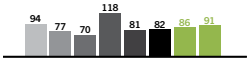
Will James Cut | 114



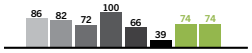
Mystic Park Trail | 105



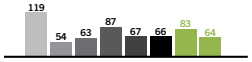
Rehberg Estates Trail | 97



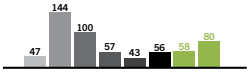
Lampman Strip Park | 89



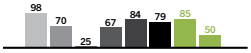
Shiloh North | 74



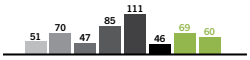
Broadwater Trail East | 73



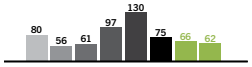
Cabela's Trail | 69



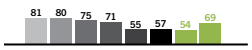
Bannister Drain Trail | 67



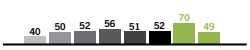
Broadwater Trail West | 65



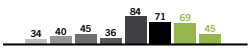
Shiloh South | 64



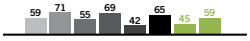
Midland Trail | 61



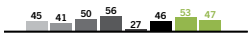
TransTech | 60



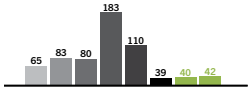
South Billings Blvd | 57



Zimmerman Road | 52



Aronson Road | 50

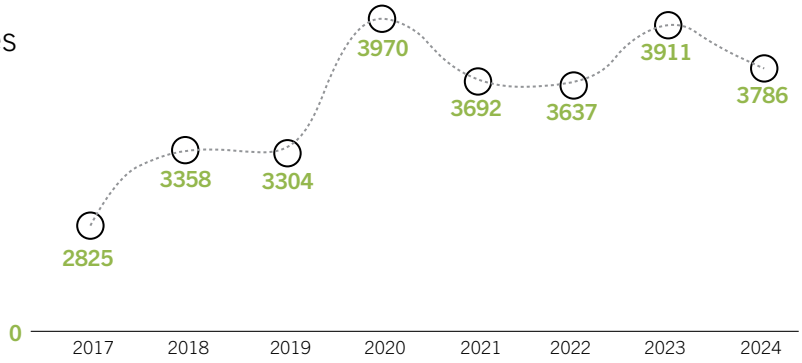


Coulson Park | 41

King Ave West | 30

Grand Ave Trail | 27

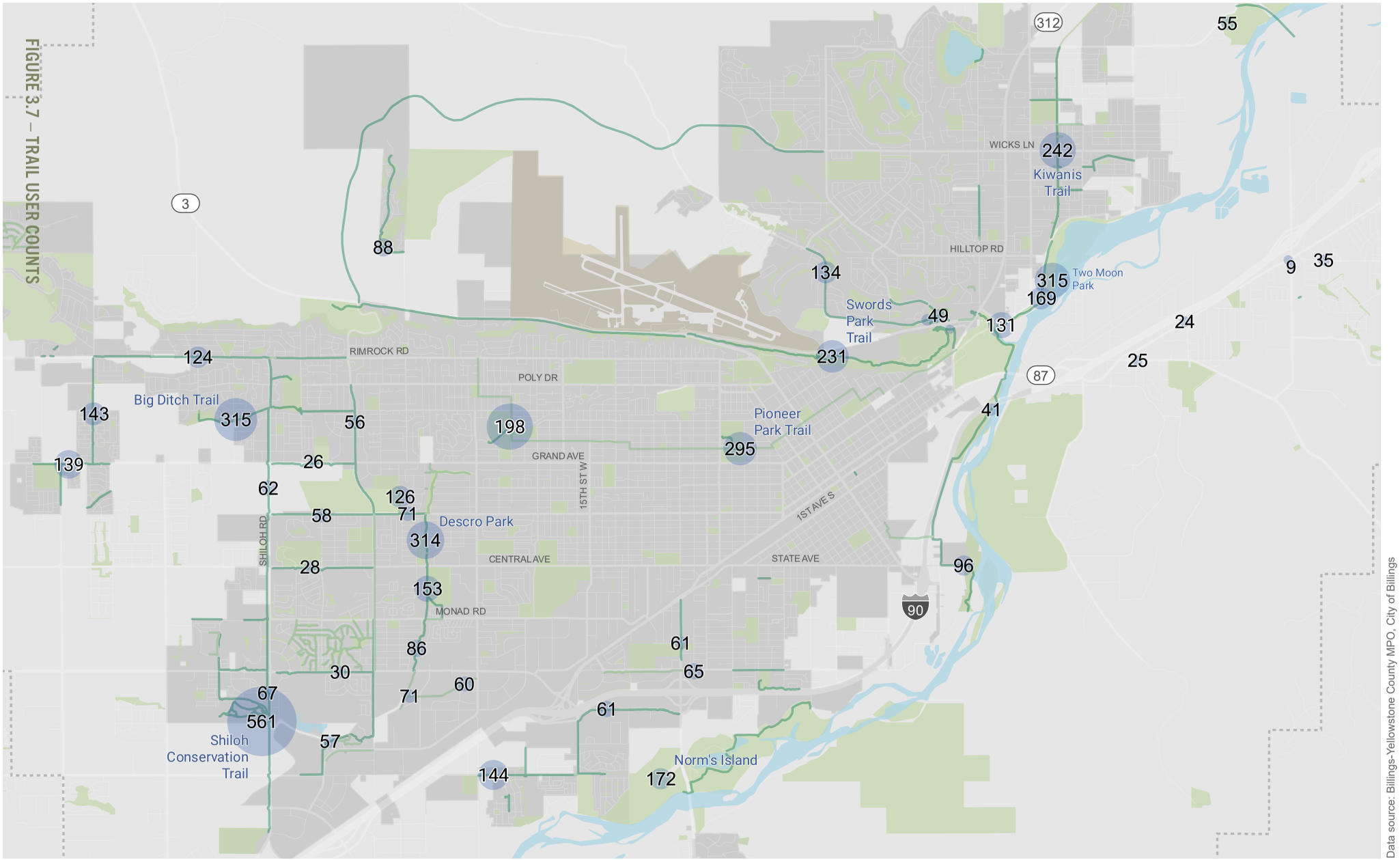
Total Daily Averages



While Shared Use Path (trail) counts peaked during the COVID-19 pandemic, they remain high at less than a 5% decrease in 2024 over 2020.

Shared use paths appeal to a wide variety of users. as can be seen by their high volume of use.

FIGURE 3.7 – TRAIL USER COUNTS



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

TRAIL USER COUNTS

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

*Includes all trail users (pedestrians, cyclists, etc.)

2024 Average Daily Counts

Shared Use Path

Neighborhood Trail

MPO Boundary

City of Billings Boundary

N

0 2 4 MILES

DRAFT

CHAPTER 4

Community Input

Phase I Outreach

From mid-November 2023 to early January 2024, the general public was engaged in both online and in-person settings to provide input on preference, challenges, and opportunities surrounding bicycle and pedestrian mobility in the Billings Area. Public input was solicited via an online survey and interactive comment map. The in-person open house held in November mirrored the same input opportunities as the online options and are included in this summary of what was heard.

Phase I Participation

201
survey responses

189
map comments from approx. 64 IP addresses

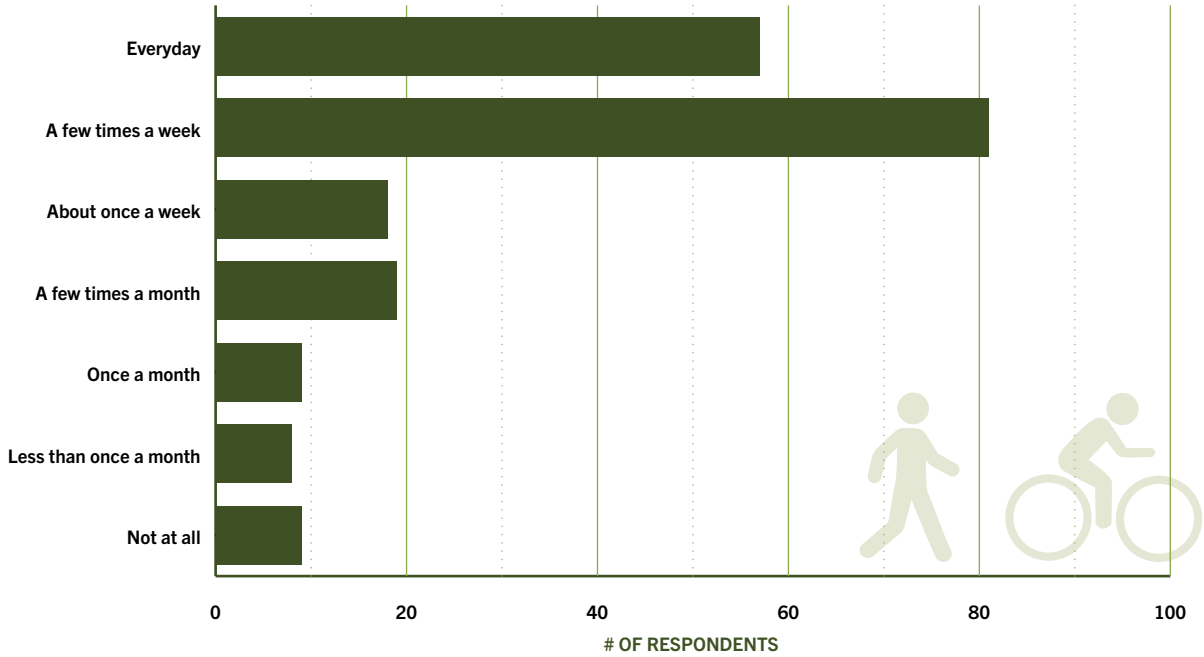
74
event attendees

1800
website visits from 10/13/23-6/1/24

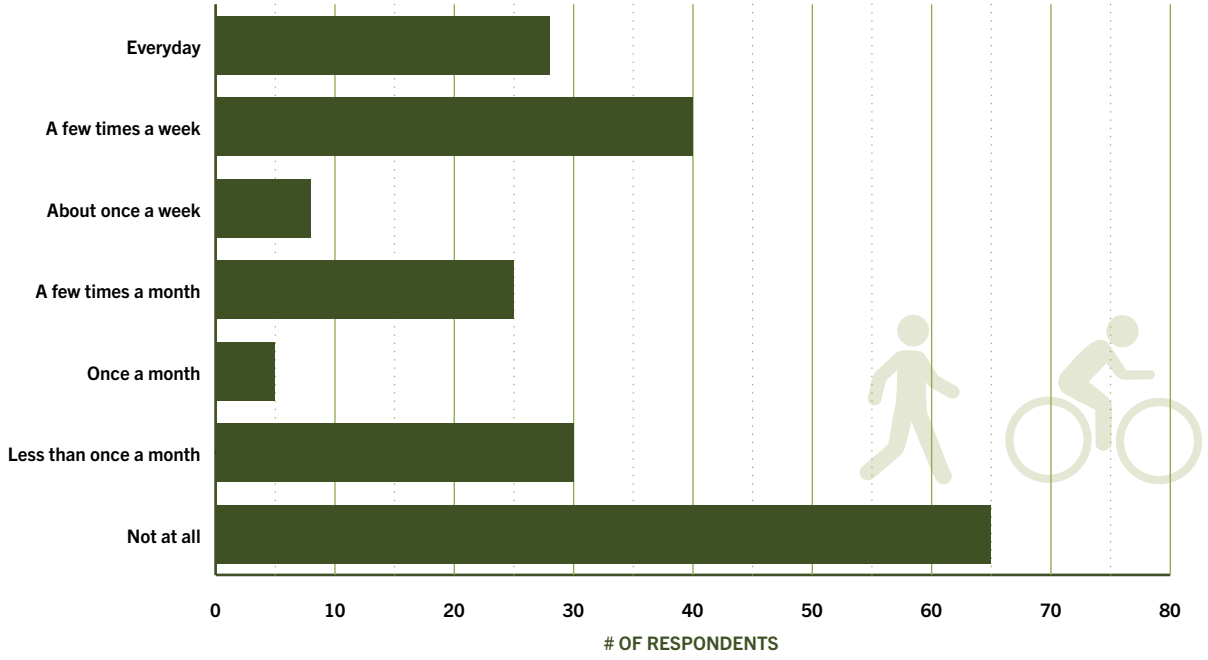
839
unique website users

Online Survey Results

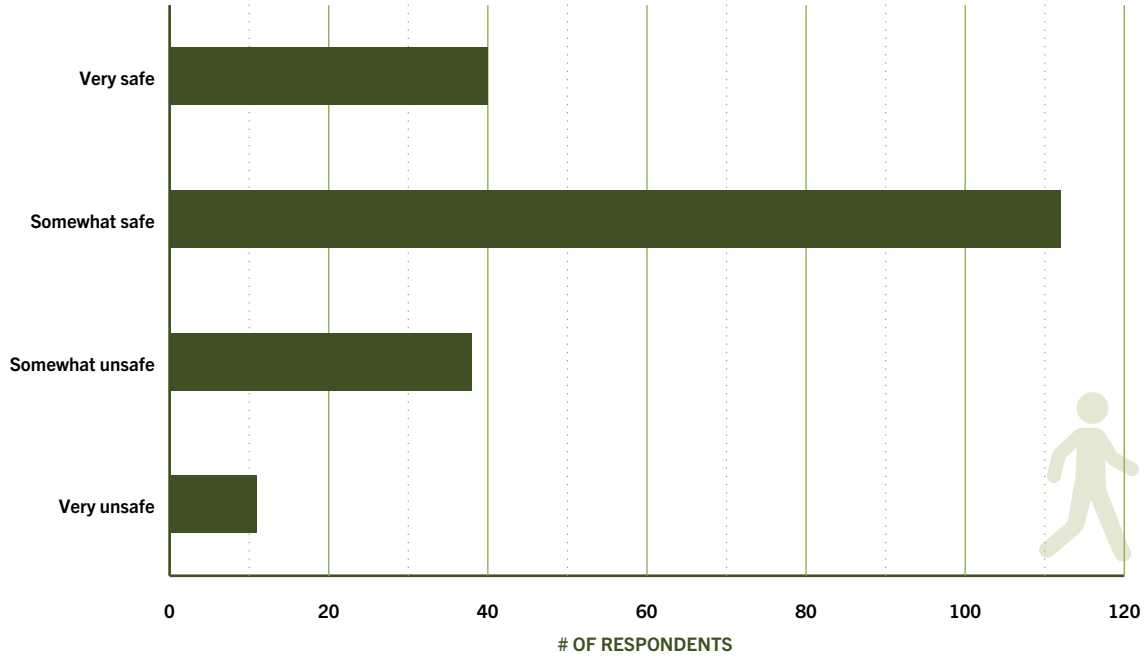
On average, how often do you walk or bike for recreation?



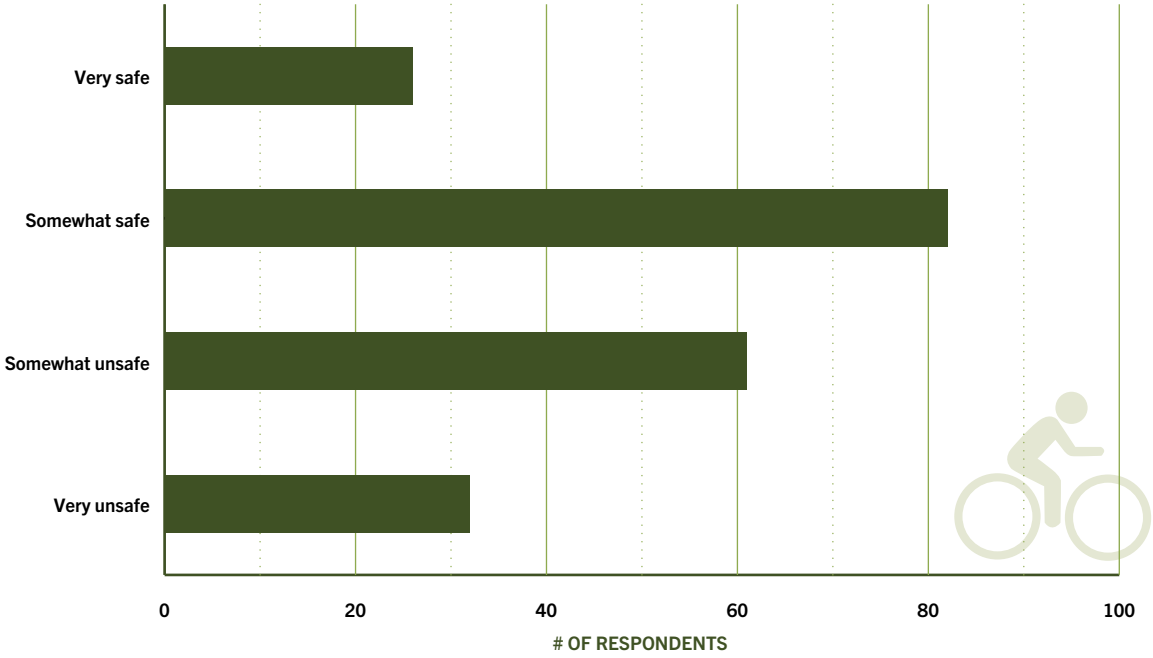
On average, how often do you walk or bike for transportation, including to access transit?



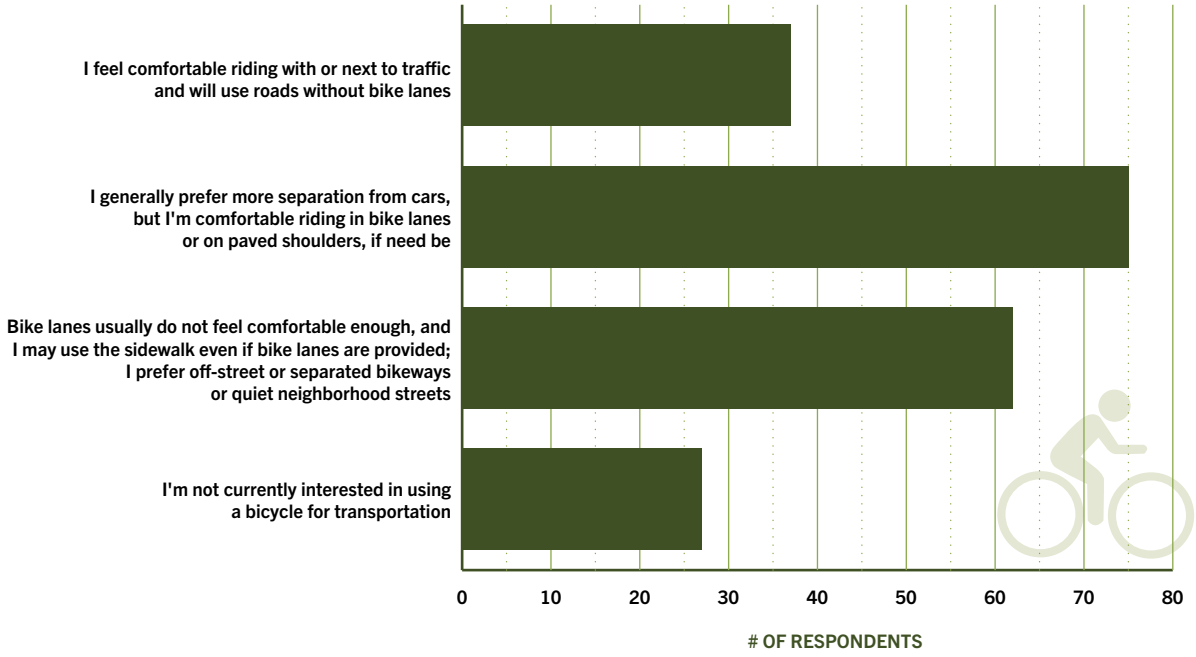
In general, how safe do you feel when walking in Billings?



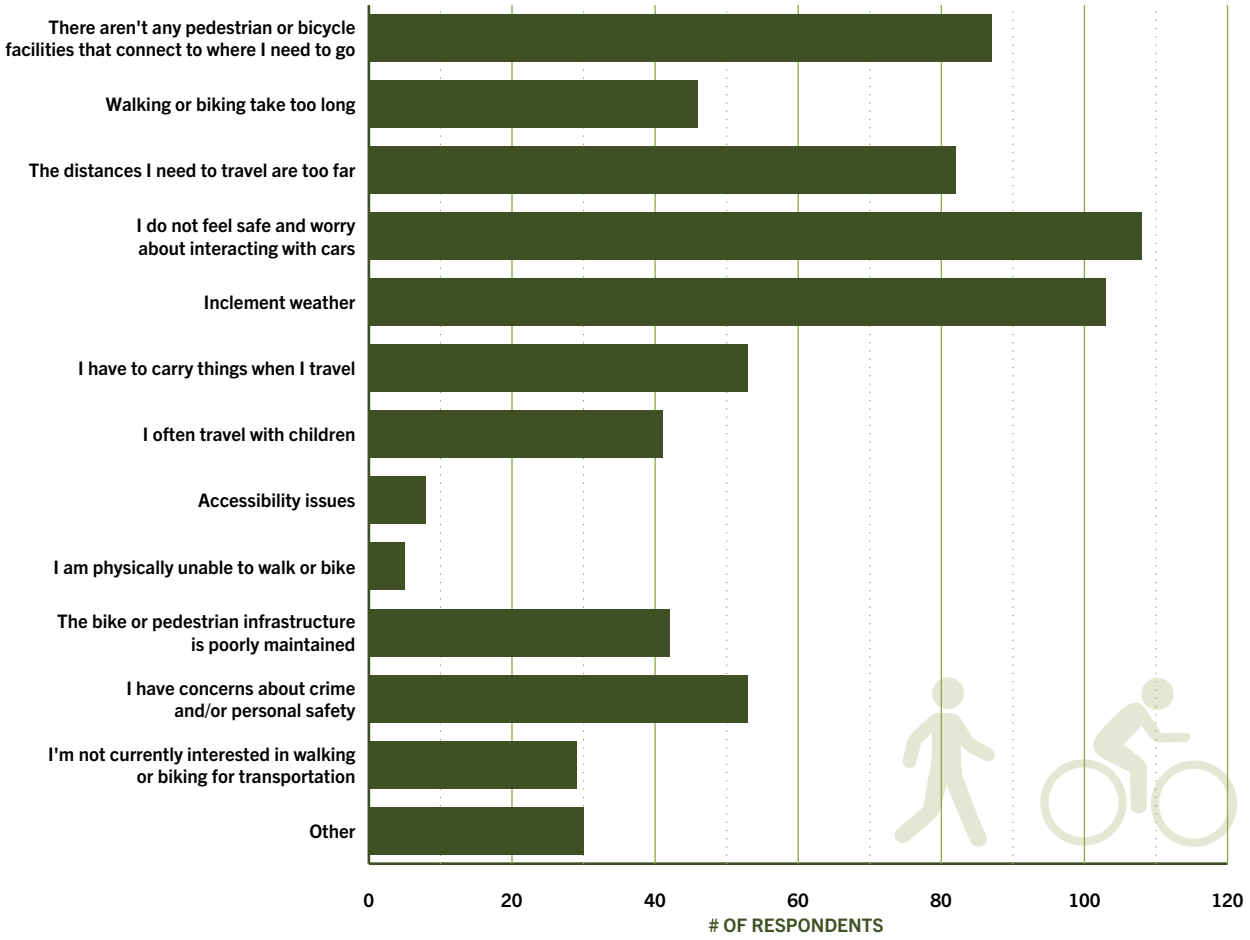
In general, how safe do you feel when biking in Billings?



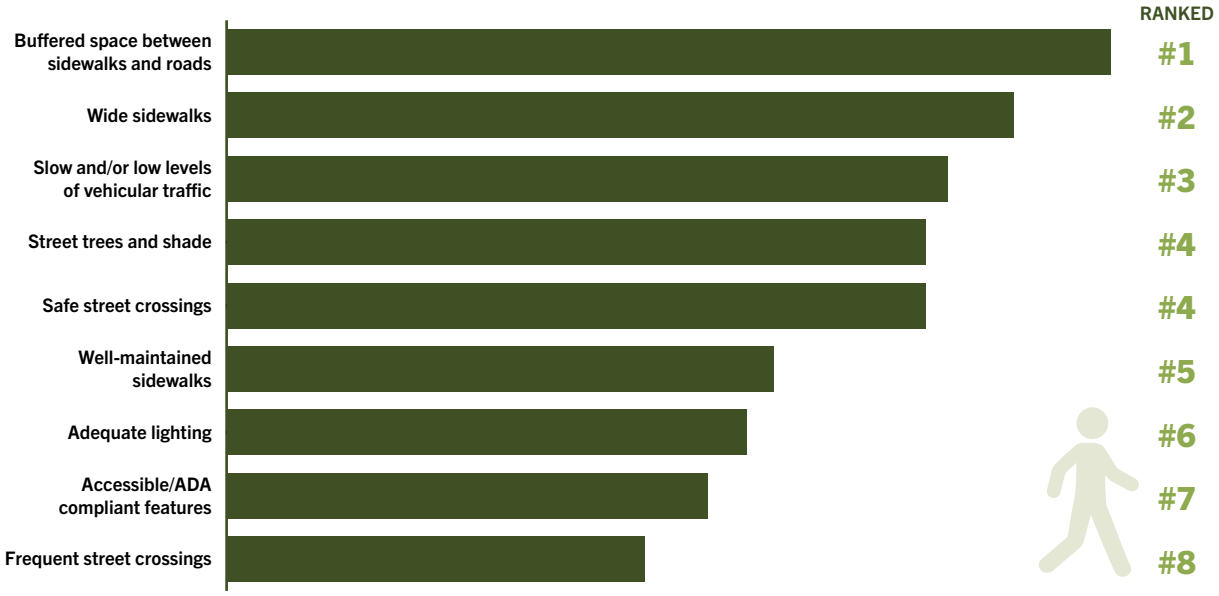
How would you describe yourself when it comes to riding a bicycle?



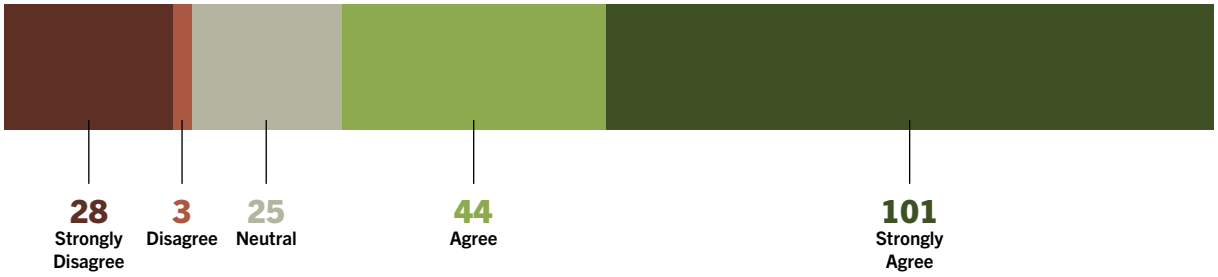
What are some things that prevent you from walking or biking more often?



What is most important to you for a comfortable walking experience? (Ranking question)



I would like to dedicate more investment dollars towards bicycle or pedestrian facilities such as walkways, paved pathways, restrooms, wayfinding signage, etc.



Open-ended Question Response Themes

What would encourage you to walk or bike for transportation more often?

RESPONSE THEME	# COMMENTS	CRITERIA
Infrastructure Improvements	81	Responses indicating a desire for **changes in the physical infrastructure**, such as the construction of new bike lanes, trails, improved crossings, and general enhancements to support walking and biking.
Connectivity	52	Responses emphasizing the **need for improved connectivity between existing paths and trails**, including requests for better-connected routes to destinations like workplaces and shopping areas.
Safety	49	Any response that primarily expressed concerns related to personal safety or the potential danger of biking and walking in certain areas.
Weather and Terrain	21	Feedback related to **weather conditions** impacting the feasibility of walking or biking, as well as comments on the state of sidewalks, trails, and paths in different weather conditions.
Amenities and Comfort	21	Responses indicating a **desire for additional amenities**, such as benches and trees, along walking and biking routes, as well as requests for bike parking and storage facilities.
Traffic Management	14	Concerns or suggestions regarding **traffic management**, including speeding issues and recommendations for better traffic control in neighborhoods.
Travel Distance	10	Concerns related to the **distance between destinations** and ease of getting to destination
Crime and Homelessness	9	Feedback addressing **concerns about crime and suggestions related to addressing homelessness**, with a focus on how these factors impact safety for pedestrians and bikers.
Public Awareness and Education	8	Any suggestion or concern related to the **education of both drivers and the general public regarding pedestrian and bike safety**, including calls for awareness campaigns.
Equipment	6	Owning **equipment that functions properly** or fits the needs of the individual.
Cultural Shift and Community Engagement	4	Responses indicating a **desire for a cultural shift to promote walking and biking**, as well as suggestions for community engagement initiatives.
Incentives and Workplace Support	3	Suggestions or requests for **workplace incentives to encourage walking or biking to work**, as well as comments on the availability of bike-friendly facilities at workplaces and tax incentives.
Specific Trail Requests	3	Explicit requests for the **development or improvement of specific trails or paths**, such as the Skyline Trail or East-West trails.
Public Transportation	2	Feedback expressing a **desire for improved public transportation options**, especially for commuting purposes, and suggestions for enhancements to existing systems.
Concerns About Tax Spending	2	Dissatisfaction or **concerns related to how funds are allocated** and the perceived shift from grant-funded projects to taxpayer-funded initiatives.
Physical Limitations	2	Physical limitations that **hinder the individuals ability to bike or walk** more frequently or for longer distances

What do you like about current walking and biking facilities (trails, sidewalks, bike lanes, neighborhood bikeways, etc.) in Billings and why?

RESPONSE THEME	# COMMENTS	CRITERIA
Trail Quality	111	General comments regarding **preference for or state of the trails and paths**. For example: Separated from roadways, dedicated bike lanes, well lit areas, wayfinding ease, maintenance of trails/paths, scenic views, specific attributes about trails/paths/routes
Existing Routes	66	Specific comments about **existing trails, paths, or routes that are enjoyed or appreciated.**
Accessibility and Connection	52	Remarks about **connectivity and access to trails/paths/routes**, with emphasis on networks of interconnected trails/paths/routes, low- to no-cost, and number of trails/paths.
Infrastructure and Development	26	Feedback on the **development of new biking and walking facilities**, suggestions for infrastructure improvements, such as better signage, lighting, and overall design, requests for more trails/paths, especially connecting different parts of the City, requests for more dedicated bike lanes to enhance safety, requests for improved connectivity between neighborhoods and various parts of the City.
Concerns	23	General **concerns about safety,** especially in high vehicle traffic areas, tax burdens, reckless drivers, general concerns with biking/walking in Billings.
Community Health and Recreation	21	Recognition of **health benefits of walking and biking**, enjoyment of recreational opportunities provided by paths/routes, and general statements about using paths/trails/routes for recreation.

What do you think could be improved about walking and biking facilities (trails, sidewalks, bike lanes, neighborhood bikeways, etc.) in Billings and why?

RESPONSE THEME	# COMMENTS	CRITERIA
Infrastructure Enhancement	96	Responses indicating a desire for **changes in the physical infrastructure**, such as the construction of new bike lanes, trails, improved crossings, signage, general lighting upgrades, and general enhancements to support walking and biking.
Connectivity and Accessibility	54	Remarks about **connectivity and access to trails/paths/routes**, with emphasis on networks of interconnected trails/paths/routes, low- to no-cost, number of trails and paths.
More Parks and Paths	36	Suggestions and comments requesting **additional parks, build out of paths**.
Safety	33	Any response that primarily expressed **concerns related to personal safety**, the potential danger of biking and walking in certain areas, or crime prevention tactics. Requests for **enhanced safety measures** such as upgrades/changes to intersections, 4-way stops, flashing crosswalks, lighting for safety purposes, etc.
Education and Awareness	17	Responses indicating a desire for a **cultural shift to promote walking and biking**, as well as suggestions for community engagement initiatives. Any suggestion or concern related to the **education of both drivers and the general public regarding pedestrian and bike safety**, including calls for awareness campaigns. Publicizing and encouraging the use of trails.
Traffic Management	16	Concerns or suggestions regarding **traffic/vehicle management**, including speeding issues and recommendations for better traffic control in neighborhoods.
Maintenance and Cleanliness	14	Requests and general comments regarding the **general upkeep of bike lanes and paths**, regular litter pickup, and enhanced maintenance.
Amenities and Comfort	14	Responses indicating a desire for **additional amenities**, such as benches, shade trees, water stations, bathrooms, trash cans, etc. along walking and biking routes, as well as requests for bike parking and storage facilities.
Prioritization	7	Requests for **prioritizing infrastructure efforts for active transportation** over purely recreational use, and encouragement for cooperative efforts between city and county areas.
Funding	6	General comments regarding the **funding of new paths**, maintaining paths, or putting funding/dollars towards activities other than biking/walking infrastructure.
Public Transportation	5	Feedback expressing a desire for **improved public transportation options**, especially for commuting purposes, and suggestions for enhancements to existing systems.

Online Interactive Map

The online interactive map allowed the public to explore the existing bicycle and pedestrian network as well as previously planned projects that have yet to be implemented. Participants were prompted to drop markers and draw lines on the map to voice opinions about locations that need bicycle and pedestrian improvements. Map comments are illustrated in Figures 4.1 and 4.2, and are categorized into one of seven categories:

ACCESSIBILITY (6 COMMENTS)

These comments included concerns about barriers to access important destinations or facilities, pointed out facilities that need improvements to accommodate young or inexperienced riders, or identified constrained sidewalks or bike lanes that do not currently meet the needs of all users

CONNECTIVITY (19)

Concerns regarding connectivity focused on connecting the pedestrian and bike network to important origins and destinations, connecting existing fragmented segments and filling in gaps to create a more complete network, leveraging partnerships with developers and local organizations to fill in gaps, coordinating with transit infrastructure to provide multi-modal integration.

INFRASTRUCTURE UPDATE (14)

Residents pointed out specific infrastructure needing maintenance or otherwise not currently meeting the needs of cyclists and pedestrians. These comments also included proposed improvements to existing infrastructure or desired additions.

PROTECTION FROM VEHICLES (28)

These are largely areas that feel unsafe for biking and walking due to a lack of protection from cars. Many of these are unprotected intersections or sections of roads with heavy traffic. Many concerns mentioned speeding as well as overly aggressive or distracted drivers as a barrier to walking and biking, and called for traffic calming, lower speed limits, and physically separated facilities.

CROSSING IMPROVEMENTS (34)

Comments around crossing improvements focused on locations that lack safe pedestrian crossings. These include areas where additional crosswalks are needed or crossings need additional facilities to make them safer, such as more signage, curb bulbouts, or lights. Some residents also suggested grade separated crossings.

PEDESTRIAN EXPERIENCE (7)

Many comments stated the importance and need for an improved pedestrian experience, such as pointing out gaps in the sidewalks, or calling attention to places where adding wider sidewalks, trees, benches, or art would make walking more enjoyable.

OTHER (7)

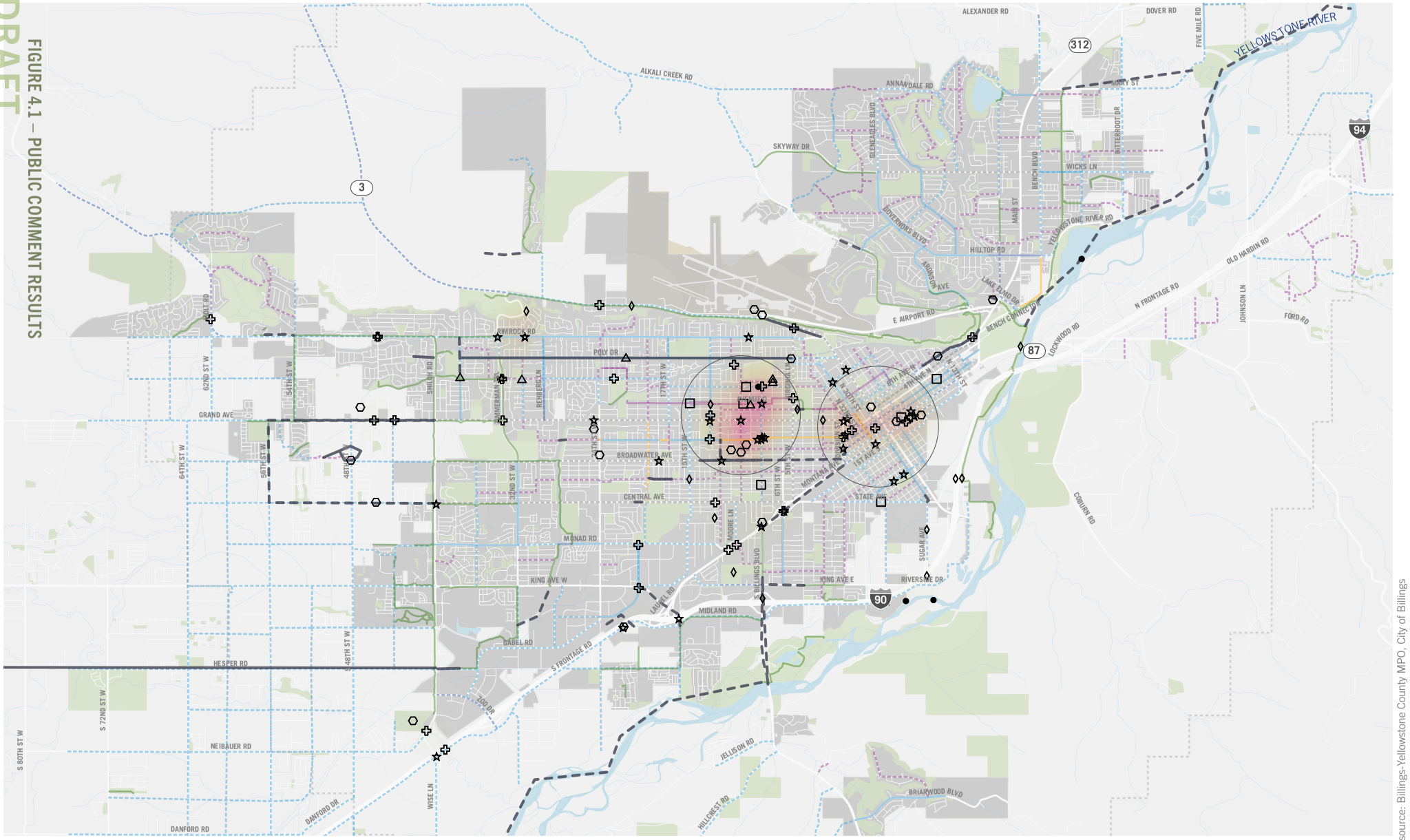
Some of the comments didn't quite fit into the above categories. These included concerns about poor visibility, confusion about trail routes, or questions about specific policies.

LINE SEGMENTS

Some residents chose to draw lines on the map to illustrate their concerns or ideas. These fell into one of two categories: **needed improvements on existing routes**, and **desired new connections**. Needed improvements included comments on trails that need maintenance, better protection from traffic, or other safety improvements to make the experience of walking and biking more comfortable and enjoyable. Comments pointing to new desired connections focused on connecting important origins and destinations that are currently difficult to reach, and suggested extensions of current trails. Corridors that received the most attention included Poly Dr, Broadwater Ave, 6th Ave N, Central and Grand Ave in the West End, and the Yellowstone River.

DRAFT

FIGURE 4.1 – PUBLIC COMMENT RESULTS



PUBLIC COMMENTS

BILLINGS AREA PEDESTRIAN BICYCLE MASTER PLAN &

COMMENT CATEGORIES

- Accessibility
- Connectivity
- Pedestrian Experience
- Infrastructure Update
- Protection from Vehicles
- Crossing Improvements
- Other
- High Density Areas
- Improve Existing
- New Connection

EXISTING BIKE FACILITIES

- Buffered Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Shared Lane Marking
- Share Use Path

PROPOSED FACILITIES

- Bufferd Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Shared Lane Marking
- Visionary

N

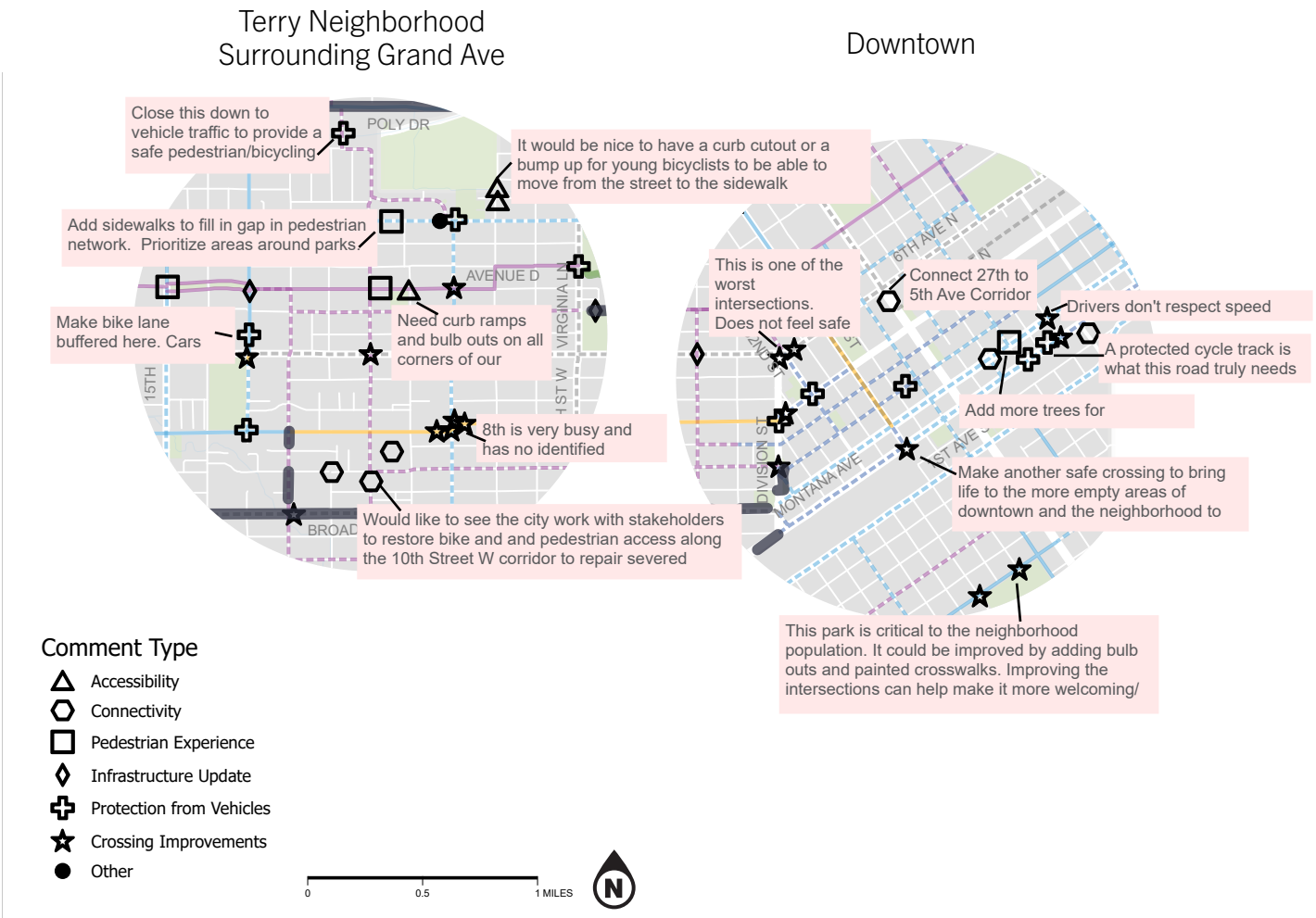
0 2 4 MILES

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

Summary

Overall, Billings residents expressed a strong desire for more protection for pedestrians and cyclists, especially young or less experienced riders. Many residents have concerns about speeding cars and distracted drivers and do not feel like popular streets are comfortable without physical buffers and separation from traffic. Many also suggested reduced speeds would help with safety. Lewis Ave, Broadwater Ave, and Division Street were commonly cited as difficult to cross with current infrastructure, traffic speeds and volumes. Montana Ave, Grand Ave, and the downtown area stood out as places where many residents are calling for more protection.

FIGURE 4.2 – AREAS OF FOCUS



Phase II Outreach

Phase II public outreach took place during the month of July 2024; the public was asked to give feedback on the recommended network. Feedback was gathered via the same online interactive mapping tool used in Phase I. In addition to online outreach, the City facilitated a pop-up event along Poly Drive near Veterans Park to drive more traffic to the online comment map and test ideas for a protected bike lane along Poly Drive using temporary materials. MPO staff also talked with more than 200 people at the 2024 Strawberry Fest about what makes a comfortable walking experience.

Phase II Participation

203
map users

186
map comments from 48 IP addresses

310
total event attendees

990
website visits from 7/1/24-8/5/24

724
unique website users

Online Interactive Map

Similar to Phase I's online interactive map, the Phase II map provided the public with the opportunity to provide feedback on the recommended high-comfort and supplemental networks. Participants were prompted to drop pins along proposed routes and provide feedback to voice support, opposition, or general comments about the project. Figure 4.3 shows a screenshot of the interactive web map. In total, 203 people interacted with the online map and 186 comments were left. Respondents identified things like missing connections and crossings, dangerous path and bike lane conditions, inadequate or poor quality infrastructure, and high speed corridors, among many others. They also indicated what proposed routes they disagreed with and the changes they would make.

Each suggestion from the interactive web map was evaluated by planning and public works staff and considered for inclusion in the final network recommendations based on feasibility and the goals of the plan. Public suggestions that aligned with the plans goals and were evaluated as feasible additions to the network were flagged as "highly possible" or "possible", while others were flagged for further evaluation or no action at all. In all, 11 projects were added to the recommended network based on public suggestions. Figure 4.4 shows the specific locations and feasibility of all the comments that were received.

FIGURE 4.3 – PHASE II PUBLIC COMMENT RESULTS

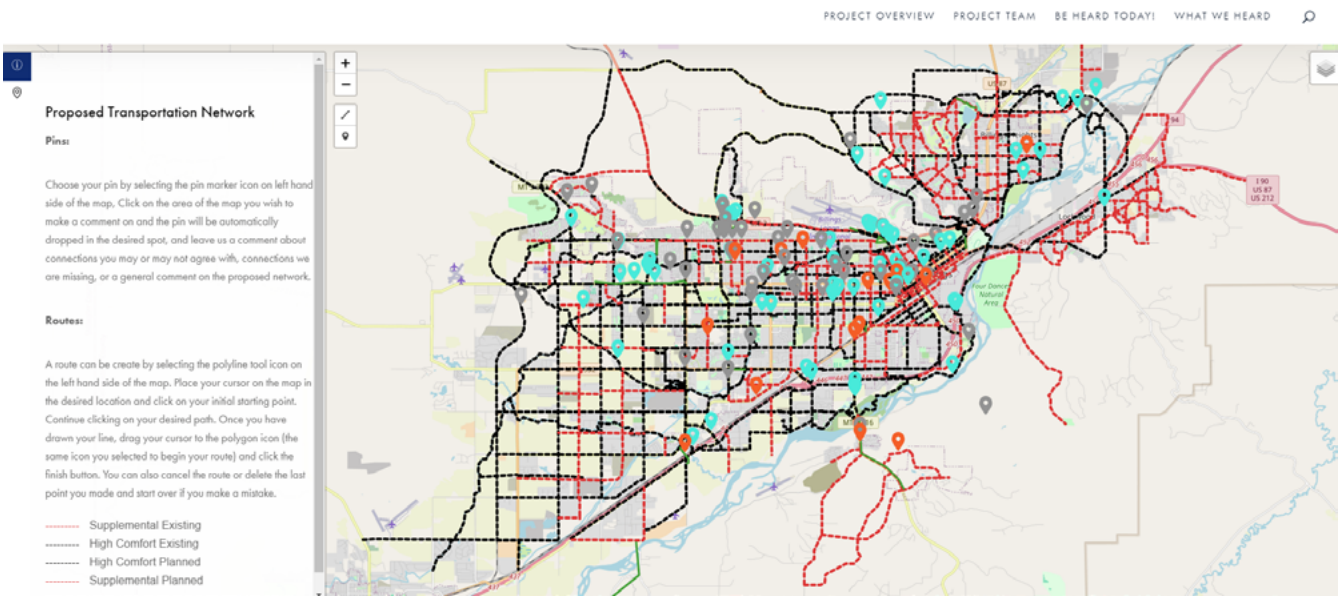


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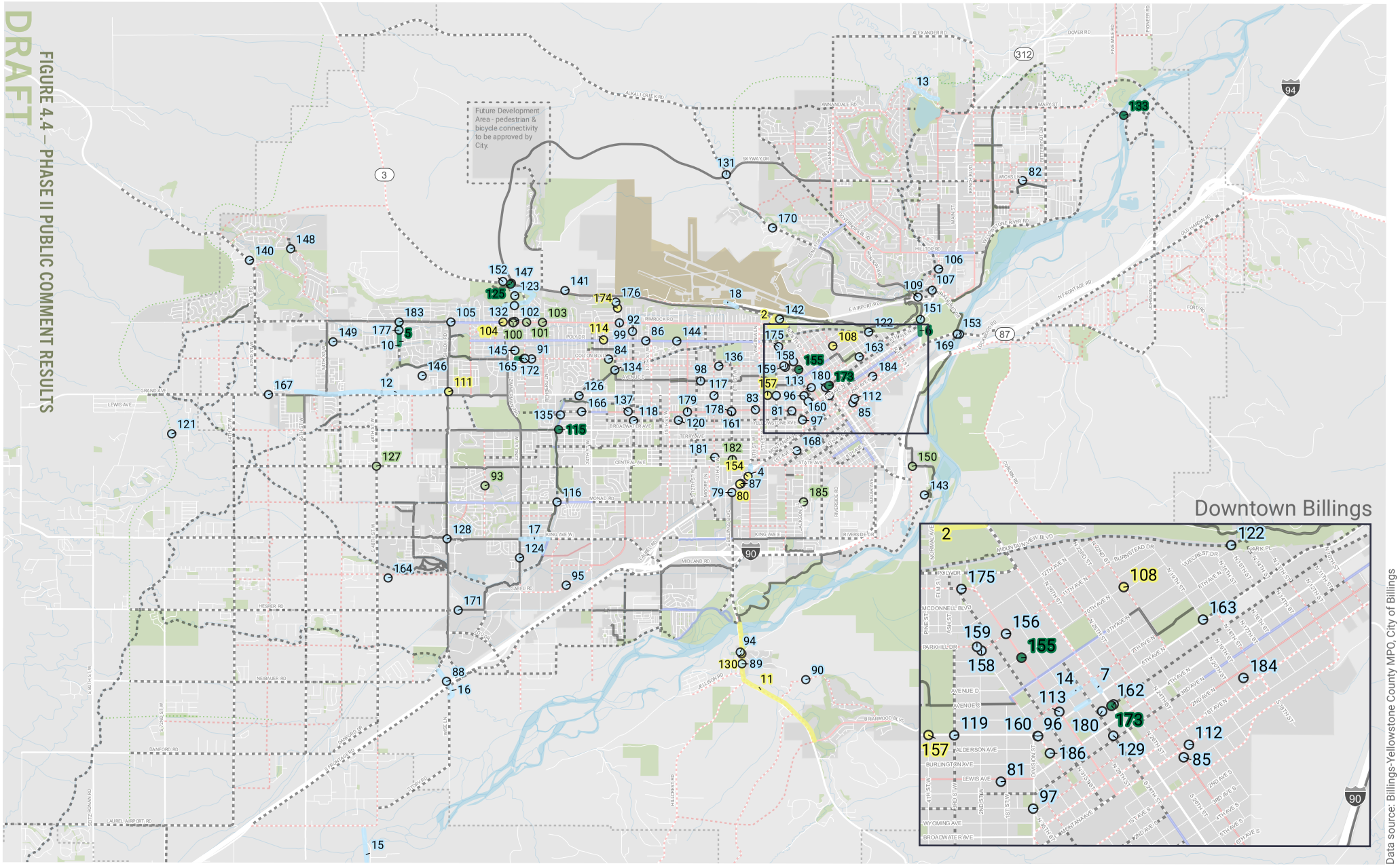
FIGURE 4.4 — PHASE II PUBLIC COMMENT RESULTS



RECOMMENDED NETWORK PUBLIC COMMENTS

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

0 2 4 MILES

Notes:

1. Route alignments and facility types are subject to change pending further study and public input process.

2. "High-comfort" facility types vary depending on context, but imply physical separation from motor vehicle traffic OR a low-speed, low-volume mixed traffic environment.

3. For "supplemental" routes, high-comfort facilities should always be considered and studied for feasibility.

4. Labeled segments are associated with the comments in the Public Suggestions Table, see table for more details.

Active Transportation Network

- High Comfort: Existing, to remain
- High Comfort: Existing, future improvement
- High Comfort: New connection
- Supplemental: Existing, to remain
- Supplemental: New connection
- High Comfort: Future concept

Public Comments

- Highly Possible
- Possible
- Evaluation Needed
- No Action

- Highly Possible
- Evaluation Needed
- No Action

Strawberry Festival

In July, the MPO set up a booth at the annual Strawberry Festival, Billings' largest street festival. Staff gathered input and feedback on people's priorities related to what makes a comfortable walking experience in the City. To engage with the public, they used a pinto bean polling activity, in which each resident who engaged was given three beans to vote on what aspects of comfort were most important to them. 792 votes were cast, and approximately 264 people were engaged during the festival, with the table below providing the details of respondents priorities.

Please note, temperatures topped 100 degrees the day of the outdoor event, which may have influenced the top rank of street trees and shade. During the online outreach, participants said that buffered space between sidewalks and roads, wide sidewalks, and slow and/or low levels of vehicular traffic were most important for a comfortable walking experience. In comparison, Strawberry event attendees were more focused on the condition of the sidewalks and street crossings, in addition to street trees and shade.

What is most important to you for a comfortable walking experience?

PRIORITIES	TOTAL VOTES	PERCENT OF TOTAL VOTES
Street trees and shade	194	24.49%
Well-maintained sidewalk	124	15.66%
Safe street crossings	118	14.90%
Adequate lighting	100	12.63%
Buffered space between sidewalks and roads	66	8.33%
Wide sidewalks	60	7.56%
Slow and low traffic	54	6.82%
Accessibility/ADA compliant features	51	6.44%
Frequent street crossings	25	3.16%

Pop-up Protected Bike Lane

On July 10th, the MPO hosted a pop-up protected bike lane along Poly Dr. near Veterans Park using temporary materials like traffic candles and hay bales. The goal was to test ideas for potential protected bike lanes, promote the plan, and direct more people to the online public comment map for providing feedback on the overall network. In all, 46 people engaged with the demonstration. Feedback on the event was largely positive with attendees remarking that they enjoyed the additional protection from traffic. One attendee remarked that the drivers also seemed more comfortable in their lanes with the additional space afforded to people biking and that drivers tended to swerve away less from the bike lane, indicating that they felt there was a safe distance provided between them and bicyclists in the lane.

CHAPTER 5

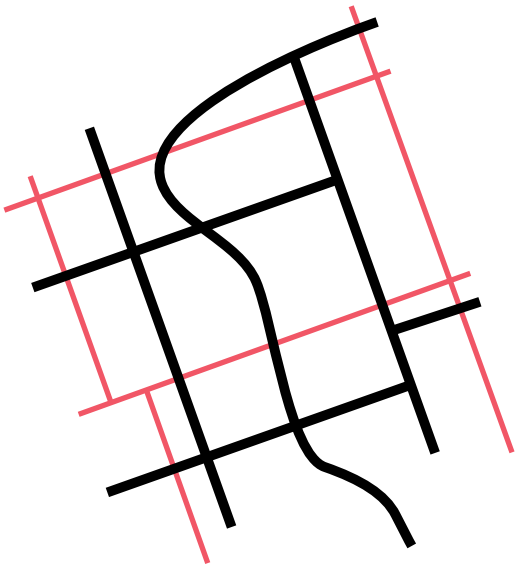
Recommendations

The Network

The recommended bicycle and pedestrian network for the Billings Area builds on previously planned improvements from the 2017 Plan, the existing conditions analysis, and public input. Guided by the goals of this plan, the approach to developing the network was focused on establishing an all-ages-and-abilities network that connects to important destinations in the area. As illustrated on the map in Figure 5.2, planned route improvements are organized into two categories: the high-comfort network and the supplemental network. Please note, recommendations in this plan are subject to change based on development of the upcoming future land use map required by state law and the Transportation Master Plan in development by the City of Billings.

High-Comfort Network

The high-comfort network is meant to be the backbone of the bicycle and pedestrian network and aims to serve a wide variety of bicyclists and pedestrians by emphasizing facility quality and low exposure to motor vehicle traffic. While "high comfort facilities" generally refers to bike facilities in transportation planning vocabulary, high comfort facilities in this plan could include multi-use trails, which are shared by both people who walk and people who bike and roll. Where multi-use trails are implemented after consideration of the surrounding land use and expected user profile, additional consideration should be given to pedestrian crossings of the street.



When implemented, high comfort routes are intended to provide a high-comfort experience where people of all ages and abilities feel confident and safe. Each route in the high-comfort network will require further engineering analysis and public input to determine what specific improvements are appropriate and feasible, but should aim to achieve a post-construction Level of Traffic Stress (LTS) score of LTS 1. It is understood that when design begins, there may be constraints that make it not possible to achieve LTS 1 for some facilities or parts of facilities. If a significant portion of the proposed route is unable to meet LTS 1, Figure 5.1, which is adopted from the *Bikeway Selection Guide from the Federal Highway Administration* (FHWA), may be used to determine alternative solutions.

High-comfort network improvements are typically prioritized before other connections, but may require more effort and resources to implement. See pages 54-60 for more guidance on selecting the appropriate facility.

Supplemental Network

The supplemental network augments the high-comfort network and includes other connections to destinations. It emphasizes making connections, even if high-comfort facilities are not provided; however, high-comfort facilities should always be considered when implementing the supplemental network. The supplemental network will likely consist primarily of striped bike lanes and shared lane markings. While investments should be focused first on completing the high-comfort network, supplemental network improvements may be implemented before high-comfort connections as opportunities arise (e.g., pavement preservation projects, new development, etc.).

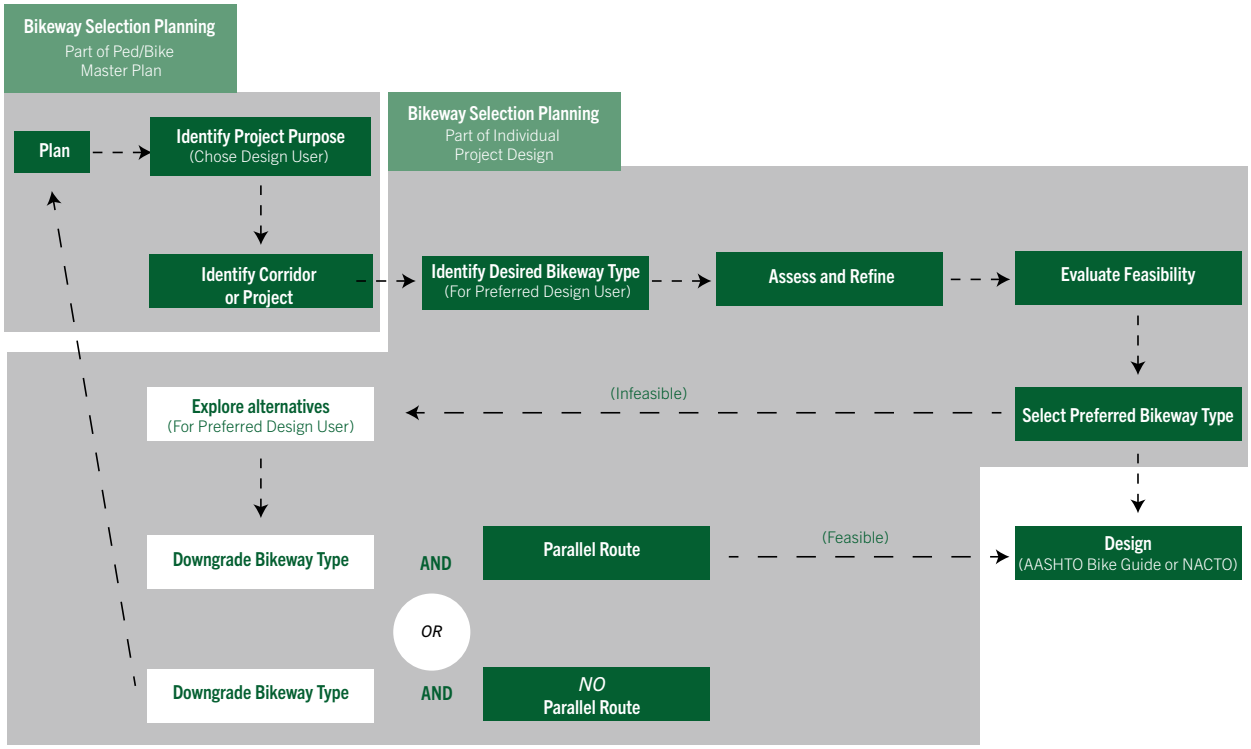
High-Comfort Routes

- Intended to serve all ages and abilities by mitigating exposure to motor vehicle traffic
- Physical separation may not be required depending on roadway context

Supplemental Routes

- Provides additional connections
- May not be feasible or practical to implement high-comfort facilities

FIGURE 5.1 - SUGGESTED PROCESS FOR SELECTING FACILITY TYPE
ADOPTED FROM FHWA BIKEWAY SELECTION PROCESS AND GUIDE OUTLINE



Pedestrian Considerations

Everyone is a pedestrian at some point in their journey, regardless of whether their primary mode is driving, bicycling, riding transit, or walking. Therefore, the Billings area aims for every roadway and trail corridor to be accessible and safe for people walking and using mobility devices. Improvements to the bikeway and trail network inherently benefit both bicyclists and pedestrians. On-street bikeways create a slower, calmer environment for all roadway users, including pedestrians, and shared use paths provide a physically separated pedestrian way. Converting one-way streets to two-way can help slow traffic and increase pedestrian level of comfort.

Pedestrian improvements should be considered on all routes, not just the network identified in Figure 5.2. As previously mentioned, some of these high comfort routes, in the form of shared use paths, are expected to serve pedestrians as well as people biking. Where shared use paths are implemented, designers can consult, “Safe Transportation for Every Pedestrian” or STEP safety counter measures as a guideline for

improving pedestrian crossings. STEP measures are one tool to use in conjunction with other design guidance and federal requirements. STEP measures come from the Federal Highway Administration and include:

- Raised Crosswalks
- In Street Pedestrian Signs
- Advanced "yield here to" Markings and Signage
- Pedestrian Refuge Islands
- Curb Extensions and Bulbouts
- Road Diets
- Grade Separation

Appropriate countermeasures based on speed, volume, and roadway configuration can be determined by reviewing the following tables for uncontrolled crossings.

While this plan groups pedestrian projects with bike projects, previous and future planning efforts specify or will specify additional pedestrian improvements, such as missing sidewalks and enhanced crosswalks. The Safe Routes to School Plan Update, Phase 1 and Phase 2, both completed by the MPO, address pedestrian and biking projects around schools in the urbanized area. Additionally, the standard is to include sidewalks with new streets, the City of Billings Complete Streets Policy ensures all modes are considered on arterial road projects, and the City of Billings subdivision regulations require shared-use paths to be installed with some subdivisions.

Additionally, soon after the completion of this plan the City of Billings will develop a Transportation Master Plan, which may include more robust standards and guidelines for the design and construction of pedestrian facilities along Billings' roadways.

While covered by other documents such as the subdivision regulations, some considerations to guide development of recommended pedestrian realm

TABLE 5.1 – FHWA APPLICATION OF PEDESTRIAN CRASH COUNTERMEASURES BY ROADWAY FEATURE

Roadway Configuration	**Posted Speed Limit and AADT** (Annual Average Daily Traffic)								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 6 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 6 8 ❾

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

treatments in the Transportation Master Plan include:

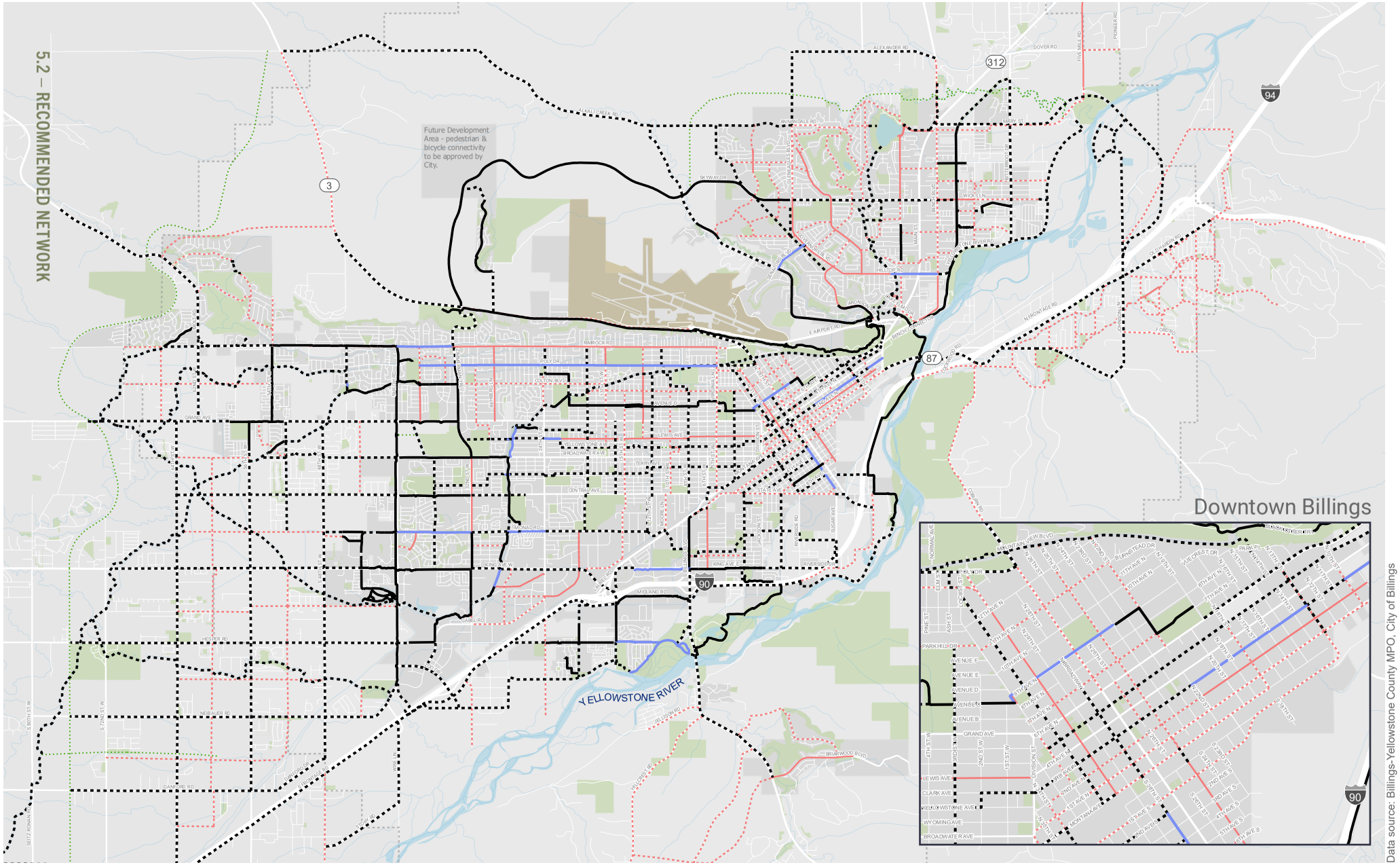
- Sidewalk widths
- How buffer zones, and building frontage zones (if applicable) should react to both pedestrian demand and vehicular roadway characteristics
- Levels of pedestrian demand based on adjacent land uses and by the presence of transit stops. Corridors with a higher density of fronting land uses and transit service typically require greater allocation of space for wider sidewalks, buffer/amenity zones, and space between storefronts and the travelled pedestrian way. Lower intensity adjacent land uses, such as single-family residential neighborhoods, experience less pedestrian demand.

Based on public input from both phases, residents show a clear preference for boulevard sidewalks. Boulevard sidewalks have a buffer, generally 5 feet wide, between the sidewalk and the street which helps increase the level of comfort.

Residents also show a preference for traffic calming, and safe street crossing based on the fact that the highest number of survey respondents responded that they "do not feel safe and worry about interacting with cars" when asked what prevents them from walking and biking more. Slow and/or low levels of vehicular traffic ranked as #3 for the online survey when asking what is most important for a comfortable walking exierence. Safe street crossings ranked as the third most important factor for a comfortable walking expierence from the Strawberry Festival poll.

TABLE 5.2 – SAFETY ISSUES ADDRESSED PER COUNTERMEASURE

COUNTERMEASURES	CONFLICTS AT CROSSING LOCATIONS	EXCESSIVE VEHICLE SPEED	INADEQUATE CONSPICUITY/ VISIBILITY	DRIVERS NOT YIELDING TO PEDESTRIANS	INSUFFICIENT SEPARATION FROM TRAFFIC
Crosswalk visibility enhancement	X	X	X	X	X
High-visibility crosswalk markings	X		X	X	
Parking restriction on crosswalk approach	X		X	X	
Improved nighttime lighting	X		X		
Advanced "yield here to"markings and signage	X		X	X	X
In-Street Pedestrian Crossing sign	X	X	X	X	
Curb extension	X	X	X		X
Raised crosswalk	X	X	X	X	
Pedestrian refuge island	X	X	X		X
Pedestrian Hybrid Beacon	X	X	X	X	
Road Diet	X	X	X		X
Rectangular Rapid-Flashing Beacon	X		X	X	X



RECOMMENDED NETWORK

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

DRAFT

0 2 4 MILES

Notes:

1. Route alignments and facility types are subject to change pending further study and public input process.

2. "High-comfort" facility types vary depending on context, but imply physical separation from motor vehicle traffic OR a low-speed, low-volume mixed traffic environment.

3. For "supplemental" routes, high-comfort facilities should always be considered and studied for feasibility.

- High Comfort: Existing, to remain
- High Comfort: Existing, future improvement
- High Comfort: New connection
- Supplemental: Existing, to remain
- Supplemental: New connection
- High Comfort: Future concept

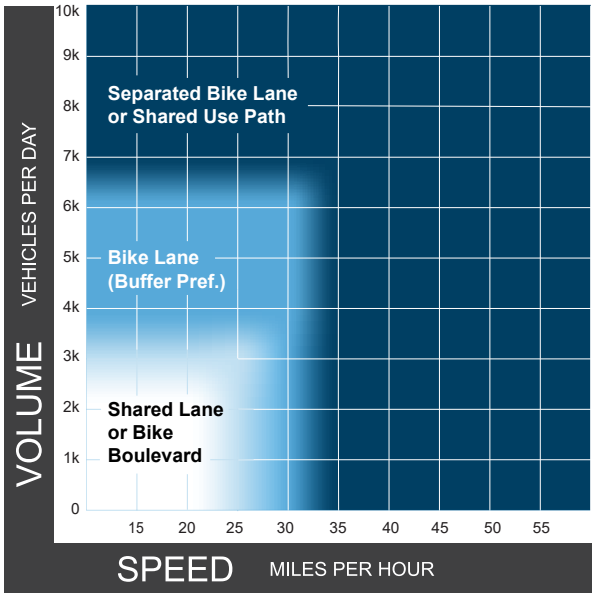
Data source: Billings-Yellowstone County MPO, City of Billings

Selecting the Appropriate High Comfort Facility

Figure 5.2 does not identify specific facility types, but instead indicates where the MPO intends to prioritize high-comfort facilities. Each project will be addressed individually and assessed for available right-of-way, public support, and any engineering constraints impacting project feasibility. Figure 5.3 is a resource developed by the Federal Highway Administration (FHWA) to guide decision making for appropriate facility type selection based on roadway speeds and volumes.

FIGURE 5.3 – FHWA BIKEWAY SELECTION MATRIX

Chart assumes operating speeds are similar to posted speeds; use operating speeds if available



While there is flexibility in the chart above, the *Separated Bike Lanes on High Speed Roadways* report from FHWA notes that "The FHWA Bikeway Selection Guide advises planners to propose separated bike lanes on all higher speed roads in order to meet an all-ages-and-abilities goal" and later states that "Higher speed roadways were defined for the purpose of this guide as roadways with a posted speed limit of 35 mph or greater."

Facility Toolbox

The following pages outline best practices for various bicycle and pedestrian facility types. Thresholds for roadway speeds and volumes are based on national guidance for achieving a high-comfort, or all-ages-and-abilities, network. The designs referenced below are for high comfort facilities; the supplemental network may use facilities like bike lanes on roads with high speeds and volumes than listed below.

When implementing improvements to a route, engineering judgement should be used to determine the most appropriate facility type based on available right-of-way, roadway characteristics, land use context, and public input. In addition to the considerations in this chapter, the City of Billings references the *Heritage Trail Design* document when designing trail and bikeway facilities. Those design standards can be found here: https://mt-billingspublicworks.civicplus.com/DocumentCenter/View/101/Design-Standards-PDF The latest standards for high comfort facilities can be found in publications such as the *Guide for the Development of Bicycle Facilities* from the American Association of State Highway and Transportation Officials (AASHTO) or the *Urban Bikeway Design Guide* from the National Association of City Transportation Officials (NACTO). New versions of both of these documents were published in late 2024 and early 2025 respectively. Additional design guidance from governmental agencies such as FHWA may be referenced during the design process

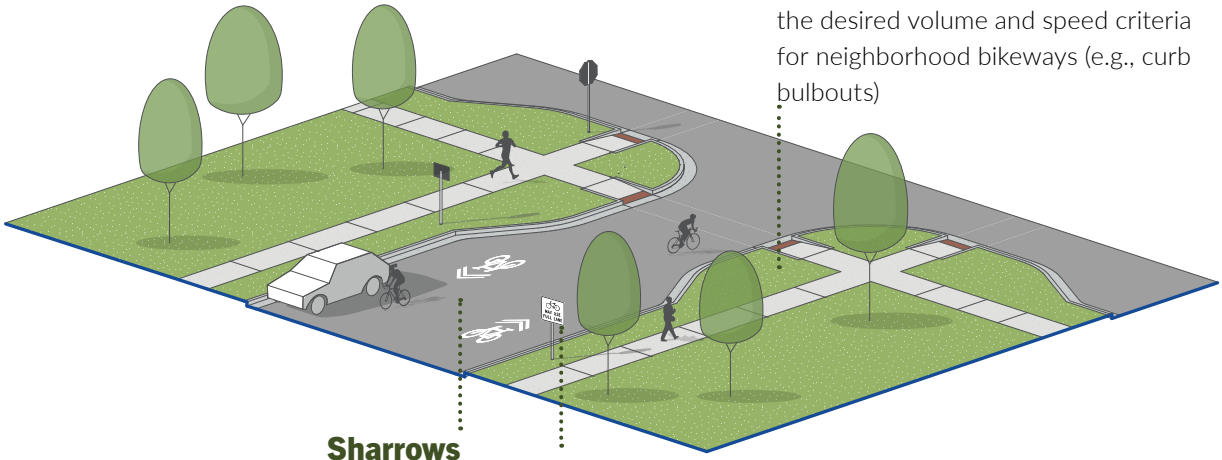
Crossings

High comfort routes should utilize high comfort crossings to accommodate users of all ages and abilities. Designers should reference the latest national guidance from organizations such as the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), and the American Association of State Highway and Transportation Officials (AASHTO) to create crossings that feel comfortable for everyone from families with children to seniors.

Neighborhood Bikeways

Traffic Calming

Traffic calming measures can be implemented as required to achieve the desired volume and speed criteria for neighborhood bikeways (e.g., curb bulbouts)



Sharrows

Shared lane markings (sharrows) may be used to assist cyclists with lateral positioning, to alert road users, etc

Signage

Branded wayfinding signage from the approved Billings Wayfinding Signage Plan and regulatory signage as required by the Manual on Uniform Traffic Control Devices (MUTCD) marks the route

Neighborhood Bikeways are generally quiet neighborhood streets with lower vehicle volumes & speeds. Bicyclists and pedestrians are prioritized by managing speeds and volumes via traffic calming elements. Signage, pavement markings, and safe crossings at busy streets are also incorporated. These improvements will need to be determined on a case-by-case basis, studied, and recommended by the project designer.

FHWA High-Comfort Guidelines

Volume: ≤ 3,000 vehicles per day

Roadway Speed: ≤ 25 MPH

If Need, Paired With: Traffic Calming, Wayfinding

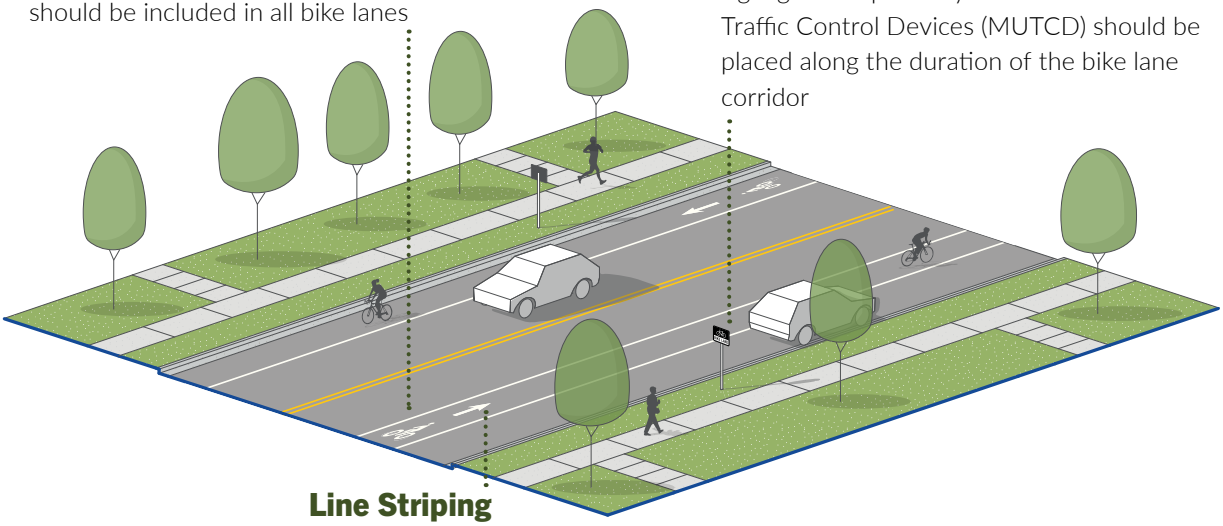
Bike Lanes

Bike Lane Symbol

The standard bike lane pavement legend should be included in all bike lanes

Signage

Branded wayfinding signage from the approved Billings Wayfinding Signage Plan and regulatory signage as required by the Manual on Uniform Traffic Control Devices (MUTCD) should be placed along the duration of the bike lane corridor



Line Striping

Striped lines should be placed to visually separate vehicle traffic and parking spaces from bike lane traffic

Bike Lanes designate exclusive space for bicyclists through the use of striping, pavement markings, and signage. They are located adjacent to motor vehicle travel lanes and are typically used in the same direction of traffic flow, however contra-flow lanes are sometimes implemented along one-way streets. More width should be provided adjacent to on-street parking.

FHWA High-Comfort Guidelines

Volume: ~2,500-less than 7,000 vehicles per day

Roadway Speed: ~25-less than 35 MPH

Width

Refer to latest *Guide for the Development of Bicycle Facilities* from AASHTO or *Urban Bikeway Design Guide* from NACTO

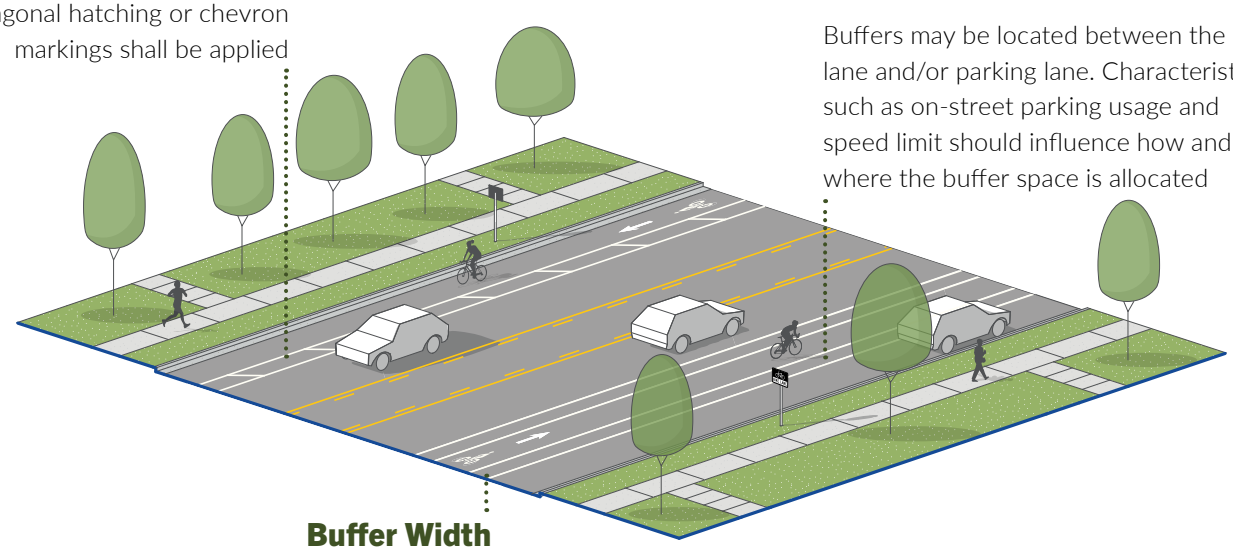
Buffered Bike Lanes

Buffer Striping

If a buffer is wider than 3', diagonal hatching or chevron markings shall be applied

Buffer Placement

Buffers may be located between the bike lane and/or parking lane. Characteristics such as on-street parking usage and speed limit should influence how and where the buffer space is allocated



Buffer Width

Buffers should be a minimum of 18" in width. However, wider is preferred

Buffered Bike Lanes are similar to bike lanes, but include an additional striped buffer to provide visual separation between the bike lane and the adjacent motor vehicle travel lane and/or parking lane.

FHWA High-Comfort Guidelines

Volume: ~2,500-less than 7,000 vehicles

Roadway Speed: 25-less than 35 MPH

Width

Refer to latest *Guide for the Development of Bicycle Facilities* from AASHTO or *Urban Bikeway Design Guide* from NACTO

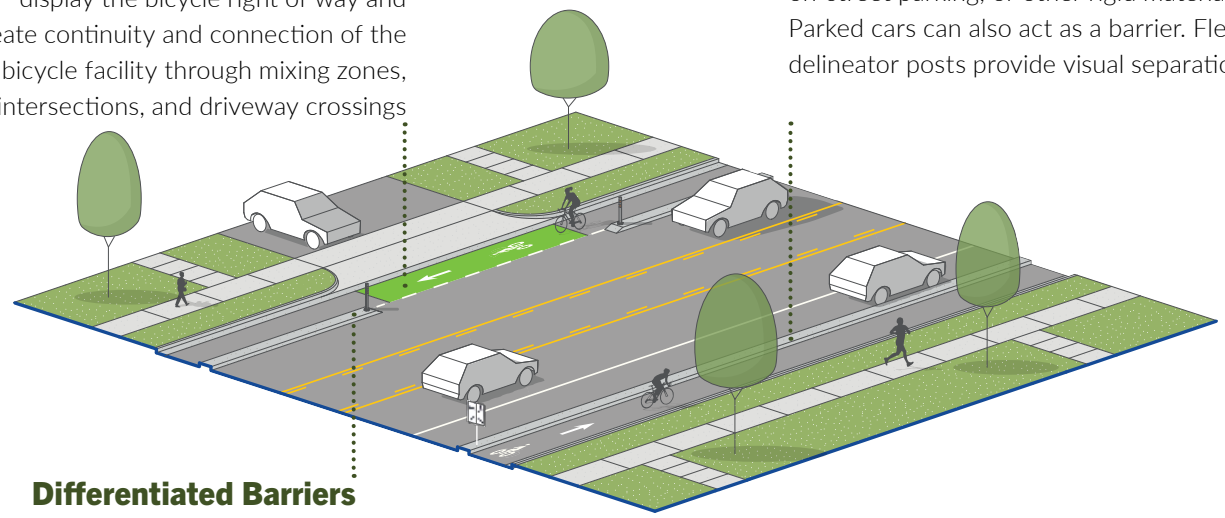
Separated Bike Lanes

Conflict Markings

If included, green conflict markings display the bicycle right of way and create continuity and connection of the bicycle facility through mixing zones, intersections, and driveway crossings

Physical Barrier

Materials for barriers may include concrete curbing, jersey barriers, bollards, planters, on-street parking, or other rigid materials. Parked cars can also act as a barrier. Flexible delineator posts provide visual separation



Differentiated Barriers

A physical barrier should be clearly marked at an intersection or driveway through the use of a colored surface and/or delineators

Separated Bike Lanes are on-street bikeways that are physically separated from vehicle traffic by a vertical element between the bikeway and vehicular travel lane. They typically share the same elevation as the travel lanes, but the bikeway could also be raised above the street level, either at or below sidewalk level.

FHWA High-Comfort Guidelines

Volume: 7,000+ vehicles per day

Roadway Speed: 30+ MPH

Width

Refer to latest *Guide for the Development of Bicycle Facilities* from AASHTO or *Urban Bikeway Design Guide* from NACTO

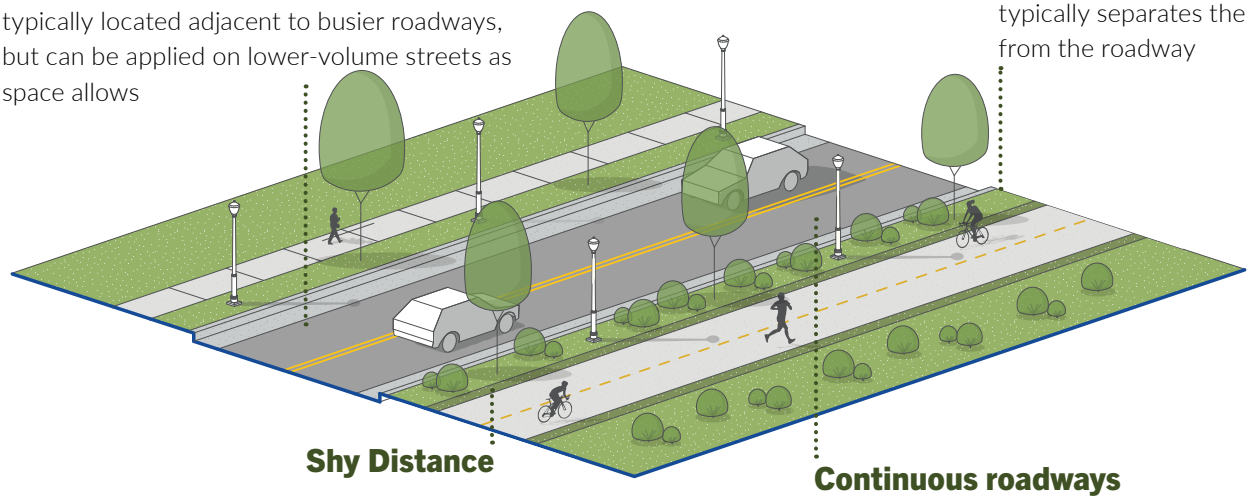
Shared Use Path (Parallel to Roadway)

Typical Location

Shared use paths parallel to roadways are typically located adjacent to busier roadways, but can be applied on lower-volume streets as space allows

Buffer

A paved or landscaped buffer typically separates the sidepath from the roadway



Shy Distance

A clear or shy zone between edge of sidepath and any vertical obstructions such as utility poles, signs, or trees allows the full width of the trail to be used effectively

Continuous roadways

Sidepaths are applied most effectively on roadways with limited driveway entrances/ exits. At driveways, sidepaths should maintain the grade wherever possible

Shared Use Paths, parallel to roadways, are paved off-street pathways that run alongside roadways and are designed to accommodate two-way, non-motorized travel, including bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. They are preferable for bicyclists of all skill levels due to their separation from traffic.

FHWA High-Comfort Guidelines

Volume: 7,000+ vehicles per day

Roadway Speed: 30+ MPH

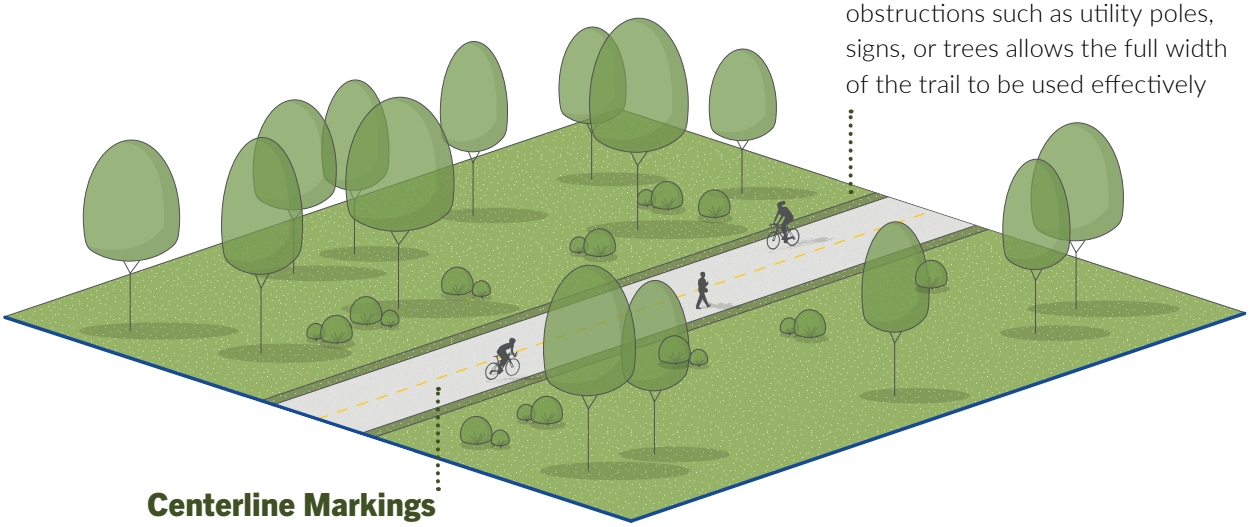
Width

Refer to latest *Guide for the Development of Bicycle Facilities* from AASHTO or *Urban Bikeway Design Guide* from NACTO or local subdivision regulations

Shared Use Path

Shy Distance

A clear or shy zone between edge of sidepath and any vertical obstructions such as utility poles, signs, or trees allows the full width of the trail to be used effectively



Centerline Markings

Centerline markings may be used, and are especially recommended in congested areas, at intersection approaches, or where visibility concerns exist

Shared Use Paths, or trails, are paved off-street pathways that are completely separated from the roadway and can serve both recreation and transportation-related trips. When located away from roadways, they are desirable for all skill levels, given minimal street crossings.

Width

Refer to latest *Guide for the Development of Bicycle Facilities* from AASHTO or *Urban Bikeway Design Guide* from NACTO or local subdivision regulations

Program & Policy Recommendations

In addition to making physical improvements to the bicycle and pedestrian network, the Billings Area is committed to improving the safety and convenience for people walking and bicycling through non-infrastructure initiatives, or programs and policies. Table 5.3 provides a list of program and policy recommendations that aim to make the Billings Area a more walkable and bikeable area.

TABLE 5.3 – PROGRAM & POLICY RECOMMENDATIONS

PROGRAM NAME	TYPE	DESCRIPTION	STATUS	FUTURE RECOMMENDATIONS
Bicycling Skills Training	Education	Provide bicyclists with needed road and riding skills	Current efforts include: Kids In Motion (KIM) curriculum still being distributed to Health Enhancement Teachers prior to KIM visits; Waves and Wheels at the Oasis and the education provided by the Lockwood Pedestrian Safety District. City staff are unsure how many Health Enhancement teachers implement the KIM curriculum. Having a dedicated staff member to provide the teach the lessons to students would be a benefit.	Organize staff member visits to schools
Road User Respect Campaign	Education	Increase respectful behavior between bicyclists, pedestrians, and motorists	Take the Hi Road PSAs, which were a partnership between TrailNet and Public Works still sometimes run.	Discuss with Billings TrailNet to see if they would consider running additional PSAs.
Education about traffic laws and how to use new infrastructure	Education	Educate both drivers and walkers/bikers about the laws related to sharing the road	A Safe Routes to School educational campaign funded by a Safe Streets for All grant from the US Department of Transportation will address this.	Develop campaign. In addition to covering laws such as yielding to crosswalk users, consider educating pedestrians on how to use ped activated lights (RRFBs)
Share the Trail Campaign	Education	Encourage responsible, respectful behavior by trail users	Trail etiquette signs are beginning to be implemented as part of the wayfinding signage. Funding and time is needed to map out signs.	Continue implementing signage and explore other outlets such as social media.
Bicycling and Trails Website	Education	Provide Billings bicycling information on a single website	Website exists, but some information is old	Continue to update

PROGRAM NAME	TYPE	DESCRIPTION	STATUS	FUTURE RECOMMENDATIONS
Coordination with MET Transit	Education and Encouragement	Promote MET Transit to help residents extend active trips	The Commuter Challenge includes MET Transit and recent outreach events, including for this plan, have targeted MET Transit riders. Use of the bike racks on MET buses has skyrocketed from 8,662 uses in 2023 to 14,421 uses in 2024.	Continue to encourage use of MET Transit and explore options to introduce walkers, bikers and rollers to using MET for longer trips or in the winter.
Bike Month	Encouragement	Encouraging bicycling to work and school through fun, social activities and incentives	The program is in progress. In May, RiverStone Health helps organize bike/walk to school competitions. Commuter Challenge takes place in June, which is mainly for adults.	Continue program while brainstorming ways to involve businesses and partners. It may be possible to combine with bicycle benefits program.
Bikeshare System	Encouragement	Promote work-related trips by bicycle; reduce daytime vehicle trips	Bike and Scooter Share Feasibility study completed in 2020. Several companies have approached Billings about bringing shared micromobility to town. Staff want to develop an RFP for potential providers.	City to consider development of an RFP to define priorities and implementation.
Bicycle Benefits Program	Encouragement	Create incentives for bicycling by partnering with local businesses to provide discounts on purchases for registered bicyclists	Incentives offered annually as part of Commuter Challenge but not year round.	Explore options for combining program with Bike Month.
Bicycle and Trails Map	Encouragement	Provide route and facility information, as well as highlight walking and bicycling destinations	An app has also been created. Multiple different entities distribute their own materials. Consolidation of information would ensure consistent information is distributed.	Continue to distribute maps and update app.
Walking to School Promotion	Encouragement	Facilitate activities that get students excited about walking to school.	RiverStone Health currently runs a committee that helps get walking school buses started, “Walktober”, and more.	Continue supporting walk to school activities.

PROGRAM NAME	TYPE	DESCRIPTION	STATUS	FUTURE RECOMMENDATIONS
Wayfinding Signage	Encouragement	Increase navigability of the shared use path and bikeway system	Wayfinding signage is being implemented with new shared use path and bikeway projects.	Continue implementing wayfinding signage along new and existing facilities.
Safety Equipment Use	Encouragement	Encourage the use of bicycle lights, helmets, and reflective clothing by promoting the use of this equipment and hosting equipment giveaways	Lockwood Ped. Safety District gives away some helmets and reflective slap bands to 4th graders in May. Previously, the school district had a grant from St. Vincent Healthcare (now Intermountain Health) to sell helmets to students at $5/helmet, but the grant funding was exhausted. Both hospitals sell low cost helmets, but they are not free. Gifted and talented students from grades 2-3 in Billings Public Schools developed a campaign to fund free helmets and as of this writing have fundraised for about 270 helmets.	Encourage organizations and school districts to coordinate their efforts, sharing resources, establishing best practices, and program development costs.
Organized Bicycle Rides	Encouragement	Organize critical mass rides to raise awareness of bicyclists in the community	Tour de Fleur, a bicycling event by Billings TrailNet, has occurred annually since 2016. The Commuter Challenge has done a "Slow Walk/ Roll" for its kickoff event for several years.	Continue to support rides, as well as organize rides with different purposes: accessibility, youth rides, etc.
Fun Runs	Encouragement	Use of trails for running/ walking events	Many fun runs/runs exist throughout the community. Some use trails or the neighborhood bikeway.	Continue to organize more events
Conduct walkability, accessibility, and park audits	Encouragement	Conduct audits in the city's parks to assess accessibility conditions, lighting, and improve safety	Healthy By Design completed a Parks RX program where they evaluated two parks and created walking route maps showing conditions on the trails. Crime Prevention Through Environmental Design (CPTED) is a City priority, and the City has conducted CPTED audits on some parks.	Formalize Billings' CPTED criteria and lead walking audits
City of Billings Bicycle Friendly Business (BFB)	Encouragement	Encourage employees to commute by bicycle through programs and on-site bicycle parking	With developments such as the new City Hall containing indoor bike parking, applying for BFB status could lead to the City becoming certified.	City of Billings should apply for BFB status, encouraging businesses around Billings to also take steps to achieve BFB status as well

PROGRAM NAME	TYPE	DESCRIPTION	STATUS	FUTURE RECOMMENDATIONS
Street Trees	Encouragement	Increase the number of street trees in Billings to help provide pedestrians protection from sun and extreme heat.	Street trees and shade rose to the top of the list of elements important for creating a comfortable walking experience during the Strawberry Fest outreach event. Parks and Recreation has a grant to plant street trees in Billings and trees are now required through the City of Billings zoning code in some districts.	Continue implementation of the tree grant from Parks and Recreation and discuss tree planting as an important part of walkability.
Lighting	Encouragement	Promote street lighting as an important element of walkability.	Lighting was one of the top 3 most important elements for creating a comfortable walking experience to Strawberry Festival participants. Lighting is now required in residential subdivisions in the City.	Implement lighting through the subdivision process and look for ways to incorporate lighting into new and existing bicycle and pedestrian facilities.
Boulevard Sidewalks	Encouragement	Continue to require and build sidewalks with a boulevard (buffer) between the sidewalk and the street.	During public outreach, Billings residents showed a clear preference for separation between the sidewalk and the street. Boulevards (buffers) are required by City subdivision regulations and are the standard for City projects, unless space does not allow.	Continue building boulevard sidewalks. Incorporate boulevards into the Transportation Master Plan recommendations.
Volunteer Bike Patrol Unit (VBPU)	Enforcement	The VBPU patrols the city's bike trails and parks and leads bike patrols in identified hot spot areas to report suspicious activities. Volunteers more commonly serve as "trail ambassadors," providing a positive presence on the trail system to help people feel safe.	The program is currently paused, however the Bicycle Advisory Committee would like it to continue.	Follow up with Bicycle Advisory Committee and City Police Volunteer Coordinator
Increase Traffic Enforcement	Enforcement	Increase the budget for traffic enforcement in the City of Billings to allow additional officers to be assigned to traffic detail	A Safety mill levy, which passed several years ago, provided more funding for police officers, including traffic enforcement.	Continue a focus on traffic enforcement

PROGRAM NAME	TYPE	DESCRIPTION	STATUS	FUTURE RECOMMENDATIONS
Establish Comprehensive Counts Program	Evaluation	Collect data on bicycling and trail use using automated counters	In recent years, the City has shifted entirely to automatic counts. Due to this, not as many ped. counts have been taken. There is one counting device available for year round pedestrian counts. It was previously placed at Skypoint, but is out of commission while more permanent housing is made for the counter. There is also one set of permanent bike lane counters on Poly and two permanent trail counters.	Continue current program and add additional counters, both temporary and permanent
Bicycle-Friendly Communities Designation	Evaluation	Assess progress and celebrate success made towards improving bicycling conditions	The application is every couple years. The City recently reapplied and was awarded bronze.	Review report card and reapply when necessary
Measuring the Street	Evaluation	Before and after the installation of new bikeway or trail facilities, collect data on bicycle, pedestrian, and motor vehicle volumes, crashes, and motor vehicle speeds	The City has conducted this process on a neighborhood bikeway, and will continue to conduct them on future facilities.	Continue to conduct studies and develop a findings report for each
Maintenance Documentation and Cost Estimation	Evaluation	Complete assessment the maintenance costs of walking and biking facilities.	The Street and Traffic Division is working on putting together a more accurate cost estimate of maintenance costs for pedestrian and bicycle infrastructure. The Parks Department has an estimated per mile cost of maintaining shared use paths in their care. Additional costs for shared use paths and bike lanes include snow plowing, mowing, water/irrigation, crosswalk painting, replacing Rectangular Rapid Flashing Beacons, adding accessible ramps, seal coating, surface maintenance, and occasional sign replacement. The City maintains shared use paths and trails while property owners are responsible for maintenance of most sidewalks. Future protected bike lanes will also need to consider maintenance of any provided barrier such as flex posts and will see an increased cost of maintenance as it related to snow removal and sweeping and maintenance of any intersection paint.	Continue working on estimation of maintenance costs for existing and future types of pedestrian and bicycle infrastructure.

PROGRAM NAME	TYPE	DESCRIPTION	STATUS	FUTURE RECOMMENDATIONS
Bicycle Kitchen	Equity	Bike Kitchens teach people of all ages and backgrounds how to repair bicycles. Through bike repair and bicycle related projects, bike kitchen organizations promote personal development and provide leadership opportunities.	Currently, no Bicycle Kitchens exist in Billings.	Explore program feasibility and potential partners
Bicycle Giveaways	Equity	Provide bicycles, bike education, bike safety equipment, and locks to low income children, veterans, people in substance abuse programs, and people in half-way houses.	The Lockwood Pedestrian Safety District gives away a few bikes a year to students in need. KIM provides an educational campaign for schools it visits.	Continue and support current programs
Bicycle Advocacy	Equity	Educate local and state governments about the needs of active transportation users.	There are many opportunities for engagement, including BPAC's annual presentation to governing bodies, presentations as part of plans, and others. Bike Walk Montana works with the state legislature.	Continue to engage with state and local governments

CHAPTER 6

Implementation Strategy

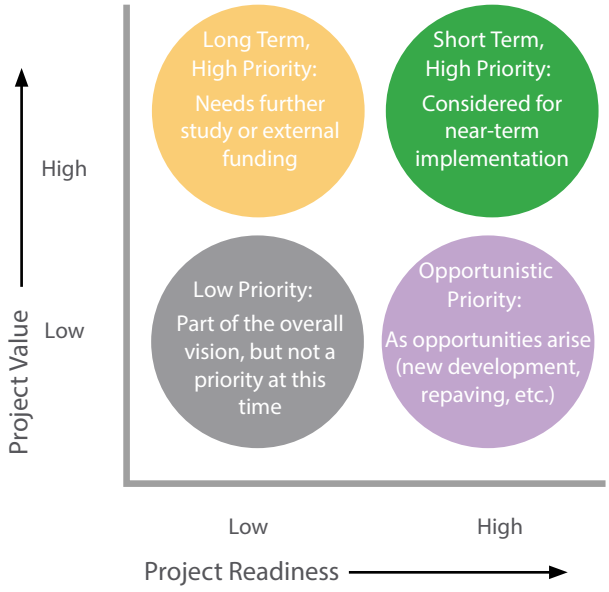
Prioritization & Implementation

Chapter 6 details the MPO's approach for prioritizing projects, provides planning level cost estimates, and identifies potential funding strategies for implementing the plan.

Project Prioritization

The project prioritization process consists of two evaluations of each project based on: 1) project value, or benefit, and 2) project readiness, or feasibility. Projects are graded as either "High" or "Low" for each evaluation, which results in a project landing in one of four possible priority categories, as shown in Figure 6.1. This approach serves as a guide for local and state governments and agencies who want to implement recommendations from this Plan, in understanding which projects to focus on first; however, agencies should be flexible in their approach. Priorities may change based on future study or as other synergies arise with new development, reconstruction, or other opportunities for cost savings. Grant funding may also shift priorities, as the amount available or the priorities of funding agencies may drive project implementation.

FIGURE 6.1 – PROJECT PRIORITY CATEGORIES



Project Value

Project value, or benefit, is determined by how well projects achieve the goals of the plan in Chapter 1. Table 6.1 provides details about the criterion that were used to evaluate each project. Projects could score either a 0 or 1, with the former indicating that the project did not meet the criteria and the latter indicating that it did. Since some criteria are more important than others, either because they are more effective in achieving the plan's goals or have been designated as a priority by the City, multipliers were added to the evaluation. For example, creating more connections to schools is considered a higher priority than creating more connections to transit.

Project Value Evaluation Results

Figure 6.2 on the following page shows the project value evaluation results. A complete list of recommended active transportation facilities and spot improvements, ranked by project value, are included in Table B.1 in Appendix B.

Project Readiness

Project readiness refers to the feasibility of a project, and is evaluated based on the complexity of a project related to design, funding availability (including funding for additional planning and design), constructability, and maintenance. Projects that only minimally alter the roadway (pavement striping and signage only), such as bike lanes, received a high project readiness rating.

Project Readiness Evaluation Results

Figure 6.3 on the following pages show the project readiness evaluation results.

TABLE 6.1 – PROJECT VALUE CRITERION

CRITERION	DESCRIPTION	MULTIPLIER
Closes gap in spine network	Projects that extend a high-comfort facility or closes a gap between two high-comfort facilities	4
Connects to schools	Projects that create a direct or meaningful connection to any school	3
Connects to transit	Projects that create a direct connection with, run adjacent to, or intersect with designated transit routes	2
Serves major commercial, recreation, or civic destination	Projects that make a direct or meaningful connection to a significant trip generator or OD Zone	2
Serves geographies where people rely on active modes	Projects that make a direct or meaningful connection to areas that are classified as disadvantaged populations	1

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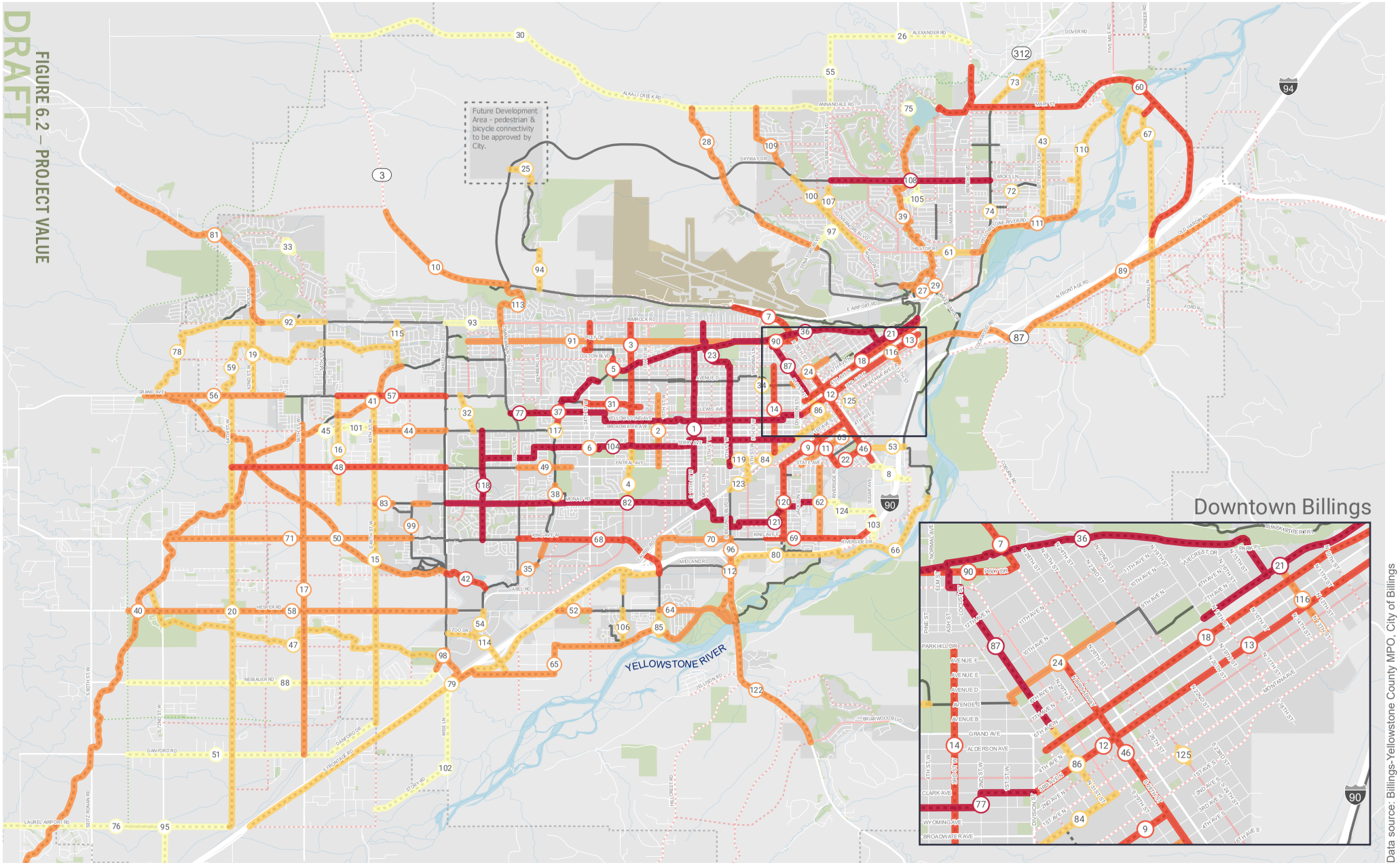
FIGURE 6.2 – PROJECT VALUE



PROJECT VALUE

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

0 2 4 MILES

Notes:

1. Route alignments and facility types are subject to change pending further study and public input process.

2. "High-comfort" facility types vary depending on context, but imply physical separation from motor vehicle traffic OR a low-speed, low-volume mixed traffic environment.

3. For "supplemental" routes, high-comfort facilities should always be considered and studied for feasibility.

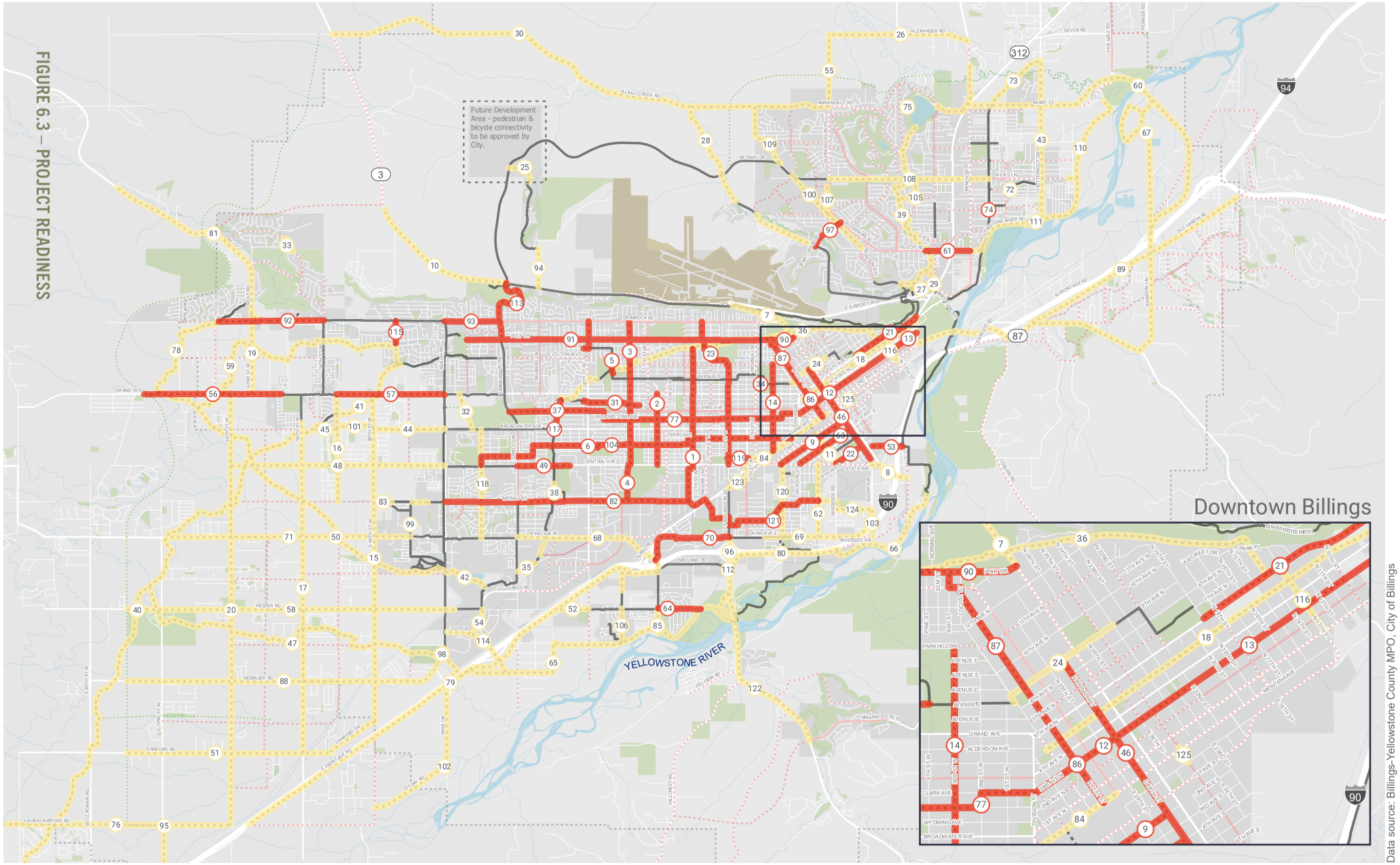
Active Transportation Network

- High Comfort: Existing, to remain
- High Comfort: Existing, future improvement
- High Comfort: New connection
- Supplemental: Existing, to remain
- Supplemental: New connection
- High Comfort: Future concept

Project Value

- 12
- 9 - 11
- 6 - 8
- 3 - 5
- 0 - 2

FIGURE 6.3 – PROJECT READINESS



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

PROJECT READINESS

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

DRAFT

0 2 4 MILES

Notes:

1. Route alignments and facility types are subject to change pending further study and public input process.

2. "High-comfort" facility types vary depending on context, but imply physical separation from motor vehicle traffic OR a low-speed, low-volume mixed traffic environment.

3. For "supplemental" routes, high-comfort facilities should always be considered and studied for feasibility.

Active Transportation Network

- High Comfort: Existing, to remain
- High Comfort: Existing, future improvement
- High Comfort: New connection
- Supplemental: Existing, to remain
- Supplemental: New connection
- High Comfort: Future concept

Project Readiness

- High Readiness
- Low Readiness or TBD

Priority Project Categories: Project Value & Readiness Combined

- **Short term, high priority:** These projects score high on both project value and readiness, meaning that they achieve several of the plan's goals and are easy to implement. These projects should be considered for near-term implementation and are contingent on funding availability.
- **Long term, high priority:** These projects score high on project value, but low on readiness, meaning that they achieve several of the plan's goals, but may need further feasibility study or require external funding. These projects should be prioritized for further concept and feasibility studies, as well as applications for external grants.
- **Opportunistic priority:** These projects score lower on project value, but high on project readiness, meaning that although they may not achieve as many of the plan's goals, they are easy to implement. These projects may become a priority after short-term priorities are complete, if an opportunity arises (e.g., new development and pavement preservation), or if safety needs become evident.
- **Low priority:** These projects score low on both project value and readiness, meaning they present a lower benefit and may be more challenging to implement. These projects could be pursued long term but are not a priority currently.

For a complete list of projects, see Appendix (B). The results of this evaluation are subject to change based on further studies, partnership opportunities, funding availability, or other circumstances that may influence the City's ability to implement and maintain improvements. Some of the projects listed will likely be constructed in phases or segments as funding and project limits allow.

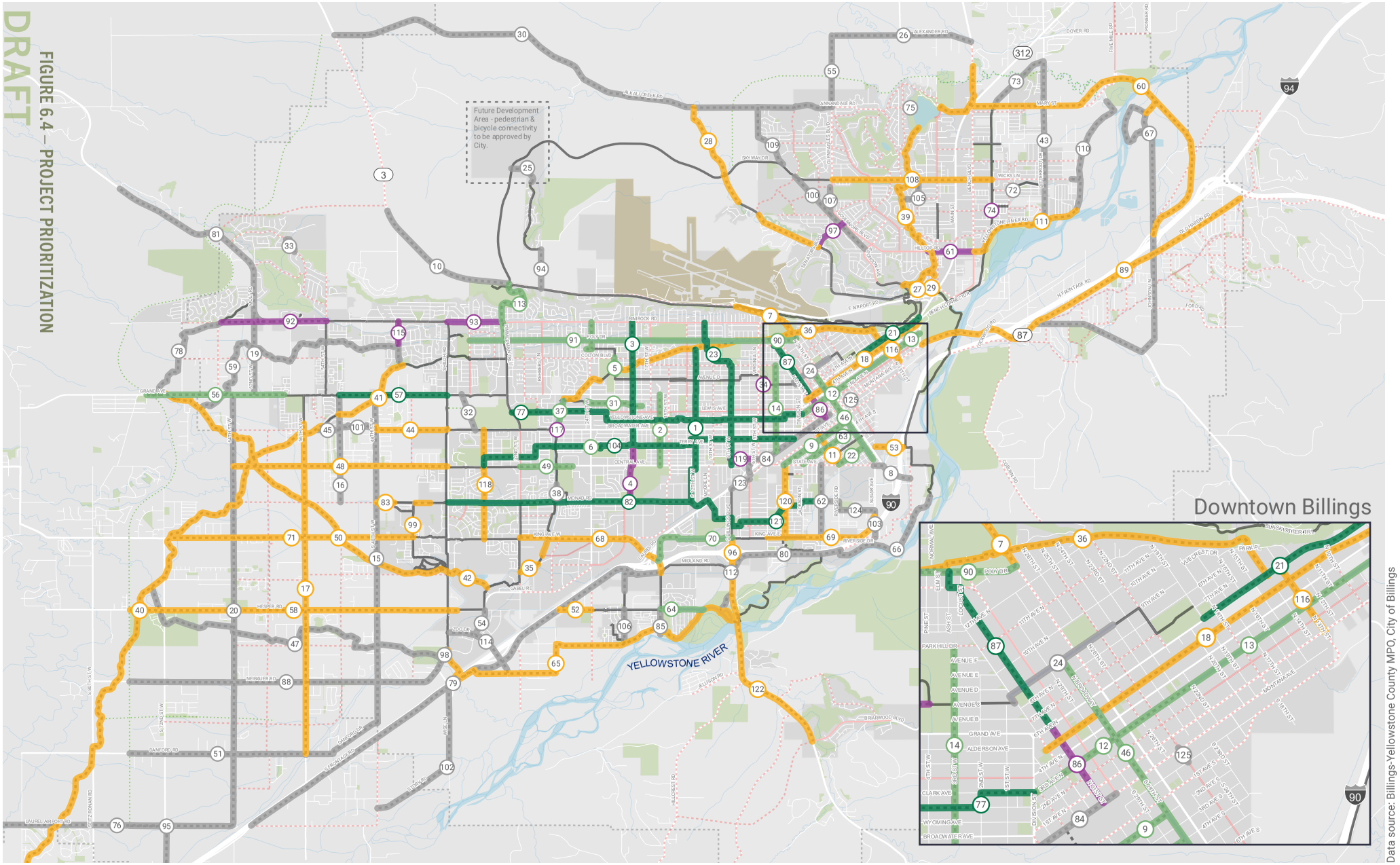
Top 10 Priority Projects (Based on Value and Readiness Criteria)

Below are the top ten scoring projects. The number in the parenthesis next to the name lists the project number which can be used to locate the project on the map.

PROJECT	EXTENT	DISTANCE
12th St. W./Plainview St. (#1)	BBWA Canal to Monad Rd.	2.20
6th Ave N (#21)	N. 19th St. to existing trail	1.03
8th St. W./Delphinium/ Azalea/11th/Missouri (#23)	Rimrock Rd. to Central Ave.	2.04
Yellowstone Ave/Clark Ave/Lewis Aves (#77)	Zimmerman Tr. to Division St..	4.26
Monad Rd. (#82)	32nd St. W. to Billings Blvd..	4.20
N 31st St (#87)	Poly Dr. to 6th Ave. N	0.82
Terry/Miles/Howard/St. Johns Aves (#104)	36th St. W. to 1st St. W.	4.53
Phillips St. (#121)	S.. Billings Blvd. to Washington St.	1.43
19th St. (#3)	Rimrock Rd. to Miles Ave.	1.71
Grand Ave (#57)	52nd St. W. to Shiloh Rd.	1.51

DRAFT

FIGURE 6.4 – PROJECT PRIORITIZATION



PROJECT PRIORITIZATION

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN

0 2 4 MILES

Notes:

1. Route alignments and facility types are subject to change pending further study and public input process.

2. "High-comfort" facility types vary depending on context, but imply physical separation from motor vehicle traffic OR a low-speed, low-volume mixed traffic environment.

3. For "supplemental" routes, high-comfort facilities should always be considered and studied for feasibility.

Active Transportation Network

- High Comfort: Existing, to remain
- High Comfort: Existing, future improvement
- High Comfort: New connection
- Supplemental: Existing, to remain
- Supplemental: New connection
- High Comfort: Future concept

Facility Priority

- Top 10 Priority Projects
- High Priority, Short Term
- High Priority, Long Term
- Opportunistic Priority
- Low Priority

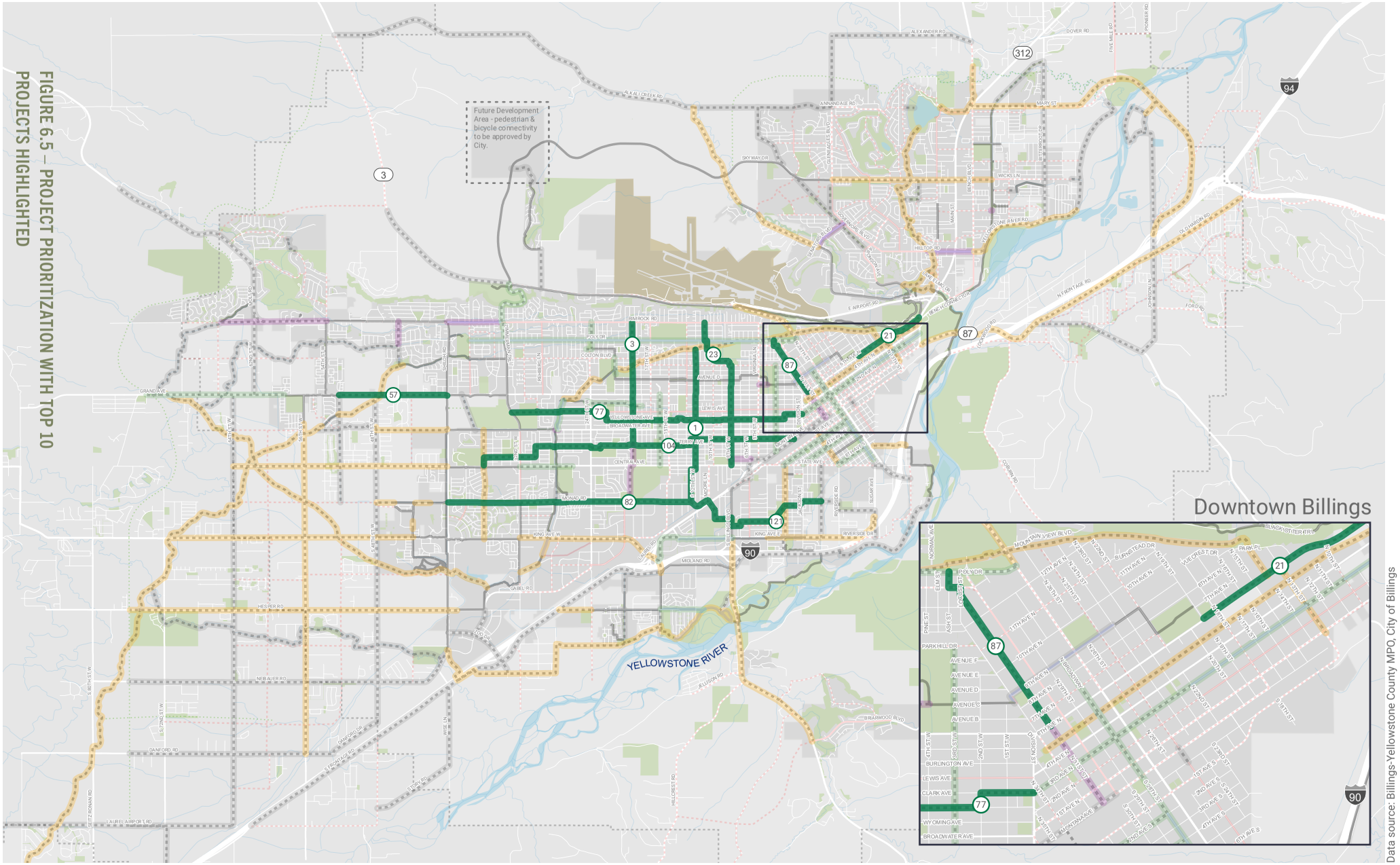


FIGURE 6.5 – PROJECT PRIORITIZATION WITH TOP 10 PROJECTS HIGHLIGHTED

PROJECT PRIORITIZATION

BILLINGS AREA PEDESTRIAN & BICYCLE MASTER PLAN
TOP TEN PROJECTS HIGHLIGHTED

DRAFT

0 2 4 MILES

Notes:

1. Route alignments and facility types are subject to change pending further study and public input process.

2. "High-comfort" facility types vary depending on context, but imply physical separation from motor vehicle traffic OR a low-speed, low-volume mixed traffic environment.

3. For "supplemental" routes, high-comfort facilities should always be considered and studied for feasibility.

Active Transportation Network

- High Comfort: Existing, to remain
- High Comfort: Existing, future improvement
- High Comfort: New connection
- Supplemental: Existing, to remain
- Supplemental: New connection
- High Comfort: Future concept

Facility Priority

- Top 10 Priority Projects
- High Priority, Short Term
- High Priority, Long Term
- Opportunistic Priority
- Low Priority

Cost Estimates

Table 6.2 outlines planning level cost estimates for the facility types listed earlier in the plan. Planning level cost estimates are meant to provide a high level understanding of the potential costs associated with a project. Applying these estimates on a network scale can generate potential discrepancies when compared to actual implementation costs. A 20 percent is applied to these planning level cost estimates to account for costs such as final engineering and design, traffic control, permitting, mobilization and demobilization, taxes, bonds, insurance, landscaping, inflation, and others. Additionally, these costs do not account for enhanced crossings as these will be designed as part of the project. Crossing costs will need to be added in to create a more accurate cost estimate for each route. All estimates assume a standard City of Billings street, that the existing curb and gutter will remain, and that no striping needs to be obliterated. There will likely be exceptions to these conditions, so these estimates are starting point. Pairing projects with pavement preservation projects can help lower cost significantly as some of these additional elements can be covered under the pavement preservation project.

Additionally, estimates include a generic cost for signage, while project specific signage costs will vary on a per project basis.

TABLE 6.2 – PLANNING LEVEL COST ESTIMATES*

FACILITY TYPE	COST PER MILE
Neighborhood Bikeways	$62,652
Bike Lanes	$88,320
Buffered Bike Lanes	$124,116
Separated Bike Lane	$1,523,145
Asphalt Shared/Sidepath	$553,616
Concrete Shared/Sidepath	$1,486,546
Unsignalized Mid-Block Crosswalk	$20,564
Mid-block Crosswalk with Rectangular Rapid Flash Beacon (RRFB)	$60,170
Marked Crosswalk & Ped Warning	$280,664
Intersection Reconstruction (Bulbout)	$176,226

**Each cost estimate includes facility type specific assumptions that can be found in Appendix A.*

Funding Sources

Funding plays a pivotal role in Billings' ability to transform the goals and projects in this plan from ideas into reality. The following tables outline the various funding sources available to support the implementation of bicycle and pedestrian facilities. Leveraging these opportunities will put Billings on the path to realizing this plan's vision for a safer and more accessible active transportation system.

TABLE 6.2 – FUNDING SOURCES

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Safe Streets and Roads for All (SS4A) Grant Program	Federal	The new SS4A Grant Program funds the development or update of a comprehensive safety action plan (Action Plan), conducting planning, design, and development activities in support of an Action Plan, and/or carrying out projects and strategies identified in an Action Plan.	Link	20% state or local match. Cities eligible to apply. Offers planning and demonstration grants or implementation grants.
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	The ATIIP provides grants to states and localities to strategically invest in projects that connect active transportation networks and spines, such as safe bike paths and walking trails, while reducing carbon emissions and creating new jobs. The program will help connect people to destinations within or between communities, including schools, workplaces and other community areas. Active transportation spines can connect communities, metropolitan regions and states.	Link	20% state or local match. Local government organizations eligible to apply.
Transportation Alternatives (TA)	Federal	Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). Funds are available through a competitive process. These funds may be used for a variety of projects including: * SRTS programs (infrastructure and non-infrastructure programs * Construction, planning, and design of on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bikeways, pedestrian + bicycle signals, traffic-calming, lighting, and other safety-related infrastructure * Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for children, seniors, and individuals with disabilities who cannot drive * Construction of rail-trails * Recreational trails program	Link	13.42% state or local match. Local governments eligible to apply.

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	Federal	RAISE grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects, including road, rail, and transit projects. These grants provide capital funding to any public entity, including municipalities and counties.	Link	20% state or local match but includes exceptions. Local governments eligible to apply
Federal Transit Administration (FTA) Grants	Federal	The FTA has several grant programs available to local and state governments to enhance active transportation connections to public transportation facilities.	Link	
Federal Lands Access Program (FLAP)	Federal	The FLAP is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The fund is administered through MDT in coordination with the Central Federal Lands Highway Division, which develops a Programming Decisions Committee. The Committee puts out the call for projects, establishes selection criteria, and prioritizes selected projects. The next call for projects is anticipated to be in 2026.	Link	
Congestion Mitigation and Air Quality Improvement (CMAQ)	Federal	This program provides funds to state DOTs, MPOs and other sponsors to fund projects that will contribute to air quality improvements in ozone, carbon monoxide and/or particulate matter, and provide congestion relief. Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.	Link	20% state and local match, typically. Must apply in partnership with state DOT or MPO. Projects must contribute to the attainment of air quality standards (reducing emissions) in the region.
Recreational Trails Program (RTP)	Federal	The Bipartisan Infrastructure Law continued the Recreational Trails Program (RTP) as a set-aside from the Transportation Alternatives program. The RTP provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The funds represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.	Link	20% state or local match. Local governments eligible to apply.

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Surface Transportation Block Grant Program (STP)	Federal	The Infrastructure Investment and Jobs Act's Surface Transportation Block Grant Program (STP) provides funds to states to preserve or improve conditions and performance on any federal-aid highway. Funds are apportioned to Montana and then allocated by the Montana Transportation Commission. The STP Urban, a subset of the program, provides funds for the urban highway system, and can be used for resurfacing, rehabilitation, or reconstruction of bicycle facilities and pedestrian walkways.	Link	13.42% state or local match.
Carbon Reduction Program (CRP)	Federal	The Bipartisan Infrastructure Law's Carbon Reduction Program (CRP) provides funds for projects that reduce transportation emissions. Projects can include the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.	Link	13.42% state or local match
Additional Federal Grants/ Programs	Federal	The list above may not be exhaustive and new sources of federal funding may become available. The Federal Highway Administration maintains a spreadsheet of funding opportunities at the link to the right.	Link	
Highway Safety Improvement Program (HSIP)	State	HSIP funds are available for projects aimed at improving safety on all public roads to reduce traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and improved signage are examples of eligible projects. The program is managed by MDT's Safety Engineering Section.	Link	
Trail Stewardship Grant Program	State	The State of Montana funds the Trail Stewardship Grant Program for new trail and shared-path construction, maintenance, and construction of trail side facilities.	Link	10% local match. Local governments and non-profits eligible.
Bond Financing	City	Bonds can be approved by voters to fund a range of projects.		
Special Assessment or Taxing Districts	City	Local municipalities can establish special assessment districts for infrastructure improvements, like sidewalks, that are missing or in need of improvement in certain areas.		
Parking Fees	City	Some cities have instituted parking fees for public parking spaces that are then used to pay for infrastructure improvements.		

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Development Impact Fees	City	Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations and can help fund bicycle and pedestrian improvements. Impact fees are assessed through a city's impact fee program.		
New Construction	City	Future road widening and construction projects are methods of providing improved bike and pedestrian infrastructure. To ensure that roadway construction projects provide these improvements, it is important that the review process includes a review of any relevant active transportation related plans.		
PeopleForBikes Community Grant Program	Private	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make biking safer for people of all ages and abilities. PeopleForBikes accepts requests for funding up to $10,000. Projects that qualify for funding include: 1 - Costs related to the development of permanent bike infrastructure, including trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways/bike boulevards, and protected bike lanes 2 - Costs related to "quick-build" or "demonstration projects," provided that any temporary infrastructure is part of a strategy to subsequently develop permanent infrastructure 3 - Land or easement acquisition costs for bike infrastructure 4 - Events or programs that support cultural acceptance and support of specific planned or recently constructed bike infrastructure projects, like "bike buses" or "community bike rides." Such events or programs must show a connection between the event and organizing for permanent infrastructure improvements and must show a likelihood of permanence beyond the term of the grant.	Link	No required match. Local government agencies are encouraged to apply.
Private Developers	Private	Developers should consider constructing local streets with bike- and pedestrian-oriented facilities within subdivisions, including dedicating right-of-way to trails and parks. In fact, active transportation facilities are now required as part of City of Billings Subdivision regulations. Cities can encourage developers to include additional active transportation amenities during development review.		

APPENDIX

Appendix A

PLANNING LEVEL COST ESTIMATES

ITEM	SPACING (FT)	QTY	ROUNDED		UNIT PRICE		COST PER MILE
Sharrow Markings	250	42.24		44	$ 500.00	$	22,000.00
Signage	300	35.2		36	$ 650.00	$	23,400.00
			ADMIN		15%	$	6,810.00
					SUBTOTAL	$	52,210.00
				CONTINGENCY	20%	$	10,442.00
					TOTAL	$	62,652.00

Engineer's Opinion of Probable Cost
for
Neighborhood Bikeways (Cost Per Mile)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 6,810.00 / LS =	$ 6,810.00
102	44	EA	Sharrow Markings	$ 500.00 / EA =	$ 22,000.00
103	36	EA	Signage	$ 650.00 / EA =	$ 23,400.00

**This estimate is assumed that the proper typical section has adequate curb and gutter and existing striping does not need to be obliterared to accommodate the new improvements.*

**Project specific signage will vary on a per project basis. The above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R3-17, R7-9A, R4-11, W11-1 and R4-4.*

Subtotal = $ 52,210.00

Total = $ 52,210.00

Contingency (20%) = $ 10,442.00

Total Price = $ 62,652.00

ITEM	SPACING/LENGTH (FT)	QTY	ROUNDED		UNIT PRICE		COST PER MILE
Bike Lane Markings	300	17.6		44	$ 500.00	$	22,000.00
Signage	500	10.56		24	$ 650.00	$	15,600.00
6" White Epoxy Striping	5280	10560		10560	$ 1.75	$	18,480.00
4" White Epoxy Striping	5280	10560		10560	$ 0.75	$	7,920.00
			ADMIN		15%	$	9,600.00
					SUBTOTAL	$	73,600.00
				CONTINGENCY	20%	$	14,720.00
					TOTAL	$	88,320.00

Engineer's Opinion of Probable Cost
for
Bike Lanes (Cost Per Mile)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE		TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 9,600.00 / LS =	$	9,600.00
102	44	EA	Bike Lane Markings	$ 500.00 / EA =	$	22,000.00
103	24	EA	Signage	$ 650.00 / EA =	$	15,600.00
104	10560	LF	6" White Epoxy Striping	$ 1.75 / LF =	$	18,480.00
105	10560	LF	4" White Epoxy Striping	$ 0.75 / LF =	$	7,920.00

	Subtotal =	**$ 73,600.00**
	Total =	**$ 73,600.00**
	Contingency (20%) =	**$ 14,720.00**
	Total Price =	**$ 88,320.00**

**This estimate is assumed that the proper typical section has adequate curb and gutter and existing striping does not need to be obliterared to accommodate the new improvements.*

**Estimate for striping assumes that all three white stripes shown in exhibit will be painted as part of this project. The 6-inch stripe shall be on the travel lane side and 4-inch stripe shall be on the parking lane side of the bike lane.*

**Project specific signage will vary on a per project basis the above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R3-17, R7-9A, R4-11, W11-1 and R4-4.*

ITEM	SPACING/LENGTH (FT)	QTY	ROUNDED		UNIT PRICE	COST PER MILE
Bike Lane Markings	300	17.6		44	$ 500.00	$ 22,000.00
Signage	400	13.2		28	$ 650.00	$ 18,200.00
6" White Epoxy Striping	5280	25344		25344	$ 1.75	$ 44,352.00
6" White Epoxy Diagonal Hatching	10	1267.2		1268	$ 1.75	$ 2,219.00
4" White Epoxy Striping	5280	4224		4224	$ 0.75	$ 3,168.00
			ADMIN		15%	$ 13,490.85
					SUBTOTAL	$ 103,429.85
*XX% "DEFFICIENCY" factor included for line breaks and intersections				CONTINGENCY	20%	$ 20,685.97
					TOTAL	$ 124,115.82

Engineer's Opinion of Probable Cost
for
Buffered Bike Lanes (Cost Per Mile)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 13,490.85 / LS =	$ 13,490.85
102	44	EA	Bike Lane Markings	$ 500.00 / EA =	$ 22,000.00
103	28	EA	Signage	$ 650.00 / EA =	$ 18,200.00
104	25344	LF	6" White Epoxy Striping	$ 1.75 / LF =	$ 44,352.00
105	1268	LF	6" White Epoxy Diagonal Hatching	$ 1.75 / LF =	$ 2,219.00
106	4224	LF	4" White Epoxy Striping	$ 0.75 / LF =	$ 3,168.00

This estimate is assumed that the proper typical section has adequate curb and gutter and existing striping does not need to be obliterared to accommodate the new improvements.

The defficiency factors was assumed for any drive approaches and intersections causing line breaks.

It is assumed that one side of the road with new bike lane would have a diagonally hatched buffer zone. With the other side of the street having a buffer zone 2-feet either side of the bike lane with then an adjacent parking lane between the bike zone and existing curb and gutter.

Estimate for striping assumes that all three white stripes shown in exhibit will be painted as part of this project. The 6-inch stripe shall be on the travel lane side and 4-inch stripe shall be on the parking lane side of the bike lane.

It is assumed that the buffer zone for the diagonal hatching would be 3-foot wide and the hatching be 10-feet O.C.

Project specific signage will vary on a per project basis the above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R3-17, R7-9A, R4-11, W11-1 and R4-4.

Subtotal =	**$**	**103,429.85**
Total =	**$**	**103,429.85**
Contingency (20%) =	**$**	**20,685.97**
Total Price =	**$**	**124,115.82**

ITEM	SPACING/LENGTH (FT)	QTY	ROUNDED		UNIT PRICE		COST PER MILE
Bike Lane Markings	300	17.6		44	$ 500.00	$	22,000.00
Signage	400	13.2		28	$ 650.00	$	18,200.00
6" White Dashed Epoxy Striping	5280	2112		2112	$ 1.75	$	3,696.00
4" White Parking Striping	5280	4224		4224	$ 0.75	$	3,168.00
Pin-down Concrete Barrier	5280	15375.36		15376	$ 60.00	$	922,560.00
Flexible Delineators	50	307.52		308	$ 190.00	$	58,520.00
Green Conflict Markings	5280	1408		1408	$ 10.00	$	14,080.00
Yellow Epoxy Curb Paint		15375.36		15376	$ 4.00	$	61,504.00
			ADMIN		15%	$	165,559.20
					SUBTOTAL	$	1,269,287.20
*XX% "DEFFICIENCY" factor included for line breaks and intersections			CONTINGENCY		20%	$	253,857.44
					TOTAL	$	1,523,144.64

Engineer's Opinion of Probable Cost
for
Separated Bike Lane (Cost Per Mile)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 165,559.20 / LS =	$ 165,559.20
102	44	EA	Bike Lane Markings	$ 500.00 / EA =	$ 22,000.00
103	28	EA	Signage	$ 650.00 / EA =	$ 18,200.00
104	2112	LF	6" White Dashed Epoxy Striping	$ 1.75 / LF =	$ 3,696.00
105	4224	LF	4" White Parking Striping	$ 0.75 / LF =	$ 3,168.00
106	15376	LF	Pin-down Concrete Barrier	$ 60.00 / LF =	$ 922,560.00
107	308	EA	Flexible Delineators	$ 190.00 / EA =	$ 58,520.00
108	1408	SY	Green Conflict Markings	$ 10.00 / SY =	$ 14,080.00
109	15376	LF	Yellow Epoxy Curb Paint	$ 4.00 / LF =	$ 61,504.00

**This estimate is assumed that the proper typical section has adequate curb and gutter and existing striping does not need to be obliterared to accommodate the new improvements.*

**The defficiency factors was assumed for any drive approaches and intersections causing line breaks and the ommision of concrete barriers in that area.*

**The pin-down concrete barrier would be Type A Median Curb set back to back to create a 2 foot wide barrier. The length was calculated assuming every 50 linear feet in the barrier there would be a 5 foot break to accommodate storm water and a deffiency was calculated in for potential intersections and approaches. Additionally flexible delineators would be place atop the barrier on either side of the 5 foot barrier breaks.*

**Project specific signage will vary on a per project basis the above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R3-17, R7-9A, R4-11, W11-1 and R4-4.*

Subtotal =	**$**	**1,269,287.20**
Total =	**$**	**1,269,287.20**
Contingency (20%) =	**$**	**253,857.44**
Total Price =	**$**	**1,523,144.64**

ITEM	SPACING/LENGTH (FT)	QUANTITY	ROUNDED		UNIT PRICE		COST PER MILE
Signage	400	13.2		28	$ 650.00	$	18,200.00
4" Yellow Dashed Centerline	5280	5280		5280	$ 0.75	$	3,960.00
10-ft Ashalt Trail (3" Thickness)	5280	5866.667		5867	$ 40.00	$	234,680.00
1-1/2" Minus Base Gravel (6" thickness)	5280	1368.889		1369	$ 44.00	$	60,236.00
Unclassified Excavation	5280	1368.889		1369	$ 40.00	$	54,760.00
Geotextile Fabric	5280	5866.667		5867	$ 5.00	$	29,335.00
			ASMIN		15%	$	60,175.65
					SUBTOTAL	$	461,346.65
				CONTINGENCY	20%	$	92,269.33
					TOTAL	$	553,615.98

Engineer's Opinion of Probable Cost
for
Asphalt Shared/Sidepath (Cost Per Mile)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 60,175.65 / LS =	$ 60,175.65
102	28	EA	Signage	$ 650.00 / EA =	$ 18,200.00
103	5280	LF	4" Yellow Dashed Centerline	$ 0.75 / LF =	$ 3,960.00
104	5867	SY	10-ft Ashalt Trail (3" Thickness)	$ 40.00 / SY =	$ 234,680.00
105	1369	CY	1-1/2" Minus Base Gravel (6" thickness)	$ 44.00 / CY =	$ 60,236.00
106	1369	CY	Unclassified Excavation	$ 40.00 / CY =	$ 54,760.00
107	5867	SY	Non-Woven Geotextile Fabric (Mirifai 140N)	$ 5.00 / SY =	$ 29,335.00

**The unclassified excavation estimate is based off of the volume from exisitng ground elevation to 6-inches down to subgrade to accommodate 1-1/2' minus base gravel.*

**It is assumed that some of the unclassified excavation will be allocated for new 2-foot wide shoulders adjacent to the new asphalt trail.*

**Project specific signage will vary on a per project basis the above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R3-17, R7-9A, R4-11, W11-1 and R4-4.*

**If soil conditions worsen the geofabric should be changed to accommodate the on site conditions with the advice of a geotechnical engineer.*

Subtotal = $ 461,346.65

Total = $ 461,346.65

Contingency (20%) = $ 92,269.33

Total Price = $ 553,615.98

ITEM	SPACING/LENGTH (FT)	QUANTITY	ROUNDED		UNIT PRICE		COST PER MILE
Signage	400	13.2		28	$ 650.00	$	18,200.00
4" Yellow Dashed Centerline	5280	5280		5280	$ 0.75	$	3,960.00
10-ft Concrete Trail (4" Thickness)	5280	52800		52800	$ 17.50	$	924,000.00
1-1/2" Minus Base Gravel (6" thickness)	5280	977.7778		978	$ 44.00	$	43,032.00
Unclassified Excavation	5280	1466.667		1467	$ 40.00	$	58,680.00
Geotextile Fabric	5280	5866.667		5867	$ 5.00	$	29,335.00
			ADMIN`		15%	$	161,581.05
					SUBTOTAL	$	1,238,788.05
				CONTINGENCY	20%	$	247,757.61
					TOTAL	$	1,486,545.66

Engineer's Opinion of Probable Cost
for
Concrete Shared/Sidepath (Cost Per Mile)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE		TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 161,581.05	/ LS =	$ 161,581.05
102	28	EA	Signage	$ 650.00	/ EA =	$ 18,200.00
103	5280	LF	4" Yellow Dashed Centerline	$ 0.75	/ LF =	$ 3,960.00
104	52800	SF	10-ft Concrete Trail (4" Thickness)	$ 17.50	/ SF =	$ 924,000.00
105	978	CY	1-1/2" Minus Base Gravel (6" thickness)	$ 44.00	/ CY =	$ 43,032.00
106	1467	CY	Unclassified Excavation	$ 40.00	/ CY =	$ 58,680.00
107	5867	SY	Non-Woven Geotextile Fabric (Mirifai 140N)	$ 5.00	/ SY =	$ 29,335.00

**The unclassified excavation estimate is based off of the volume from exisitng ground elevation to 9-inches down to subgrade to accommodate 1-1/2' minus base gravel.*

**It is assumed that some of the unclassified excavation will be allocated for new 2-foot wide shoulders adjacent to the new asphalt trail*

**Project specific signage will vary on a per project basis the above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R3-17, R7-9A, R4-11, W11-1 and R4-4.*

**If soil conditions worsen the geofabric should be changed to accommodate the on site conditions with the advice of a geotechnical engineer.*

Subtotal = $ 1,238,788.05

Total = $ 1,238,788.05

Contingency (20%) = $ 247,757.61

Total Price = $ 1,486,545.66

Description	QTY	Unit Price				Cost
Sign Assembly	2	$ 700.00			$	1,400.00
24" Solid White Epoxy Striping	110	$ 30.00			$	3,300.00
24" Thermoplastic White Sharks Teeth	30	$ 45.00			$	1,350.00
6" ADA Ramps	250	$ 30.00			$	7,500.00
Curb & Gutter	20	$ 45.00			$	900.00
Unclassified Excavation	5.4	$ 40.00			$	214.81
1-1 1/2" Minus Base Course	5.4	$ 44.00			$	236.30
			ADMIN	15%	$	2,235.17
				SUBTOTAL	$	17,136.28
				CONTINGENCY 20%	$	3,427.26
				TOTAL	$	20,563.53

Engineer's Opinion of Probable Cost
for
Unsignalized Mid-Block Crosswalk

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION		UNIT PRICE			TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$	2,235.17	/ LS	= $	2,235.17
102	2	EA	Sign Assembly	$	700.00	/ EA	= $	1,400.00
103	110	LF	24" Solid White Epoxy Striping	$	30.00	/ LF	= $	3,300.00
104	30	SF	24" Thermoplastic White Sharks Teeth	$	45.00	/ SF	= $	1,350.00
105	250	SF	6" ADA Ramps	$	30.00	/ SF	= $	7,500.00
106	20	LF	Curb & Gutter	$	45.00	/ LF	= $	900.00
107	5	CY	Unclassified Excavation	$	40.00	/ CY	= $	214.81
108	5	CY	1-1 1/2" Minus Base Course	$	44.00	/ CY	= $	236.30

	Subtotal =	**$ 17,136.28**
	Total =	**$ 17,136.28**
	Contingency (20%) =	**$ 3,427.26**
	Total Price =	**$ 20,563.53**

**This estimate is assumed that the proper typical section has adequate curb and gutter and existing striping does not need to be obliterared to accommodate the new improvements.*

**This estimate is based on a standard City of Billings local street with a 34' width back of curb to back of curb.*

**This estimate can vary depending on any other accomodations needed for the specific project.*

**The sizing for the ADA ramps is meant to be a 5'x5' ramp with 5' flares tying into an assumed existing sidewalk. Concrete curb and gutter will be laid in front of the width of the ADA ramp (10').*

Description	QTY	Unit Price			Cost
24" Solid White Epoxy Striping	200	$ 30.00		$	6,000.00
24" Thermoplastic White Sharks Teeth	150	$ 45.00		$	6,750.00
Solar Powered RRFB Signal System	1	$22,000.00		$	22,000.00
6" ADA Ramps	250	$ 30.00		$	7,500.00
Curb & Gutter	20	$ 45.00		$	900.00
Unclassified Excavation	5.4	$ 40.00		$	214.81
1-1 1/2" Minus Base Course	5.4	$ 44.00		$	236.30
			ADMIN 15%	$	6,540.17
			SUBTOTAL	$	50,141.28
			CONTINGENCY 20%	$	10,028.26
			TOTAL	$	60,169.53

Engineer's Opinion of Probable Cost

for

Mid-block Crosswalk with Rectangular Rapid Flash Beacon (RRFB)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE			TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 6,540.17	/ LS	= $	6,540.17
102	200	LF	24" Solid White Epoxy Striping	$ 30.00	/ LF	= $	6,000.00
103	150	SF	24" Thermoplastic White Sharks Teeth	$ 45.00	/ SF	= $	6,750.00
104	1	LS	Solar Powered RRFB Signal System	$ 22,000.00	/ LS	= $	22,000.00
105	250	LF	6" ADA Ramps	$ 30.00	/ LF	= $	7,500.00
106	20	LF	Curb & Gutter	$ 45.00	/ LF	= $	900.00
107	5	CY	Unclassified Excavation	$ 40.00	/ CY	= $	214.81
108	5	CY	1-1 1/2" Minus Base Course	$ 44.00	/ CY	= $	236.30

**This estimate is assumed that the proper typical section has adequate curb and gutter and existing striping does not need to be obliterared to accommodate the new improvements.*	**Subtotal**	= $	**50,141.28**
	Total	= $	**50,141.28**
**This estimate is based on a standard City of Billings 3-lane commercial street with a 45' width back of curb to back of curb.*	**Contingency (20%)**	= $	**10,028.26**
**This estimate can vary depending on any other accomodations needed for the specific project.*	**Total Price**	= $	**60,169.53**
**The sizing for the ADA ramps is meant to be a 5'x5' ramp with 5' flares tying into an assumed existing sidewalk. Concrete curb and gutter will be laid in front of the width of the ADA ramp (10').*			

Description	QTY	Unit Price	Cost		
Sign Assembly	10	$ 700.00	$	7,000.00	
12" Solid White Epoxy Striping	82	$ 15.00	$	1,230.00	
24" Thermoplastic White Sharks Teeth	30	$ 45.00	$	1,350.00	
Pedestrian Hybrid Beacon Traffic Signal	1	$ 190,000.00	$	190,000.00	
6" Concrete ADA Ramp	100	$30.00	$	3,000.00	
Detectable Warning Panels	16	$50.00	$	800.00	
		15%	$	30,507.00	ADMIN
			$	233,887.00	SUBTOTAL
		20%		$46,777.40	CONTINGENCY
			$	280,664.40	TOTAL

Engineer's Opinion of Probable Cost

for

Marked Crosswalk & Ped Warning

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 30,507.00 / LS =	$ 30,507.00
102	10	EA	Sign Assembly	$ 700.00 / EA =	$ 7,000.00
103	82	LF	12" Solid White Epoxy Striping	$ 15.00 / LF =	$ 1,230.00
104	30	SF	24" Thermoplastic White Sharks Teeth	$ 45.00 / SF =	$ 1,350.00
105	1	LS	Pedestrian Hybrid Beacon Traffic Signal	$ 190,000.00 / LS =	$ 190,000.00
106	100	SF	6" Concrete ADA Ramp	$ 30.00 / SF =	$ 3,000.00
107	16	SF	Detectable Warning Panels	$ 50.00 / SF =	$ 800.00

**This estimate is assumed that the proper typical section has adequate curb and gutter and existing striping does not need to be obliterared to accommodate the new improvements.*

**This estimate is based on a standard City of Billings 3-lane commercial street with a 45' width back of curb to back of curb.*

**This estimate can vary depending on the location of the power source for the signal as well as any other accomodations needed for the specific project.*

**Project specific signage will vary on a per project basis the above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R1-5L, R11-2, W16-7P, R10-6 and R10-23.*

**It is assumed the ADA ramp to accommodate a crosswalk would be a 5' by 5' ramp with 5' flares to tie into existing sidewalk.*

Subtotal	=	**$ 233,887.00**
Total	=	**$ 233,887.00**
Contingency (20%)	=	**$ 46,777.40**
Total Price	=	**$ 280,664.40**

Description	QTY	Unit Price	Cost	
Demo Curb & Gutter	280	$ 17.50	$ 4,900.00	
Remove Concrete Flatwork	140	$ 40.00	$ 5,600.00	
Remove Asphalt	360	$ 25.00	$ 9,000.00	
Curb & Gutter	300	$ 45.00	$ 13,500.00	
4" Concrete Sidewalk	1900	$ 13.50	$ 25,650.00	
1-1/2" Minus Base Gravel	50	$ 44.00	$ 2,200.00	
6" Concrete ADA Ramp	400	$ 30.00	$ 12,000.00	
Detectable Warning Panels	40	$ 50.00	$ 2,000.00	
12" White Epoxy Striping	240	$ 15.00	$ 3,600.00	
24" White Epoxy Striping	60	$ 20.00	$ 1,200.00	
Yellow Curb Paint	300	$ 4.00	$ 1,200.00	
Storm Drain Inlet (Type II)	4	$ 3,500.00	$ 14,000.00	
Storm Drain Manhole	2	$ 4,000.00	$ 8,000.00	
Storm Drain Pipe	135	$ 100.00	$ 13,500.00	
Asphalt Restoration	35	$ 250.00	$ 8,750.00	
Signage	4	$ 650.00	$ 2,600.00	
		15%	$ 19,155.00	ADMIN
			$ 146,855.00	SUBTOTAL
		20%	$29,371.00	CONTINGENCY
			$176,226.00	TOTAL

Engineer's Opinion of Probable Cost
for
Intersection Reconstruction (Bulbout)

ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
101	1	LS	Administrative Cost (15%)	$ 19,155.00 / LS =	$ 19,155.00
102	280	LF	Demo Curb & Gutter	$ 17.50 / LF =	$ 4,900.00
103	140	SY	Remove Concrete Flatwork	$ 40.00 / SY =	$ 5,600.00
104	360	SY	Remove Asphalt	$ 25.00 / SY =	$ 9,000.00
105	300	LF	Curb & Gutter	$ 45.00 / LF =	$ 13,500.00
106	1900	SY	4" Concrete Sidewalk	$ 13.50 / SY =	$ 25,650.00
107	50	CY	1-1/2" Minus Base Gravel	$ 44.00 / CY =	$ 2,200.00
108	400	SF	6" Concrete ADA Ramp	$ 30.00 / SF =	$ 12,000.00
109	40	SF	Detectable Warning Panels	$ 50.00 / SF =	$ 2,000.00
110	240	LF	12" White Epoxy Striping	$ 15.00 / LF =	$ 3,600.00
111	60	LF	24" White Epoxy Striping	$ 20.00 / LF =	$ 1,200.00
112	300	LF	Yellow Curb Paint	$ 4.00 / LF =	$ 1,200.00
113	4	EA	Storm Drain Inlet (Type II)	$ 3,500.00 / EA =	$ 14,000.00
114	2	EA	Storm Drain Manhole	$ 4,000.00 / EA =	$ 8,000.00
115	135	LF	Storm Drain Pipe	$ 100.00 / LF =	$ 13,500.00
116	35	SY	Asphalt Restoration	$ 250.00 / SY =	$ 8,750.00
117	4	EA	Signage	$ 650.00 / EA =	$ 2,600.00

**This estimate is based on a standard City of Billings 3-lane commercial street with a 45' width back of curb to back of curb.*

**This estimate can vary depending on the location of existing storm drain manholes and inlets*

**Project specific signage will vary on a per project basis the above estimate is only a generic estimate. Bike lane project signage may include but not be limited to signs such as R11-2 and W16-7P.*

**It is assumed the ADA ramp to accommodate a crosswalk would be a 5' by 5' ramp with 5' flares to tie into existing sidewalk.*

Subtotal	**= $ 146,855.00**
Total	**= $ 146,855.00**
Contingency (20%)	**= $ 29,371.00**
Total Price	**= $ 176,226.00**

Appendix B

TABLE B.1 FULL PROJECT LIST FOR HIGH COMFORT NETWORK

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
1	12th St W & Plainview St	BBWA Canal	Monad Rd	Planned	12	High	High	High Priority, Short Term
21	6th Ave	N 19th St	Existing trail	Planned	12	High	High	High Priority, Short Term
23	8th St W, Delphinium, Azalea, 11th, Missouri	Rimrock Rd	Central Ave	Planned	12	High	High	High Priority, Short Term
77	Lewis Ave/Yellowstone Ave/Clark Ave	Zimmerman Trl	Division St	Planned	12	High	High	High Priority, Short Term
82	Monad Rd	32nd St W	Billings Blvd	Planned	12	High	High	High Priority, Short Term
87	N 31st St	Poly Dr	6th Ave N	Planned	12	High	High	High Priority, Short Term
104	Terry/Miles/Howard/ St Johns	36th St W	1st St W	Planned	12	High	High	High Priority, Short Term
121	Phillips St	S Billings Blvd	Washington St	Planned	12	High	High	High Priority, Short Term
3	19TH	Rimrock Rd	Miles Ave	Planned	11	High	High	High Priority, Short Term
57	Grand Ave	52nd Street West	Shiloh Rd	Planned	10	High	High	High Priority, Short Term
37	BBWA Canal Trail Corridor	Broadwater Ave	BBWA Canal Trail	Existing: Future Improvement	10	High	High	High Priority, Short Term
5	21ST	Mariposa Ln	Solomon Ave	Planned	9	High	High	High Priority, Short Term
9	2nd Ave S	State Ave	N 28th St	Planned	9	High	High	High Priority, Short Term
12	3rd Ave. N	Division St	N 22nd St	Planned	9	High	High	High Priority, Short Term
13	3rd Ave N	N 22nd St	Main St	Planned	9	High	High	High Priority, Short Term

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
14	3rd St W	Parkhill Dr	Montana Ave	Planned	9	High	High	High Priority, Short Term
22	8TH Ave. S.	S 28th St	S 34th St	Planned	9	High	High	High Priority, Short Term
31	Arnold Drain	25th St W	18th St W	Planned	9	High	High	High Priority, Short Term
46	Broadway	9th Ave N	12th Ave S	Planned	9	High	High	High Priority, Short Term
90	Poly Dr	Virginia Ln	N 27th St	Planned	9	High	High	High Priority, Short Term
49	Central Ave	32nd St W	Stewart Park Rd	Planned	8	High	High	High Priority, Short Term
91	Poly Dr	38th St W	Virginia Ln	Existing: Future Improvement	8	High	High	High Priority, Short Term
113	Zimmerman Trail	3	Poly Dr	Planned	8	High	High	High Priority, Short Term
2	16th St W	Grand Ave	Central Ave	Planned	7	High	High	High Priority, Short Term
6	24TH	Howard Ave		Planned	7	High	High	High Priority, Short Term
56	Grand Ave	Shiloh Rd	74th St W	Planned	7	High	High	High Priority, Short Term
63	Jackson St	S 28th St	King Ave E	Planned	7	High	High	High Priority, Short Term
64	Jim Dutcher Trail Corridor	Mullowney Ln	Jim Dutcher Trl	Existing: Future Improvement	7	High	High	High Priority, Short Term
70	King Ave E	King Ave W	S Billings Blvd	Planned	7	High	High	High Priority, Short Term
36	BBWA Canal	Park Pl	6th Ave N	Planned	12	High	Low	High Priority, Long Term
108	Wicks Ln	Gleneagles Blvd	Kiwanis Trl	Planned	12	High	Low	High Priority, Long Term
118	36th St W	Broadwater Ave	King Ave W	Planned	12	High	Low	High Priority, Long Term

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
42	Billings Canal	South Shiloh Rd	TransTech Trl	Planned	11	High	Low	High Priority, Long Term
48	Central Ave	Shiloh Rd	S 64th St W	Planned	11	High	Low	High Priority, Long Term
120	Hallowell Ln	State Ave	King Ave E	Planned	11	High	Low	High Priority, Long Term
7	27th	Highway 3	5th Ave N	Planned	10	High	Low	High Priority, Long Term
60	Highway 87 Bypass	Roundup Rd	Johnson Ln	Planned	10	High	Low	High Priority, Long Term
69	King Ave	Orchard Ln	Sugar Ave	Planned	10	High	Low	High Priority, Long Term
11	34th	1st Ave S	State Ave	Planned	9	High	Low	High Priority, Long Term
18	5th Ave N	N 28th St	Main St	Planned	9	High	Low	High Priority, Long Term
68	King Ave	32nd St W	Midland Rd	Planned	9	High	Low	High Priority, Long Term
28	Alkali Creek	Future Annandale Rd	Senators Blvd	Planned	8	High	Low	High Priority, Long Term
35	Bannister Drain Trail	32nd St W	King Ave W	Planned	8	High	Low	High Priority, Long Term
50	Cove Ditch	Grand Ave	Shiloh Rd	Planned	8	High	Low	High Priority, Long Term
52	Elysian Rd	Mullowney Ln	S Frontage Rd	Planned	8	High	Low	High Priority, Long Term
71	King Ave W	Big Ditch	South 44th St W	Planned	8	High	Low	High Priority, Long Term
83	Monad Road	S 48th St W	Monad Rd	Planned	8	High	Low	High Priority, Long Term
99	South 44th St W	South 44th St W	Dobrinka Dr	Planned	8	High	Low	High Priority, Long Term
17	56th	Grand Ave	Danford Rd	Planned	7	High	Low	High Priority, Long Term

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
27	Alkali Creek	Aronson Ave	Main St	Planned	7	High	Low	High Priority, Long Term
29	Alkali Creek	Alkali Creek	Emerald Dr	Planned	7	High	Low	High Priority, Long Term
39	BBWA Canal Trail North	East of Shadow Heights	Aronson Ave	Planned	7	High	Low	High Priority, Long Term
40	Big Ditch	Yard Office Road	Beringer Way	Planned	7	High	Low	High Priority, Long Term
41	Big Ditch	52nd Street West	Rimrock West Park	Planned	7	High	Low	High Priority, Long Term
44	Broadwater Ave	48th St W	Shiloh Rd	Planned	7	High	Low	High Priority, Long Term
58	Hesper Rd	Gabel Rd	East of Kraft Ln	Planned	7	High	Low	High Priority, Long Term
65	Jim Dutcher Trail/ Marathon Loop	Shiloh Rd	Yrpa Conservation	Planned	7	High	Low	High Priority, Long Term
89	Old Hardin Rd	Main St	US 90	Planned	7	High	Low	High Priority, Long Term
96	S Billings Blvd	King Ave E	South Billings Bridge	Planned	7	High	Low	High Priority, Long Term
111	Yellowstone River Rd	Bench Blvd	Erin St	Planned	7	High	Low	High Priority, Long Term
116	N 13th St	6th Ave N	1st Ave N	Planned	7	High	Low	High Priority, Long Term
122	Blue Creek Road	Yellowstone River	Briarwood	Planned	7	High	Low	High Priority, Long Term
53	Lillian Ave	S 26th St	Charlene St	Planned	5	Low	High	High Priority, Long Term
61	Hilltop Rd	BBWA Canal Trail North	Bench Blvd	Existing: Future Improvement	5	Low	High	Opportunistic Priority
86	N 31st St	6th Ave N	Montana Ave	Planned	5	Low	High	Opportunistic Priority
117	Broadwater Ave	Descro Park Trl	Parkview Dr	Planned	5	Low	High	Opportunistic Priority

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
4	19th St. W	Miles Ave	Monad Rd	Planned	4	Low	High	Opportunistic Priority
34	Avenue C	Virginia Ln	Existing Trail Pioneer Park	Planned	4	Low	High	Opportunistic Priority
74	Kiwanis Trl	Steffanich Dr	Kiwanis Trl	Planned	4	Low	High	Opportunistic Priority
92	Rimrock Rd	Little Cove Creek	54th St W	Planned	4	Low	High	Opportunistic Priority
115	46th St W	Rimrock Rd	Silver Creek Trl	Planned	4	Low	High	Opportunistic Priority
119	St. John's	8th St W	6th St W	Planned	3	Low	High	Opportunistic Priority
93	Rimrock Road Trail	Shiloh Rd	Zimmerman Trl	Existing: Future Improvement	2	Low	High	Opportunistic Priority
97	Senators Blvd	Alkali Creek Rd	Governors Blvd	Existing: Future Improvement	1	Low	High	Opportunistic Priority
10	HWY 3	Shorey Rd	Inner Belt Loop	Planned	6	Low	Low	Low Priority
24	9th Ave	N 32nd St	N 24th St	Existing: Future Improvement	6	Low	Low	Low Priority
38	BBWA Canal Trail Corridor	Monad Rd	BBWA Canal Trail Corridor	Planned	6	Low	Low	Low Priority
62	Jackson St	S 28th St	King Ave E	Planned	6	Low	Low	Low Priority
81	Molt Rd.	Charolais St	Rimrock Rd	Planned	6	Low	Low	Low Priority
98	Shiloh Rd	Neibauer Rd	Shiloh Rd	Planned	6	Low	Low	Low Priority
109	Wicks Ln	Annandale Rd	Skyway Dr	Planned	6	Low	Low	Low Priority
112	Yrpa Conservation Pond Trails	Jim Dutcher Trail/Marathon	S Billings Blvd	Planned	6	Low	Low	Low Priority
15	48TH St. W	Grand Ave	Danford Dr	Planned	5	Low	Low	Low Priority

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
32	Arnold Drain	Grand Ave	Broadwater Ave	Planned	5	Low	Low	Low Priority
47	Canyon Creek	Big Ditch	Shiloh Rd	Planned	5	Low	Low	Low Priority
66	Jim Dutcher Trl	S Frontage Rd	Jim Dutcher Trl	Planned	5	Low	Low	Low Priority
79	S Frontage Rd	Mullowney Ln	Rudio Rd	Planned	5	Low	Low	Low Priority
80	S Frontage Rd	Riverside Rd	S Billings Blvd	Planned	5	Low	Low	Low Priority
84	Montana	State Ave	30th	Planned	5	Low	Low	Low Priority
85	Mullowney	Elysian Rd	South of Story Rd	Planned	5	Low	Low	Low Priority
106	Walter Creek Blvd	S Frontage Rd	Jim Dutcher Trail/	Planned	5	Low	Low	Low Priority
114	Zoo Dr.	S Shiloh Rd	Entryway Dr	Planned	5	Low	Low	Low Priority
16	52nd St W	Grand Ave	Monad Rd	Planned	4	Low	Low	Low Priority
25	Access	Inner Belt Loop	North of Payton Trl	Planned	4	Low	Low	Low Priority
43	Bitterroot	Elaine St	Wicks Ln	Planned	4	Low	Low	Low Priority
54	Gabel	Hesper Rd	Zoo Dr	Planned	4	Low	Low	Low Priority
59	High Ditch	Cove Ditch	Rimrock West Park	Planned	4	Low	Low	Low Priority
67	Johnson Ln	Old Hardin Rd	Yellowstone River	Planned	4	Low	Low	Low Priority
72	Kiwanis Trail Corridor	Hawthorne Ln	Kiwanis Trl	Planned	4	Low	Low	Low Priority
73	Kiwanis Trail Corridor	Bitterroot Dr	Mary ST	Planned	4	Low	Low	Low Priority

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
78	Little Cove Creek	Grand Ave	Rimrock Rd	Planned	4	Low	Low	Low Priority
94	Rod and Gun Club	Iron Horse Trl	High Way 3	Planned	4	Low	Low	Low Priority
100	South of Governors Blvd	W Wicks Ln	Aronson Ave	Planned	4	Low	Low	Low Priority
123	Underpass Ave	S Billings Blvd	Calhoun	Planned	4	Low	Low	Low Priority
19	62nd	North of Rimrock Rd	Grand Ave	Planned	3	Low	Low	Low Priority
20	64th	Grand Ave	Laurel Airport Rd	Planned	3	Low	Low	Low Priority
107	West of Governors Blvd	South of W Wicks Ln	Constitution Ave	Planned	3	Low	Low	Low Priority
110	Yellowstone River Corridor	Yellowstone River Rd	Yellowstone River	Planned	3	Low	Low	Low Priority
125	25th St Bridge	Montana Ave	Minnesota Ave	Planned	3	Low	Low	Low Priority
75	Lakewood Ln	Lakewood Ln	Lake Elmo	Planned	2	Low	Low	Low Priority
8	27th St	Sugar Ave	Garden Ave	Planned	1	Low	Low	Low Priority
102	Story Rd / Wise Ln	Duck Creek Rd	Frontage Rd	Planned	1	Low	Low	Low Priority
103	Sugar	State Ave	King Ave E	Planned	1	Low	Low	Low Priority
105	Uinta Park/Twin Oaks Park	Wicks Ln	Ditch Trail	Planned	1	Low	Low	Low Priority
124	Kratz Ln	Washington St	Sugar Ave	Planned	1	Low	Low	Low Priority
26	Alexander Rd	Gleneagles Blvd	Roundup Rd	Planned	0	Low	Low	Low Priority
30	Alkali Creek Rd/ Annandale Rd	HWY 3	Gleneagles Blvd	Planned	0	Low	Low	Low Priority

PROJECT ID	NAME	FROM	TO	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
33	Autumnwood Dr	Autumnwood Dr	Ben Hog Ave	Planned	0	Low	Low	Low Priority
45	Broadwater Ave	Big Ditch	52nd St W	Planned	0	Low	Low	Low Priority
51	Danford	S 48th St W	West of Evening Star	Planned	0	Low	Low	Low Priority
55	Gleneagles Blvd	Alexander Rd	Annandale Rd	Planned	0	Low	Low	Low Priority
76	Laurel Airport	S 64th St W	Buffalo Trail Rd	Planned	0	Low	Low	Low Priority
88	Neibauer	Autumn Ln	East of Holly Ln	Planned	0	Low	Low	Low Priority
95	S 72nd St W	Laurel Airport Rd	S Frontage Rd	Planned	0	Low	Low	Low Priority
101	Stone Ridge	48th St W	52nd St W	Planned	0	Low	Low	Low Priority

2025 Pedestrian and Bicycle Master Plan Pros and Cons

The below information is provided to help the Council make an informed decision about the Billings Area Pedestrian Bicycle Master Plan. Staff recommends the Plan be taken off the table and scheduled for a Work Session to allow time to understand and address Council's concerns.

Since any next step as noted below requires separate Council approval, there are no clear cons to adopting the Plan from a project or financial standpoint (disclaimers are on p. 2 of the draft plan):

- There is no formal commitment to building a specific project
- There is no formal commitment to allocating funds for a specific project
- Projects still need to be approved to move into the CIP
- Grant applications are still approved by Council for projects

Here are some points to consider for putting the Plan on a future Work Session to address Council questions, discuss issues/concerns, possible changes:

<u>Cons</u> of using 2017 Plan instead of the new Plan

- The 2017 Plan is 8 years old – A lot has changed
- Some projects in the 2017 Plan have been completed
- More facilities suggested in the 2017 plan would not be comfortable for kids
- City and Community priorities have changed
- Having an updated plan in place assists MET in it's evaluation of supportive infrastructure for bus route planning and development – knowing where pedestrian and bicycle improvements are being planned, ensures MET is looking at future routing options supported by pedestrian connectivity
- The new plan is more flexible - The 2017 plan presents challenges due to its rigidity, as it prescribes specific non-motorized treatments for certain routes. This lack of flexibility adds to the challenges for Public Works to adapt future CIP planning to match the most suitable facility types for individual routes.

Impact to SRTS projects by not approving 2025 Plan is a <u>Con</u>:

- This plan incorporates the SRTS plans by reference, something that is not present in the 2017 plan since the SRTS plans had not been developed yet
- The SRTS plans address projects that are generally within a half-a-mile (Phase 1 plan) or a mile (Phase 2 plan) of the schools. Connections beyond those in the SRTS plans identified in the 2025 Plan provide extra access points for users, offering safe routes to reach the SRTS improvements.

- The high comfort connections explored in the 2025 plan appeal to people of all ages and abilities, making them more useful for students

Not exploring edits to the plan is a financial investment Con:

- Staff began work on this plan given PCC approval of the 2023 MPO Unified Planning Work Program (UPWP) in August 2022
- Council approved the contract for the consultant in July 2023
- Plan development straddled two federal fiscal years so Council again approved funding for the plan when it approved the 2024 UPWP in August 2023
- Given the financial and community investments in this plan, it is financially prudent to see if edits can be made to the plan to best serve the community

County not Approving the Plan is a Con, but:

- It is very important for the City's future decisions for CIP, Grants, and SRTS that the City approve the current plan (Discuss further at a Council Work Session)
- The Planning Board already recommended approval of the plan to the PCC – the Planning Board has both City and County representation
- It is the County's prerogative to not vote to approve the Plan. The County supports sidewalk and multi-use path connectivity in subdivisions through its Subdivision Regulations, making the plan beneficial in some aspects at the County level (disclaimers are on p. 2 of the draft plan)
- While we try and have all PCC organizations support every plan and program that comes to it from the various local PCC members, it is not required

It is a Pro the 2025 Plan better aligns with the transportation corridor analysis

- While the Ped/Bike Plan could be changed by the transportation corridor analysis and outreach, City staff and the consultant team plan to rely heavily on the Plan in the analysis as it is the most current and best information in this area
- The proposed multi-modal network in the 2025 Plan is focused on making more effective investments on fewer streets

Competitive advantage to have projects in an adopted plan is a Pro

- City is always looking at both public and private local funding and grant funding for projects
- PW includes projects in its arterial street reconstruction projects, its annual SRTS projects, and now our Safe Streets For All Grant projects
- If projects are not identified in a locally adopted plan, then it is extremely difficult if not impossible to secure grants for projects. The grant to construct the IBL and Skyline Trail would not have been successful if the IBL Corridor, Highway 3 Corridor, and Rims to Valley Studies had not been completed

- Planning studies often take 6-18 months to complete so once a grant comes open, it is too late to begin a project plan and have a competitive application

Recognizing/Using Current Facility Usage Data is a <u>Pro</u>

- Pgs. 28-29 include bike lane counts (using high-tech bike traffic counters)
    - Usage is approximately 467 per day during the summer
    - We are working on developing seasonal adjustment factors
- Pgs. 30-31 include counts from the shared use path system (using high tech trail counters)
    - During the summer, there are approximately 3,786 users per day
    - Another data point that could be added to the Plan: In 2024, bikes were loaded onto MET Transit buses 14,421 times (Each of these users is likely using a bike for "first mile/last mile" connections to help extend the reach of the bus)

Community Involvement was Critical to Informing the Plan is a <u>Pro</u>

- Pg. 33 has a graphic of participation from Phase 1 outreach
- Pg. 44 has a graphic of participation from Phase 2 outreach
- Chapter 4 from pgs. 33-47 includes results of public outreach
- Several routes were added as a result of public outreach

Project Readiness

- The Council may decide after further discussion to adjust the project priorities as evaluated in the Plan. This would be a good discussion topic for a Work Session
- Development of the project readiness was based on input from Public Works and used information from other (arterial and collector reconstructions and resurfacing) projects to determine when a project might be ready for construction
- This plan is expected to be flexible so that if a Public Works project is happening sooner than expected, a grant is found and awarded, etc. we would look to get a project done and not follow the linear priority list in those situations (City staff in Public Works and Planning work together to do this already)

Consultant Contract Complete

- The consultant has completed its contract for this plan
- Staff would complete any changes internally at this point
- A Work Session would be critical to know what changes Council is contemplating