



YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

MARCH 25, 2025 MEETING TIME: 6:00 p.m.
City Council Chambers, 5th Floor
316 N 26th St, 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>
- . View the meeting live online at Facebook

Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to the Board via email before 12:00 pm on 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 in the public hearings 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; Brenda Berns; bernsb@billingsmt.gov 406-247-8610.

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of Board Members and Staff.
2. **APPROVAL OF AGENDA** - including any additions or deletions to agenda.
3. **Approval of Meeting Minutes** - March 11, 2025
4. **PUBLIC COMMENT PERIOD** -- As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
5. **DISCLOSURE OF CONFLICT OF INTEREST**
6. **DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available.
7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).
 - a. **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: Address the Planning Board directly. You must state your name and address before commenting. By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). Please see the attached guidelines for the criterion.

- b. **Public Hearing. Motion. Annafeld Subdivision, 7th Filing. Dave Green, Planner II**
The subdivision creates 92 lots for residential development. The subject property is generally located south of Farmstead Avenue, west of St George Boulevard and north of Rosemary Road The property is zoned Planned Development, (PD). Generally known as South of Farmstead Avenue, west of St George Blvd and north of Rosemary Rd. Legal description: Being Lots 17-45, Block 18, Lots 13-16, Block 19, Lot 1, Block 28, Lot 1, Block 29, Lots 1-5, Block 30 and Lots 1-11, Block 31 Annafeld Subdivision, 5th Filing.

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

- a. **Public Hearing. Motion. Grand Avenue Federal Funding Priority. Lora Mattox.**
Request for Federal Funding Priority for Grand Avenue, Billings, Montana.

- b. **Public Hearing. Presentation. 2024-2028 Transportation Improvement Program (TIP) Amendment 2. Lora Mattox**
The TIP is a strategic plan outlining prioritized transportation projects within the Billings Metropolitan Organization (MPO) for 2024-2028.

- c. **Planning Board Training (Part 1) - Background, Rolls and Responsibilities, By Law Review, Ex Parte Communication and Conflicts of Interest.**

9. **OTHER BUSINESS:**

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

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS

- a. **Planning Board Training (Part II) - Subdivision Review Process, MPO Designation and Involvement, Other Topics as Noted from Part I**

CITY/COUNTY PLANNING BOARD
City Council Chambers, 5th Floor
316 N 26th St, Billings MT



Public Hearing Participation Guidelines

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

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

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

Provide specific information about why you are concerned about the pending application, how the decision will impact the review criteria listed above, and provide suggestions on how to minimize or eliminate the impact.

Respect the right of others to participate. Wait until the previous speaker has completed their comments before making your own comments. Do not talk over the person commenting or with other people in attendance.

The public hearing is not an opportunity to question or accuse the applicant or their agent. If you have questions of the Board, the applicant or the agent, ask questions directly to the Board during the public hearing portion of the meeting. The Board will respond or request the applicant or agent to respond after the public comment portion of the hearing is closed.

After the public comment portion of the hearing is closed, no further comments are allowed unless you are addressed directly by a Board member.

You should expect the Board to make a balanced recommendation in accordance with its statutory responsibilities. The Board's ability to make reasonable and thoughtful recommendations is dependent on a fair consideration of everyone's interests.

Thank you for participating.

Date: 03/25/2025
Title:
Presented by:
Department: Planning & Community Services
Presentation:

Information

RECOMMENDATION

MEETING MINUTES: March 11, 2025

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

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

Attachments

Minutes of March 11, 2025

CITY/COUNTY PLANNING BOARD

TUESDAY, March 11, 2025 at 6:00pm

	Position	01/14/2025	01/28/2025	02/11/2025	02/25/2025	03/11/2025	03/26/2025	04/08/2025	04/22/2025	05/13/2025	05/28/2025	06/10/2025	06/24/2027	07/08/2025	07/22/2025	08/12/2025	08/26/2025	09/09/2025	09/23/2025	10/14/2025	10/28/2025	11/12/2025	11/26/2025	12/09/2025	12/23/2025
Jim Ronquillo	Billings Ward I	1	A	1	1	A																			
Roger Gravgaard President	Billings Ward II	1	1	1	1	1																			
Dennie Stephenson	Billings Ward III	1	1	1	1	1																			
John Staley Vice President	Billings Ward IV	V	1	1	1	1																			
David Nordel	Billings Ward V	A	V	V	A	V																			
Troy Boucher	YC District 1	A	A	A	A	A																			
Dennis Cook	YC District 2	A	1	1	1	1																			
Vacant	YC District 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vacant	YC District 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Woody Woods	YC District 5	1	1	1	1	1																			
Alexis Bonogofsky	YC District 6	1	1	V	1	V																			
Morgan Tuss	YC District 7	A	A	A	A	A																			
Vacant	YC Cons. District	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Scott Reiter	Ex-Officio SD2	A	A	A	A	A																			

Please note: "A" stands for excused absence, "1" stands for present, "V" stands for Zoom participation, "C" stands for Canceled

Call the Meeting to Order: President Gravgaard called the meeting to order at 6:00 p.m.

Introduction of Planning Board Members and Planning Department Staff

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

Attending Staff: Wyeth Friday, Planning & Community Services Director; Anna Vickers, Planning Division Manager; Dave Green, Planner; Brenda Berns, Planning Clerk

1. Others in Attendance: Greg McCall, McCall Homes; Gary Owen, Sanbell

2. Approval of Agenda

Motion

Motion made by Board member Staley, seconded by Board member Cook to approve the agenda as submitted. Motion carried with a unanimous vote.

3. Approval of Minutes: February 25, 2025

Motion

Motion by Board member Stephenson, seconded by Board member Cook to approve the minutes of February 25, 2025 as submitted. Motion carried with a unanimous vote.

4. Public Comment: As required (3 minutes maximum per person). Any member of the public might be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time but could choose to add an item to the next meeting agenda for discussion. There were no comments from the public.

5. Disclosure of Outside (Ex-Parte) Communication – There was none.

6. Disclosure of Conflicts of Interest – There was none.

7. Old Business – There was no Old Business.

8. New Business –

- a. Annafeld Subdivision, 7th Filing. Preliminary City Major. Plat Review and Board Discussion.

Dave Green provided an overview of the Annafeld subdivision, detailing the layout of the lots and roads. He explained that all streets within the subdivision are public and that existing water and sewer lines are already in place. A master plan for stormwater management has been developed and will integrate with the current system. Mr. Green also discussed the traffic impact study, which analyzed traffic patterns during morning, evening, and peak hours. The study examined six intersections to assess traffic movement, with results indicating that traffic counts are lower than in previous filings. Additionally, projections suggest that these intersections will continue to function similarly to current conditions once the subdivision is fully developed.

Recommendation

Staff recommends approval of the proposed subdivision, subject to the three (3) conditions of approval as presented in the staff report.

The Public Hearing and recommendation will be held at the next Planning Board meeting, March 25, 2025. City Council action will be held on April 28, 2025

Questions

Angled Parking and Street Requirements -It was confirmed that the angled parking will meet the street requirements. The design includes angled parking for businesses and parallel parking for residential areas.

Fire Truck Access - The design provides enough width for fire truck access, as it is a one-way street. The requirements are met with no need for alleys.

Number of Lots - The increase in lots is not due to market conditions but rather due to lower traffic impacts. There will be no reduction in the number of lots.

Parking Spaces per Lot - Vehicle parking is designed according to current code, with at least two spaces per single dwelling unit and 1-1/2 for townhomes.

Lot 22 is designated for future development.

b. City Park Department – Subdivision Evaluation Process for Parks – Presentation. Discussion by Mike Pigg, Parks Director

Wyeth Friday informed the board that no action will be taken at this time, as the discussion is for informational purposes only.

Mr. Pigg explained that when evaluating dedicated parkland within a subdivision, considerations include its size, suitability within the community, and placement to avoid being in a resident's front yard. The board assesses the parkland's value, potential for water storage, and whether it is viable for a playground. Some sites may be rejected due to excessive water storage or collection pits. If the land is unsuitable for a park, it is not pursued due to maintenance concerns. Instead, cash-in-lieu contributions are received as an alternative. Additionally, the proximity of other parks and their existing amenities are considered, with a preference for smaller parks designed for everyday use.

Cole McQuillan, Parks Superintendent – Mr. McQuillan explained that park maintenance and potential repairs are key considerations. Park Maintenance Districts (PMDs) contribute solely to the upkeep of their respective parks, each of which presents unique challenges. By improving efficiency, cost savings can be passed on to homeowners. Experience over the years has shown that narrow corridors are particularly difficult to maintain. Given the city's size, the goal is to remain responsive to community needs and ensure a positive experience for residents.

Discussion

The board discussed the usability of sloped parkland, particularly for sledding. While slopes are not automatically excluded, factors such as maintenance and safety are considered. Parks with retention ponds at the bottom of sledding hills present a hazard, but some subdivisions, like Copper Ridge, have designated sledding areas designed for safe use.

Concerns were raised about private parks, which are developed without city maintenance funding. It was noted that developers may propose parks in less desirable locations, such as floodplains, rather than dedicating a buildable lot for park use. While city guidelines require parkland or cash-in-lieu contributions, challenges arise when developers prioritize profits over dedicating suitable park space.

Board members emphasized the importance of long-term planning, ensuring that subdivisions have accessible parks, particularly in neighborhoods expected to exist for decades. They acknowledged that cash-in-lieu payments do not directly contribute to park development or maintenance. Some members suggested exploring options to use these funds for larger regional parks through a bonding process.

The discussion also touched on safety concerns related to park placement, particularly regarding arterial roads. Board members agreed that crosswalks and other safety measures are crucial but acknowledged the challenges of balancing accessibility with potential risks.

Applicant

Greg McCall provided insight into his company's approach to parkland development within the Annafeld and Josephine Crossing subdivisions. He explained that his team has worked to find more effective solutions for incorporating park space into these communities.

Initially, they dedicated "parklets" or pocket parks, but the city did not recognize them as adding significant value as public parks, despite homeowners valuing them highly. From a maintenance standpoint, the city's parks department was unable to support them, leading to the establishment of a Park Maintenance District (PMD) to assist with upkeep. Ultimately, at the city's request, these parks were designated as private, and the company took them back.

McCall noted that riverfront areas were intentionally developed as public parkland, as maintaining public access to these spaces was a priority. However, he emphasized the challenges in creating a public park while incorporating the costs into the development and lot pricing to align with city requirements.

Currently, the HOA maintains the parks, as their small size makes it more practical for the HOA to manage them, given the city's lack of resources and willingness to take on maintenance. McCall also mentioned the potential for larger regional parks, suggesting that cash-in-lieu funds could be allocated toward such projects. However, he acknowledged that the logistics of implementing this approach remain uncertain.

9. Other Business

Wyeth Friday informed the board that Council Chambers would serve as the designated meeting room moving forward and encouraged members to provide feedback on the setup. He also noted that security would be available until the meeting's conclusion.

Additionally, Mr. Friday provided an update on legislative matters, mentioning a transmittal break and ongoing legal discussions regarding Montana land use laws. He assured the board that updates would be shared as more information becomes available.

Mr. Friday also reported that the district court in Bozeman recently issued a ruling on the lawsuit filed by Montanans Against Irresponsible Densification (MAID). This case, which began in 2023, was related to Accessory Dwelling Units, Duplexes, the Montana Land Use Planning Act (MLUP), and other zoning regulations. While an injunction had been in place for some time, last week's district court ruling determined that aspects of the MLUP were unconstitutional, specifically concerning public participation requirements.

The decision was outlined in a 55-page opinion, and discussions are ongoing with the Montana League of Cities and Towns to assess its implications. Mr. Friday noted that there is a consideration of an appeal as well as potential legislative adjustments to address the ruling.

10. Future Agenda Items

The next board meeting is scheduled for March 25 and will include discussions on board training, the subdivision process, and remote meeting attendance. It was requested that board members make their absence requests known in advance and communicate with the board President.

The PCC meeting on March 18 has been canceled. The Pedestrian and Bicycle Master Plan was presented to the BOCC, which rejected it, and the City Council tabled the discussion, which they may bring back at the March 24th meeting. The PCC will reconvene in April to review the TIP Amendment #2 and may have discussion regarding the Bicycle and Pedestrian Plan.

The board voiced concerns over the rejection of the approved plan, highlighting that it did not require any financial commitment. Members stressed that decisions should prioritize the interests of the public rather than individual preferences. Additionally, they raised concerns about new legislative changes that could reduce the board's authority in planning matters, cautioning that such changes might limit the board's ability to address critical issues and could lead to setbacks rather than progress.

Mr. Friday will provide updates on the Planning Zoning Commission, which is still in development with a contractor.

ADJOURNMENT: 7:07 PM

Brenda J Berns, Planning Clerk

--Draft to be approved by motion at the next scheduled meeting.

Planning Board

Date: 03/25/2025
Title: Annafeld Subdivision, 7th Filing - City Major Subdivision Preliminary Plat
Presented by: David Green
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff proposes the Planning Board recommend to City Council that the preliminary plat of Annafeld Subdivision, 7th Filing be conditionally approved and the Findings of Fact adopted as presented in the staff report.

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

On February 3, 2025, Sanbell, on behalf of McCall Development, LLC, applied for Preliminary Major Plat approval for Annafeld Subdivision, 7th Filing. The proposed subdivision creates 92 lots for development. The subject property is generally located south of Elysian Road and east of East Lane. The property is zoned PD - Planned Development. The land was formerly Phase 2 of Annafeld, 5th Filing, but the applicant is relocating lot lines and taking the lots that were larger and making them into smaller lots to meet the market demand they are experiencing. The road locations will not be changing and the parkland dedication will not be changing. The land is currently vacant.

VARIANCES REQUESTED

No variances from the City Subdivision Regulations have been requested.

PROPOSED CONDITIONS OF APPROVAL

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

1. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS to determine what type of delivery system is preferred and to locate and provide the correct amount of space for safely delivering the mail to the residents.
2. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
3. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, regulations, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-Application Meeting: December 5, 2025
- Preliminary Plat application submitted to Planning Division: February 3, 2025
- Departmental Review Meeting: February 13, 2025
- Preliminary Plat Resubmittal: February 20, 2025
- Planning Board Plat Review: March 11, 2025
- Planning Board Public Hearing: March 25, 2025
- Preliminary Plat to City Council: April 28, 2025
- 60 Working-Day Preliminary Plat Review period ends: April 29, 2025

PLAT INFORMATION

General location: South of Elysian Road and east of East Lane

Legal Description: Being Lots 17-45 of Block 18, Lots 13-16 of Block 19, Lot 1 of Block 28, Lot 1 of Block 29, Lots 1-5 of Block 30, and Lots 1-11 of Block 31 Annafeld Subdivision, 5th Filing.

Owner/Subdivider: McCall Development, LLC

Engineer and Surveyor: Sanbell Engineering

Existing Zoning: Planned Development

Existing land use: Vacant

Proposed land use: Residential
Gross and Net area: 8.639 acres / 8.639 acres
Proposed number of lots: 92
Lot size: Max: 87,968 square feet
Min: 1,200 square feet
Parkland requirements: Parkland dedication requirement is 1.932 acres. The applicant is providing 2.088 acres.

TRAFFIC IMPACT STUDY - SUMMARY

The 7th Filing is projected to have 53 town homes and 24 small single-family homes. This would replace the 72 town homes and 50 condos originally planned for Phase 2 of the Fifth Filing. The 7th Filing is projected to reduce the previously calculated Fifth Filing Phase 2 trip total by 247 average weekday trips. The studied intersections are anticipated to operate similarly to existing conditions at the time this filing is fully built out. Below are the intersections that were included in this study and the percentage of contribution required to those intersections. These percentages were paid with the Annafeld, 5th Filing, Phase 2. No additional contributions will be required.

Muldowney Lane & S Frontage Road/Midland Road	1.38%
Muldowney Lane & Elysian Road	1.83%
Elysian Road & East Lane	0.58%
Elysian Road & S. Frontage Road	0.53%
East Lane & S. Frontage Road	0.09%

STAKEHOLDERS

Planning Board Plat Review Meeting - March 11, 2025

At the Planning Board meeting on March 11, the subdivision was presented to the Planning Board. Staff gave a brief overview of the proposed subdivision and stood for any questions from the board members. There was a question about how wide the streets are that run through the middle of the subdivision. It was explained that the roads are one-way streets. The west one handles traffic going south, and the east one will handle traffic going north. There is angled parking pointed toward the parkland in the middle and parallel parking opposite the angled parking. There will be 20 feet clear for traffic movement on each one-way street. A board member asked about what parking is being provided. The applicant answered the question stating the parking for single family units is two spaces and for multi-family 1.5 per unit.

There were no other questions for staff or the applicant and agent.

ALTERNATIVES

In accordance with state law, the City Council has 60 working days to act upon this major preliminary plat. The 60 working day review period for the proposed plat ends on April 29, 2025. State and City subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The City may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated.

Within the 60 working day review period, the City Council is required to:

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

FISCAL EFFECTS

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

SUMMARY

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

Findings of Fact
Proposed Plat
Draft SIA
Traffic Study

Attachments

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Annafeld Subdivision, 7th Filing. These findings are based on the preliminary plat application and supplemental documents and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Billings Subdivision Regulations (Section 23-303(H), BMCC).

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

1. Effect on agriculture and agricultural water user facilities

The subject property is vacant but was part of the Annafeld 5th Filing, Phase 2. Perimeter ditches and drains shall remain in place and not be altered by the subdivider or subsequent owners. The subdivision should not affect agricultural water users' facilities.

2. Effect on local services

- a. **Utilities** – Water service will be provided by the City of Billings. New individual services will be provided to all the lots, and new fire hydrants will be installed as required by the City Fire Department. The Annafeld Subdivision water system consists of a series of looped water mains located in each of the local streets. The subdivision water system will consist of new 8-inch water main in all streets within Annafeld Subdivision, Seventh Filing. Future filings of the Annafeld Planned Development will provide the opportunity to make additional connections to the trunk main in Elysian Road providing water main looping.

The subdivider will install all new water lines in the local streets and individual services for each lot in accordance with design standards, specifications, rules, and regulations of the City of Billings Engineering/Public Works Department and MDEQ. This is outlined in the SIA under the heading VI Utilities, A, Water.

Sanitary sewer service to Annafeld Sub., Seventh Filing will be provided by connecting to the existing 8-inch gravity sewer main located in Rosemary Road at Annafeld Parkway East and Annafeld Parkway West. There is an existing 10-inch sewer main located in Centennial Farm Road, from St. George Boulevard to Annafeld Parkway E., and extends north in Annafeld Parkway E. to Farmstead Avenue. All new services shall be installed in accordance with design standards, specifications, rules and regulations of the City of Billings Public Works Department and MDEQ. This is outlined in the SIA under the heading VI Utilities, B, Sanitary Sewer.

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

Stormwater – The storm drainage system for Annafeld Subdivision, Seventh Filing will consist of a curb and gutter surface collection and curb inlets that drain into storm drainage piping, as well as surface conveyance. The storm drain piping will discharge into existing storm drain piping and to an existing mechanical stormwater filtration manhole, then into Hogan’s Slough. All drainage improvements shall satisfy the criteria set forth by the *City of Billings Stormwater Management Manual* and will be subject to review and approval by the City Engineering Department.

- b. **Solid Waste** – The City of Billings will provide solid waste collection and disposal. The City’s landfill has adequate capacity for this waste.
- c. **Streets** – All internal streets (excluding Annafeld Parkway East and Annafeld Parkway West) within the subdivision shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. All public roads will be built to provide a 34-foot back-to-back curb street width.

Annafeld Parkway East and Annafeld Parkway West will be designed for one-way traffic with 45-degree turn-in parking on one side of the drive aisle and parallel parking on the other side. Total width of Annafeld Parkway East and West will be 45.25-feet back of curb to back of curb. Each street will consist of 8.5-foot width for parallel parking space, 20-foot-wide drive aisle and 16.75-foot width for the 45-degree turn-in parking.

All internal streets and carriage lanes will be built according to the standards of the City of Billings Public Works Department. Street improvements are included in the Waiver of Right to Protest Future Special Improvement Districts.

The sidewalks will be installed by the respective lot owners on a lot-by-lot basis, as lots develop. Sidewalks along the street frontage shall be minimum 5-foot-wide and separated with a boulevard width not less than five feet. The developer will also install all ADA required ramps at the intersections within the proposed subdivision. The developer shall construct the 5-foot-wide boulevard sidewalk adjacent to private park on Lot 1, Block 28; Lot 1 (north, east, and west sides) and Lots 25 and 34, Block 18 at the time of private park development. This information is all in the SIA under the heading Transportation.

Findings of the Traffic Impact Study:

A traffic accessibility study update has been completed for the Annafeld Subdivision, Seventh Filing. All required intersection improvement contributions identified therein shall be completed by the Subdivider at the Subdivider’s expense. However, Annafeld Subdivision 7th Filing was previously Annafeld Subdivision, 5th Filing, Phase 2 and intersection contributions were previously made for the 5th Filings Phase 2. Based on the TIS update, the intersection contribution previously made for Annafeld Subdivision, 5th Filing Phase 2 are adequate for the impacts from Annafeld Subdivision, 7th Filing. No additional intersection contributions are required. Traffic for Annafeld 7th Filing is actually less than the traffic anticipated with Annafeld 5th Filing Phase 2.

Street lighting is required for this subdivision. It is anticipated that street lighting will be installed for Seventh Filing by private contract or SID. A Street Light Maintenance District will be created for operation and maintenance of the lighting at a future date and is included in the waiver of right to protest.

- d. **Emergency Services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The nearest fire station, Fire Station #5, is located at 605 S 24th Street West. The subdivision is located within the ambulance service area of American Medical Response (AMR).
- e. **Schools** – Elysian School (School District #23) provides service to students within this subdivision for elementary through middle school. Elysian school has additional capacity for students. School District #2 provides service to students within this subdivision for high school (West High School). School District #2 responded stating West High School is over capacity at this time.
- f. **Parks and Recreation** – This subdivision is part of a master planned development. The parkland dedication has been met through the dedication of a public park near the river and private parks throughout Annafeld Subdivision. Parkland has been provided with Annafeld Subdivision Filings 1 through 6. Annafeld 7th Filing is part of Annafeld 5th filing. The 5th filing provided parkland. That park land will meet the required amount for the 7th Filing.
- g. **Mail Delivery** - The developer shall coordinate with the United States Postal Service to determine the preferred type and location of mail delivery system for this subdivision. **(Condition #1)**
- h. **Phasing of Development** – This subdivision will not be developed in phases.

3. Effect on the natural environment

The subject property is currently vacant with the proposed use of residential development. The property is not located within a floodplain. During development, storm water pollution prevention best management practices are required to be used and monitored to prevent erosion on exposed ground. Overall, the effect on the natural environment should be minimal.

4. Effect on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. There is a paragraph in the SIA that warns future lot owners of the presence of deer in the area, which may cause damage to their landscaping. This subdivision should have a minimal effect on wildlife and wildlife habitat.

5. Effect on public health, safety and welfare

There will be no significant impacts to public health, safety and welfare because of this subdivision.

B. Was an Environmental Assessment required? [(MCA 76-3-616 and BMCC 23-302.H.1.)

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

C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2014 Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-302.H.4.]

1. City of Billings 2016 Growth Policy

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

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

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

Essential Investments (relating public and private expenditures to public values): Planning and construction of safe and affordable interconnected sidewalks and trails are important to the economy and livability of Billings.

Developed parks that provide recreation, special amenities (community gardens, dog parks, viewing areas), and active living opportunities are desirable for an attractive and healthy community.

3. 2023 Billings Urban Area Long Range Transportation Plan

The proposed subdivision adheres to the goals and objectives of the 2023 Transportation Plan and preserves the street network and street hierarchy specified in the plan.

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

The proposed subdivision is within the Billings Area Bikeways and Trail Master Plan. There are no trails identified within the subdivision. There is currently a 10 wide bike and pedestrian trail along the south side of Elysian Road that goes from Elysian School to Muldowney Lane. No additional improvements of this nature are anticipated.

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

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

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

The subject property is located within Annafeld Planned Development zoning. The lot frontages conform to the requirements of this zone. Other building setbacks and structure specific requirements will be reviewed for compliance at the time of building permit review.

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

The subdivider will provide utility easements as requested by private utility companies on the face of the plat.

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

Legal and physical access to the subdivision will be provided by Farmstead Avenue, Centennial Farm Road, and Rosemary Road. Carriage Lane access is also provided to residential lots within the subdivision.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Annafeld Subdivision, 7th Filing does not create any adverse impacts that warrant denial of the subdivision.
- The proposed subdivision conforms to several of the goals and policies of the 2016 Growth Policy and does not conflict with the Transportation or Bikeway/Trail Plans.
- The proposed subdivision complies with state and local subdivision regulations, local zoning, and sanitary requirements and provides legal and physical access to each lot.
- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

RECOMMENDATION

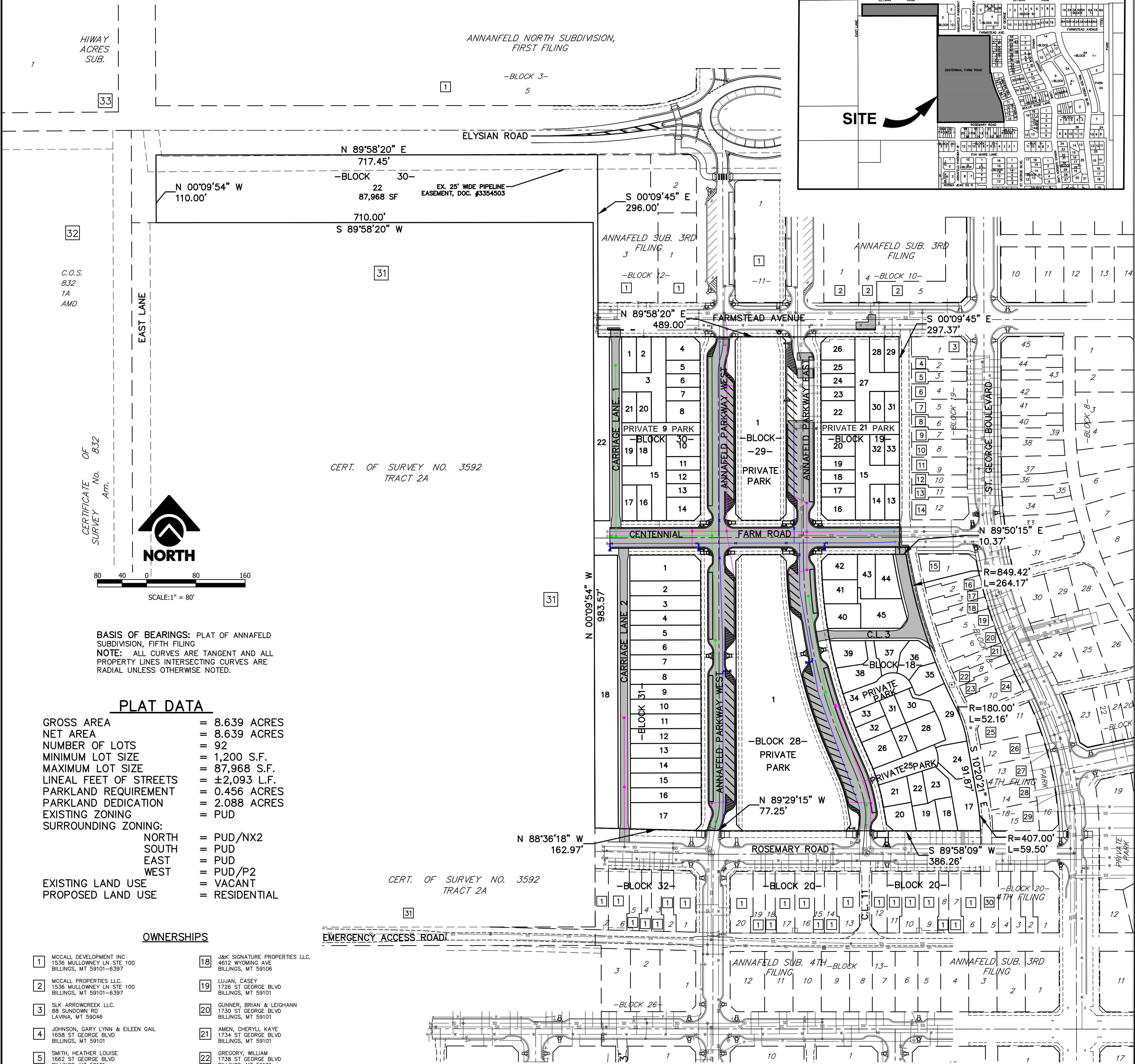
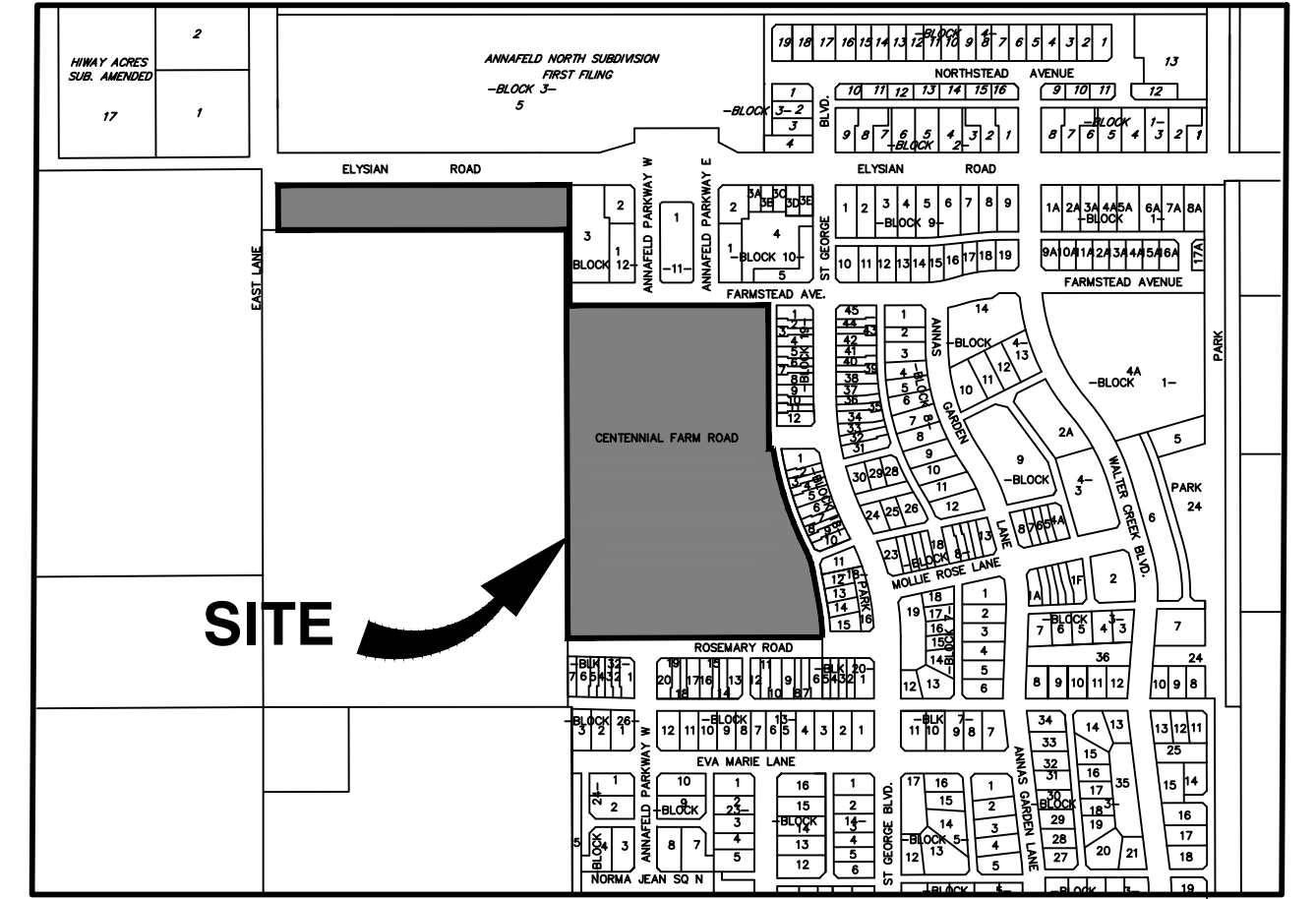
Staff proposes the Planning Board recommend to City Council that the preliminary plat of Annafeld Subdivision, 7th Filing be conditionally approved and the Findings of Fact adopted as presented in the staff report.

PRELIMINARY PLAT OF ANNAFELD SUBDIVISION, 7TH FILING

BEING LOTS 17-45, BLOCK 18, LOTS 13-16, BLOCK 19, LOT 1, BLOCK 28, LOT 1, BLOCK 29; LOTS 1-5, BLOCK 30 AND LOTS 1-11, BLOCK 31 ANNAFELD SUBDIVISION, 5TH FILING SITUATED IN THE NW 1/4 OF SECTION 19, T.1S., R. 26E., P.M.M. IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : McCALL DEVELOPMENT, INC.
PREPARED BY : **sanbell**

FEBRUARY, 2025
BILLINGS, MONTANA



BASIS OF BEARINGS: PLAT OF ANNAFELD SUBDIVISION, FIFTH FILING
NOTE: ALL CURVES ARE TANGENT AND ALL PROPERTY LINES INTERSECTING CURVES ARE RADIAL UNLESS OTHERWISE NOTED.

PLAT DATA

GROSS AREA	= 8.639 ACRES
NET AREA	= 8.639 ACRES
NUMBER OF LOTS	= 92
MINIMUM LOT SIZE	= 1,200 S.F.
MAXIMUM LOT SIZE	= 87,968 S.F.
LINEAL FEET OF STREETS	= ±2,093 L.F.
PARKLAND REQUIREMENT	= 0.456 ACRES
PARKLAND DEDICATION	= 2.088 ACRES
EXISTING ZONING	= PUD
SURROUNDING ZONING:	
NORTH	= PUD/NX2
SOUTH	= PUD
EAST	= PUD
WEST	= PUD/P2
EXISTING LAND USE	= VACANT
PROPOSED LAND USE	= RESIDENTIAL

OWNERSHIPS

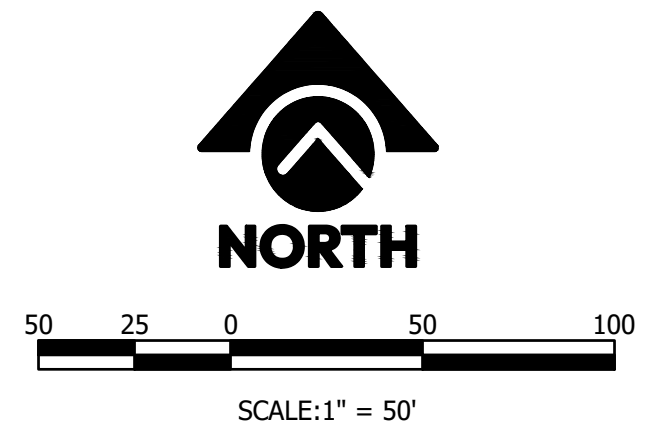
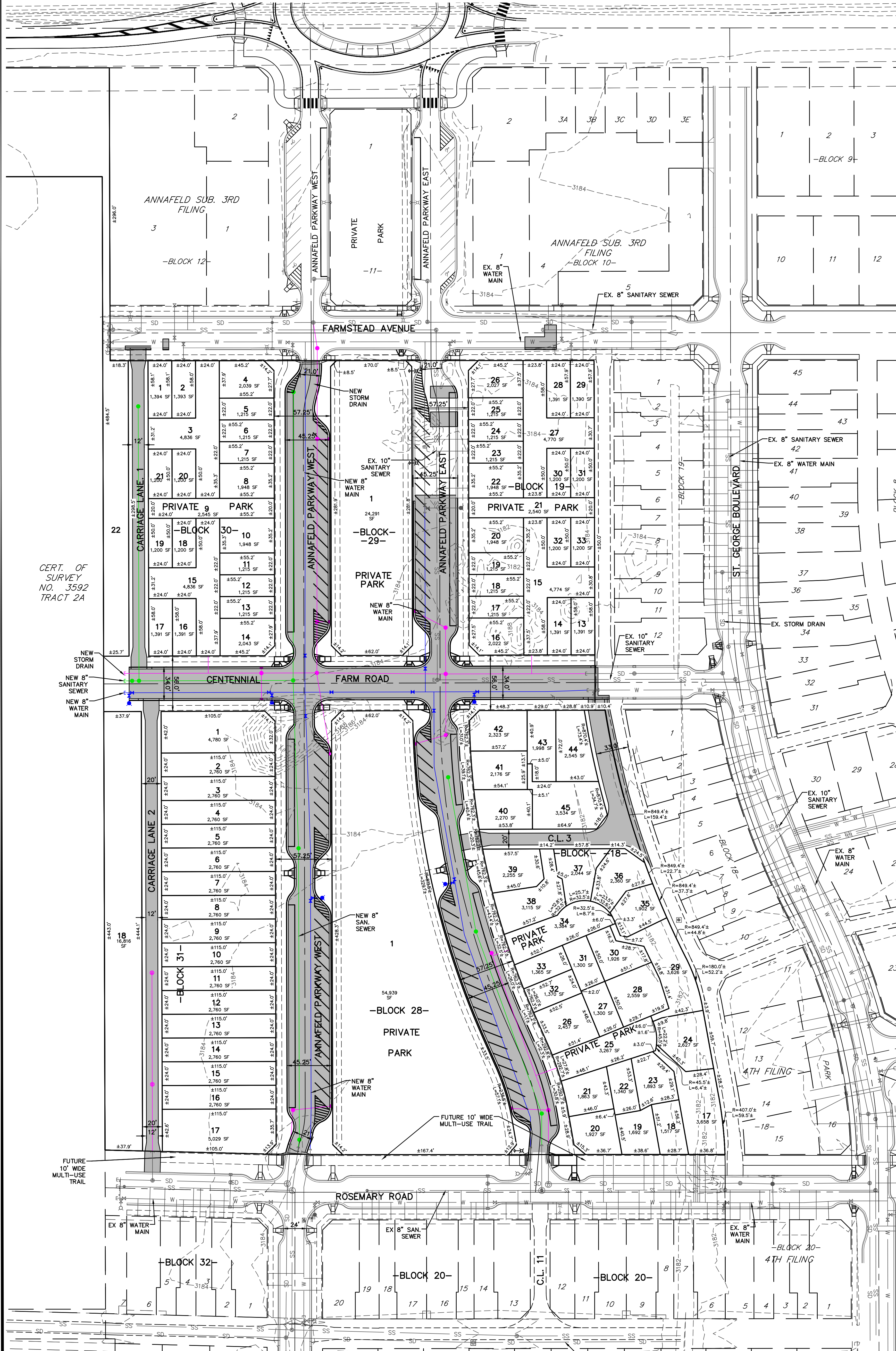
1 MCCALL DEVELOPMENT INC 1536 MULLOWNEY LN STE 100 BILLINGS, MT 59101-6397	18 J&K SIGNATURE PROPERTIES LLC 4612 WYOMING AVE BILLINGS, MT 59106
2 MCCALL PROPERTIES LLC 1536 MULLOWNEY LN STE 100 BILLINGS, MT 59101-6397	19 LUJAN, CASEY 1726 ST GEORGE BLVD BILLINGS, MT 59101
3 SLK ARROWCREEK LLC 88 SUNDOWN RD LAVINA, MT 59046	20 GUNNER, BRIAN & LEIGHANN 1730 ST GEORGE BLVD BILLINGS, MT 59101
4 JOHNSON, GARY LYNN & EILEEN GAIL 1658 ST GEORGE BLVD BILLINGS, MT 59101	21 AMEN, CHERYL KAYE 1734 ST GEORGE BLVD BILLINGS, MT 59101
5 SMITH, HEATHER LOUISE 1662 ST GEORGE BLVD BILLINGS, MT 59101	22 GREGORY, WILLIAM 1738 ST GEORGE BLVD BILLINGS, MT 59101
6 BENSON, SEAN C 1666 ST GEORGE BLVD BILLINGS, MT 59101	23 BEEDE, BROCK W & KYLIE 1742 ST GEORGE BLVD BILLINGS, MT 59101
7 CUDAHY, SEAN A & BRUCE 1670 ST GEORGE BLVD BILLINGS, MT 59101	24 1746 ST GEORGE BLVD LLC 1336 RIVIERA PL BILLINGS, MT 59106
8 GANETE, AMANDA 1674 ST GEORGE BLVD BILLINGS, MT 59101	25 REDFORD, TAWNY E & MAREEAR 1750 ST GEORGE BLVD BILLINGS, MT 59101
9 MATHEWS, BROOKE 1678 ST GEORGE BLVD BILLINGS, MT 59101	26 SSW TRUST 1754 ST GEORGE BLVD BILLINGS, MT 59101
10 BLAIR, SCOTT B & ALEXANDRA C 5415 GREEN TEAL DR BILLINGS, MT 59106	27 CALDERWOOD, DAWN SURVIVING TRUSTEE 4313 DUJOK CREEK RD BILLINGS, MT 59101
11 MCCRARY, MOLLY (AKA) MOLLY E MCCRARY 1686 ST GEORGE BLVD BILLINGS, MT 59101	28 KUCK, DAVID A 1762 ST GEORGE BLVD BILLINGS, MT 59101
12 MULLER, BECCA C & SIGFRID A 1690 ST GEORGE BLVD BILLINGS, MT 59101	29 LANDIS, KATIE 1766 ST GEORGE BLVD BILLINGS, MT 59101
13 BURNS REVOCABLE LIVING TRUST 1615 FRONT ST BILLINGS, MT 59101	30 NIENHUIS, DAVID 6156 ROSEMARY RD BILLINGS, MT 59101
14 WILHELM, KARL 1698 ST GEORGE BLVD BILLINGS, MT 59101	31 GARY J ARMSTRONG LIVING TRUST 1701 EAST LANE BILLINGS, MT 59101-6364
15 STRICKER, MATT & KATY 1710 ST GEORGE BLVD BILLINGS, MT 59101	32 SCHOOL DISTRICT #23 8416 ELYSIAN RD BILLINGS, MT 59101-6314
16 HOYEM, RYLEE D 1714 ST GEORGE BLVD BILLINGS, MT 59101	33 KELLER, ARLISS W 1540 EAST LANE BILLINGS, MT 59101-6329
17 DRAKE, MELISSA 1718 ST GEORGE BLVD BILLINGS, MT 59101	

PRELIMINARY PLAT OF ANNAFELD SUBDIVISION, 7TH FILING

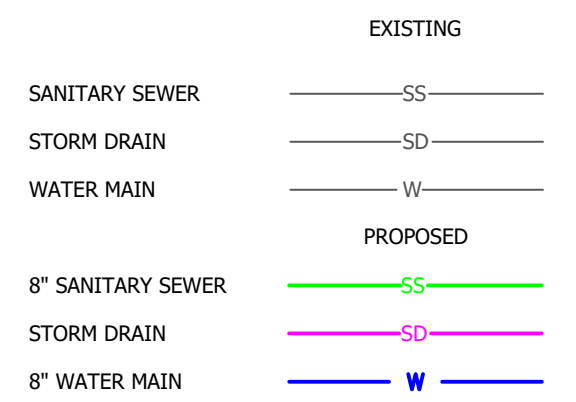
BEING LOTS 17-45, BLOCK 18, LOTS 13-16, BLOCK 19, LOT 1, BLOCK 28, LOT 1, BLOCK 29; LOTS 1-5, BLOCK 30 AND LOTS 1-11, BLOCK 31 ANNAFELD SUBDIVISION, 5TH FILING SITUATED IN THE NW 1/4 OF SECTION 19, T.1S., R. 26E., P.M.M. IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : McCALL DEVELOPMENT, INC.
PREPARED BY : **sanbell**

FEBRUARY, 2025
BILLINGS, MONTANA



BASIS OF BEARINGS: PLAT OF ANNAFELD SUBDIVISION, FIFTH FILING
NOTE: ALL CURVES ARE TANGENT AND ALL PROPERTY LINES INTERSECTING CURVES ARE RADIAL UNLESS OTHERWISE NOTED.



CERT. OF SURVEY NO. 3592 TRACT 2A

Return to:
Sanbell
1300 North Transtech Way
Billings, MT 59102

**SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT
DISTRICTS
ANNAFELD SUBDIVISION, SEVENTH FILING
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Return to:
Sanbell
1300 North Transtech Way
Billings, MT 59102

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

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

WITNESSETH:

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

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

WHEREAS, at a regular meeting conducted on the _____ day of _____ 20____, the City Council conditionally approved a preliminary plat of Annafeld Subdivision, Seventh Filing; and

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

WHEREAS, the provisions of this agreement shall be effective and applicable to Annafeld Subdivision, Seventh Filing upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The subdivision shall comply with all requirements of the City of

Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, and the laws and administrative rules of the State of Montana.

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

I. VARIANCES

None requested

II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

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

- E. Lot owners should be aware that this subdivision is adjacent to wildlife habitat. Consequently, owners are advised that wildlife indigenous to the area is found on the property and may impact the developed property and interface with domestic animals, residents, and visitors. Owners may also experience problems with damage to landscaped shrubs, flowers, and gardens. Any impacts associated with wildlife and any damage arising there from is the responsibility of the lot owners.
- F. No water rights have been transferred to the individual lot owners but may be held by the Subdivider and/or the homeowners association. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners without the permission of the controlling ditch company.
- G. Lot owners should be aware they may be required to participate in a park maintenance district administered by the homeowners' association for Annafeld Subdivision, Seventh Filing.
- H. Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for any construction on lots. Best Management Practices are defined within Chapter 28-201, BMCC and detailed in the City of Billings *Stormwater Management Manual*.
- I. Lot owners should be aware that Hogan's Slough adjacent to the subdivision is a major stormwater outfall for Billings west end. There is a possibility that the slough could overtop during a major storm event. Based upon the existing topography near Hogan's Slough and the Elysian Road Bridge, it is anticipated that the channel would overtop northeast of Elysian Road and flow east prior to overtopping Elysian Road. There is the possibility however that Elysian Road could be overtopped during a major storm event. If that occurs, flows not carried within the Hogan's Slough channel would be carried within the subdivision streets. The elevation of residential dwellings and commercial structures must be established in recognition of the City's policy that storm runoff flows are allowed to a depth of 18-inches in the gutter flowline of adjacent streets during the major storm. Higher house finished floor elevations may be required on a lot-by-lot basis.

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

III. TRANSPORTATION

A. Streets

1. All internal access roads and site improvements within the subdivision will be in accordance with the City of Billings Site Development Ordinance, City Zoning Ordinance, the *Stormwater Management Manual*, and other applicable City codes, rules, and regulations.
2. All internal streets (excluding Annafeld Parkway East and Annafeld Parkway West) within the subdivision shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. All public roads will be built to provide a 34-foot back-to-back curb street width. The design cross-sections of said streets shall be submitted to, and approved by, the City of Billings Public Works Department. The street improvements will be completed by private contract or SID.
3. Annafeld Parkway East and Annafeld Parkway West will be designed for one-way traffic with 45-degree turn-in parking on one side of the drive aisle and parallel parking on the other side. Total width of Annafeld Parkway East and West will be 45.25-feet back of curb to back of curb. Each street will consist of 8.5-foot width for parallel parking space, 20-foot-wide drive aisle and 16.75-foot width for the 45-degree turn-in parking. The street shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. The design cross-section of said street shall be submitted to, and approved by, the City of Billings

Public Works Department. The street improvements will be completed by private contract or SID.

4. At the time of this Filing, Phase IV of Harmony Meadows Subdivision, Second Filing has not been constructed. Therefore, a physical connection between Annafeld Subdivision and Harmony Meadows Subdivision cannot be made. Furthermore, even if the Story Road connection were constructed, the traffic generated from Annafeld Subdivision, Seventh Filing would be unlikely to utilize Story Road based on proximity to East Lane and Elysian Road and the land uses that are currently in Harmony Meadows Subdivision. Therefore, a detailed traffic impact analysis of the Story Road connection to Harmony Meadows Subdivision is not required for this Filing of Annafeld Subdivision.

The Subdivider agrees to contribute up to 50 percent of the cost for design, permitting, and construction of the Hogan's Slough crossing on Story Road by a cash contribution or by SID. If the cash contribution is not sufficient to cover 50 percent of the crossing costs at the time of construction, the City retains the right to create a SID to recover additional design and construction costs.

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

- I. At the time an Annafeld Subdivision Traffic Impact Study recommends the Story Road connection be completed.
 - II. At the commencement of construction of Phase IV improvements for Harmony Meadows Subdivision, 2nd Filing.
 - III. Prior to final plat approval of the final filing of Annafeld Subdivision.
5. A traffic accessibility study update has been completed for Annafeld Subdivision, Seventh Filing. The traffic accessibility study identified required intersection improvement contributions attributable to Annafeld

Subdivision, Seventh Filing. However, Annafeld Subdivision Seventh Filing was previously included as Annafeld Subdivision, Fifth Filing, Phase 2, and intersection contributions were previously paid to the City of Billings for Fifth Filing Phase 2 by the Subdivider. Based on the analysis in the traffic accessibility study, the intersection contribution previously made for Annafeld Subdivision, Fifth Filing Phase 2 is adequate for the impacts required for Annafeld Subdivision, Seventh Filing. No additional intersection contributions are required for Annafeld Subdivision, Seventh Filing.

B. Carriage Lanes

All Carriage Lanes within the subdivision shall be built to grade with a satisfactory subbase, base course, and asphalt surface or concrete surface. All Carriage Lane approaches constructed with asphalt shall be replaced with concrete by the Subdivider at the time when home construction is complete. In the event asphalt approaches within the subdivision are not replaced with concrete within three years of the date of recording of the final plat, the City may construct the concrete approaches and assess the Subdivider for the costs associated with the approach construction. Carriage Lane pavement widths shall be 12-feet. The design cross-sections of said Carriage Lanes shall be submitted to, and approved by, the City of Billings Public Works Department. No trees are allowed to be planted in the Carriage Lane. In addition, no shrubs taller than two feet are allowed to be planted in Carriage Lanes. The existing Carriage Lane constructed with Annafeld Fourth Filing to the west of existing Lots 1 through 5, Block 18 will be widened to a 33-foot drive aisle along the frontage adjacent to Lots 41 through 45, Block 18 to provide emergency vehicle access.

C. Sidewalks

Subdivider shall install handicap access ramps at the time of lot development, where necessary. Construction of sidewalks along frontage of the lots shall be installed by the lot owner at the time of lot development. Sidewalks along the street frontage shall be minimum 5-foot-wide and separated with a boulevard width not less than five feet. Developer shall construct a 5-foot-wide boulevard sidewalk adjacent to right of way for private parks on Lot

1, Block 28; Lot 1, Block (north, east, and west sides) and Lots 25 and 34, Block 18 at the time of private park development.

D. Street Lighting

Street lighting is required for this subdivision. It is anticipated that street lighting will be installed for Seventh Filing by private contract or SID. A Street Light Maintenance District will be created for operation and maintenance of the lighting at a future date and is included in the waiver of right to protest.

E. Traffic Control Devices

The Subdivider shall furnish and install all necessary traffic control devices within and adjacent to the Subdivision in accordance with the plans and specification submitted to and approved by the City Engineer. Traffic control devices shall include all necessary signing, striping, and channelization devices to properly complete the implementation of the proposed street construction.

F. Access

Access to the subdivision will be provided by Farmstead Avenue, Centennial Farm Road, and Rosemary Road. Access to residential lots will be provided by public right of way (street and carriage Lane) and/or private parks within the subdivision.

G. Billings Area Bikeway and Trail Master Plan

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

In addition, a 10-foot-wide multi-use path will be provided on the north side of Rosemary Road (adjacent to Lots 17-20, Block 18; Lot 1, Block 28; and Lot 17 Block 31). Construction of this 10-foot-wide multi-use path will occur with adjacent lot and private park development. No additional trail improvements will be required as part of this subdivision.

H. Public Transit

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

IV. EMERGENCY SERVICE

A. Fire Hydrants

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

B. Construction of Buildings

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

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150-feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of 20-foot-wide.
- An operational fire hydrant shall be located within 600-feet of the furthest portion of a residence under construction, or within 400-feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.
- The above requirements do not alter or effect the current minimum subdivision requirements for fire apparatus access and water supply.

C. Building Location

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

V. STORM DRAINAGE

- A.** A stormwater management plan shall be submitted to the Engineering Division prior to final plat approval. The storm drainage system for Annafeld Subdivision, Seventh Filing will consist of a curb and gutter surface collection and curb inlets that drain into storm drainage piping, as well as surface conveyance. The storm drain piping will discharge into existing storm drain piping and to an existing mechanical stormwater filtration manhole, then into Hogan's Slough. All drainage improvements shall comply with the provisions of the City of Billings *Stormwater Management Manual* and Chapter 28, BMCC.
- B.** The mechanical stormwater filtration manholes are existing, and associated improvements are privately owned and maintained by the HOA. Annafeld Subdivision, Seventh Filing will be included in the HOA that is responsible to maintain these facilities. O&M requirements and HOA maintenance and fiscal responsibilities have been outlined within the Annafeld Subdivision, First Filing I O&M Manual.
- C.** Hogan's Slough adjacent to the subdivision is a major stormwater outfall for Billings west end. There is a possibility that the slough could overtop during a major storm event. Based upon the existing topography near Hogan's Slough and the Elysian Road Bridge, it is anticipated that the channel would overtop northeast of Elysian Road and flow east prior to overtopping Elysian Road. There is the possibility however that Elysian Road could be overtopped during a major storm event. If that occurs, flows not carried within the Hogan's Slough channel would be carried within the subdivision streets. The elevation of residential dwellings and commercial structures must be established in recognition of the City's policy that storm runoff flows are allowed to a depth of 18-inches in the gutter flowline of adjacent streets during the major storm.

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

VI. UTILITIES

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

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

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

A. Water

The Annafeld Subdivision water system consists of a series of looped water mains located in each of the local streets. The subdivision water system will consist of new 8-inch water main all

streets within Annafeld Subdivision, Seventh Filing. Future filings of the Annafeld Planned Development will provide the opportunity to make additional connections to the trunk main in Elysian Road providing water main looping.

B. Sanitary Sewer

Sanitary sewer service to Annafeld Sub., Seventh Filing will be provided by connecting to the existing 8-inch gravity sewer main located in Rosemary Road at Annafeld Parkway East and Annafeld Parkway West. There is an existing 10-inch sewer main located in Centennial Farm Road, from St. George Boulevard to Annafeld Parkway E., and extends north in Annafeld Parkway E. to Farmstead Avenue. All sanitary sewer construction improvements shall be installed in conformance with the design standards, specifications, and rules and regulations of the City of Billings and Montana Department of Environmental Quality, and will be approved by the Public Works Department, Distribution, and Collection Division.

C. Power, Telephone, Gas, and Cable Television

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

VII. PARKS/OPEN SPACE

The subdivision lies within a planned unit development that provides for land permanently set aside for park and recreational uses sufficient to meet the needs of the persons who will ultimately reside in the development, per 76-3-621(6)(a) of the Montana Code Annotated. The park and open space within the Annafeld Planned Unit Development Master Plan meets or exceeds the 0.456 acres (11% of net lot area, Seventh Filing) of dedication required under section 76-3-621(1), MCA. The private park dedication within Seventh Filing is 2.088 acres. The Subdivider and City agree that the parkland dedication has been met through the dedication of private park area within Annafeld Subdivision, Seventh Filing. In addition, with previous filings of Annafeld Subdivision more public and private parkland dedication has been provided than has been required.

In addition, the lots within Annafeld Subdivision, Seventh Filing may provide additional funding to complete the park improvements for the previously created public parkland SID. The park improvements shall be in accordance with the City Council approved Annafeld Parks Master Plan. The Subdivider shall prepare all SID documents necessary for creation, and coordinate with the City of Billings Parks and Recreation Department for review and approval. If all park improvements as defined in the Annafeld Parks Master Plan have been completed prior to the creation of this park SID, then this park SID will no longer be required.

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

VIII. HOMEOWNER'S ASSOCIATIONS

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

A. Contact Information

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

B. Stormwater Drainage Facilities

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

IX. POSTAL DELIVERY

The Subdivider has provided permanent mail delivery with centralized delivery boxes within the subdivision, currently located at 1625 Annafeld Parkway East, Suite 101. The Subdivider previously coordinated the permanent mail delivery location with the United States Post Office for the entire Annafeld Subdivision. It is anticipated that mail delivery for Seventh Filing will also occur at this location.

X. SOILS/GEOTECHNICAL STUDY

A soils/geotechnical study has been performed for Annafeld Subdivision, Seventh Filing (originally being Annafeld Subdivision, Fifth Filing Phase 2) by Rimrock Engineering Inc. dated February 22, 2023, and is available for review at the City of Billings Planning Department. Annafeld Subdivision, Seventh Filing consists of Lot owners and contractors/builders are encouraged to review the report and its recommendations.

XI. PHASING OF IMPROVEMENTS

Phasing is not being proposed with this subdivision.

XII. FINANCIAL GUARANTEES

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

XIII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

- A.** Subdivider agrees to guarantee all public improvements for a period of two years from the date of final acceptance by the City of Billings.
- B.** The owners of the properties involved in this proposed subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this agreement.
- C.** The covenants, agreements, and all statements in this Agreement run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees of the respective parties.
- D.** In the event it becomes necessary for either party to this agreement to retain an attorney to enforce any of the terms or conditions of

this agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.

- E.** Any amendments or modifications of this agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this agreement.
- F.** Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.

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

“SUBDIVIDER”

MCCALL DEVELOPMENT, INC.

By: _____

Its: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____ of **MCCALL DEVELOPMENT, INC.** who executed the foregoing instrument and acknowledged to me that he/she executed the same.

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

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

“CITY”

CITY OF BILLINGS, MONTANA

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)

County of Yellowstone) : ss

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared _____ and _____, known to me to be the Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

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

**WAIVER OF RIGHT TO PROTEST
FUTURE SPECIAL IMPROVEMENT DISTRICTS**

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

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

This Waiver is in addition to any other recorded waiver related to the property described herein and is not intended to replace, supersede, or invalidate any such waiver.

The real property hereinabove mentioned that is the subject of this waiver is more particularly described as follows:

ANNAFELD SUBDIVISION, SEVENTH FILING

SUBDIVIDER/OWNER

MCCALL DEVELOPMENT, INC.

By: _____

Its: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of _____, personally appeared _____, known to me to be the person who executed the foregoing instrument as the _____ of **MCCALL DEVELOPMENT, INC.** and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

Montana

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



December 30, 2024

Dakota Martonen, PE
City of Billings Public Works Department
2224 Montana Avenue
Billings, MT 59101

Reference: Traffic Impact Study Update
Annafeld Subdivision, Seventh Filing, Billings, MT
Project No. 16001.165

Dear Dakota:

The purpose of this letter is to provide a traffic impact study (TIS) update for the Seventh Filing of Annafeld Subdivision, located south of Farmstead Avenue, north of Rosemary Road, and west of St George Boulevard in Billings, Montana. This development's original masterplan TIS (Josephine Landing Subdivision TIS, February 2016) analyzed the First Filing in detail and the full build scenario. Evaluations of subsequent phases were evaluated in several traffic impact studies and updates: a February 2019 TIS for the Second and Third Filings, a December 2020 TIS update for denser commercial land use in Blocks 10 and 12, a September 2021 TIS letter for the Fourth Filing, a February 2023 TIS letter for the Fifth Filing, and an October 2024 TIS letter for the Sixth Filing. The current TIS update provides a trip generation update for the proposed re-platting of Annafeld Subdivision, Fifth Filing, Phase 2 as the Seventh Filing. Annafeld Subdivision, Fifth Filing, Phase 2 is comprised of Lots 13-16, Block 19; 1-5, Block 30; Lots 1-11, Block 31; Lots 17-45, and Block 18. Phase 1 of the Fifth Filing will remain unchanged.

Site Location and Layout

The location and proposed layout for the Seventh Filing of Annafeld Subdivision, along with the locations of other filings and Annafeld North Subdivision, is shown in Figure 1 of the attachments. The re-platted Seventh Filing is generally located west of the Fourth Filing on the northern half of the original Fifth Filing and is proposed to include 53 townhomes and 24 small single-family homes. This would replace the 72 town homes, and 50 condos originally planned for Phase 2 of the Fifth Filing. Access to the Seventh Filing is not proposed to be changed and would be made via internal subdivision connections to Farmstead Avenue, St George Boulevard, and Annafeld Parkway East/West. Annafeld Parkway East and West are the south legs of the roundabout at Elysian Road, where Annafeld Parkway east is a northbound one-way street that serves as the entering leg to the roundabout and Annafeld Parkway West is a southbound one-way street that serves as the existing leg from the roundabout. These streets will continue as one-ways south into

the Seventh Filing until their intersections with Rosemary Road. The Seventh Filing is anticipated to be occupied in 2025. A connection to East Lane is not anticipated to be completed with the Seventh Filing, but eventual completion of this connection may reduce demand at access points along Elysian Road, as some trips are likely to be made via East Lane once that access is constructed.

Trip Generation

This study utilized Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE), which is the most widely accepted source in the United States for determining trip generation projections. These projections are used to analyze the impacts of a new development on the surrounding area. For the purposes of this study, Land Use Code 210 – Single-Family Detached Housing, Land Use Code 215 – Single-Family Attached Housing, and Land Use Code 220 – Multifamily Housing (Low-Rise) were utilized to project trip generation for the proposed single-family homes, townhomes, and condos respectively. Table 1 below presents the results of the trip generation analysis for this study.

Table 1. Annafeld Seventh Filing Trip Generation Summary

Land Use	Independent Variable		Average Weekday			AM Peak Hour			PM Peak Hour		
	Intensity	Units	total	enter	exit	total	enter	exit	total	enter	exit
<i>Unchanged Annafeld 5th Filing Phase 1 Trips</i>											
Single-Family Detached Housing ¹	40	Dwelling Units	377	188	189	28	7	21	38	24	14
Unchanged Annafeld 5th Filing Phase 1 Trips Total			377	188	189	28	7	21	38	24	14
<i>Former Annafeld 5th Filing Phase 2 Trips</i>											
Single-Family Attached Housing ²	72	Dwelling Units	518	259	259	35	11	24	41	23	18
Multifamily Housing (Low-Rise) ³	50	Dwelling Units	337	168	169	20	5	15	26	16	10
Former Annafeld 5th Filing Phase 2 Trips Total			855	427	428	55	16	39	67	39	28
<i>Annafeld 7th Filing Re-Platted Trips</i>											
Single-Family Detached Housing ¹	24	Dwelling Units	226	113	113	17	4	13	23	14	9
Single-Family Attached Housing ²	53	Dwelling Units	382	191	191	25	6	19	30	18	12
Annafeld 7th Filing Re-Platted Trips Total			608	304	304	42	10	32	53	32	21
Total Re-Platted Net Trips			-247	-123	-124	-13	-6	-7	-14	-7	-7

- (1) Single-Family Detached Housing - Land Use Code 210*
 - Average Weekday Units = Dwelling Units
 - Average Rate = 9.43 (50% entering/50% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM: Average Rate = 0.70 (25% entering/75% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM: Average Rate = 0.94 (63% entering/37% exiting)
- (2) Single-Family Attached Housing - Land Use Code 215*
 - Average Weekday Units = Dwelling Units
 - Average Rate = 7.20 (50% entering/50% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM: Average Rate = 0.48 (25% entering/75% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM: Average Rate = 0.57 (59% entering/41% exiting)
- (3) Multifamily Housing (Low-Rise) - Land Use Code 220*
 - Average Weekday Units = Dwelling Units
 - Average Rate = 6.74 (50% entering, 50% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM: Average Rate = 0.40 (24% entering, 76% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM: Average Rate = 0.51 (63% entering, 37% exiting)

*Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021

**Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, 2017

The Seventh Filing is projected to reduce the previously calculated Fifth Filing Phase 2 trip total by 247 average weekday trips, with 13 fewer trips (6 entering/7 exiting) during the AM peak hour and 14 fewer trips (7 entering/7 exiting) during the PM peak hour. The Fifth Filing Phase 1 trip total will remain unchanged.

Trip generation projections provide an estimate of the total number of trips that a proposed development would generate. However, to estimate the net number of new trips made by personal vehicles external to the site, adjustments must often be made to account for internal capture trips, pass-by trips, and trips made by alternate modes.

Internal capture (IC) trips are trips that do not have origins or destinations external to a project site. Since IC trips occur internally, they do not have an impact on external traffic operations. IC trips most often occur in mixed-use developments where residential, commercial, and office-related land uses exhibit a high rate of internal trip exchange. Although the Seventh Filing will be in close proximity to the commercial sites located in Blocks 10 and 12 of the Third Filing (including a coffee shop and deli/bakery), any IC trips to that area have already been accounted for in the analysis of prior filings. It is likely that IC trips will occur from the Seventh Filing, but they will balance out with trips that have already been calculated.

Pass-by trips are trips that are made as intermediate stops on the way from the point of origin to a primary trip destination. Pass-by trips are attracted by traffic “passing by” on an adjacent street that offers direct access to that site. Pass-by trips are primarily attracted by commercial-type land uses such as restaurants, convenience markets, and gas stations. Since no commercial land uses exist in the Seventh Filing, these trips were not calculated for the Seventh Filing analysis.

A percentage of trips generated by the Seventh Filing could be made by alternate modes (walking, biking, or transit), as there is a multi-use path along Elysian Road and sidewalks throughout Annafeld Subdivision. However, since there are no transit routes currently operating on Elysian Road west of Mullowney Lane and the subdivision is generally separated from Greater Billings, alternate mode trips were conservatively considered to be negligible for this analysis. Some alternate mode trips are possible within the subdivision between filings; however, prior adjustments made for IC trips are assumed to account for this.

Trip Distribution and Traffic Assignment

Trip distribution is an estimate of the routes that site-generated trips will utilize to travel to and from the site, typically expressed on a percentage basis. A trip distribution can be estimated by several methods such as with a computerized travel demand mode, calculation of travel time for various available routes, and the inspection of existing traffic patterns within the project area. For this update, Sanbell reviewed distribution calculated for

previous evaluations of Annafeld Subdivision as well as new intersection count data from 2024 to determine an assignment distribution.

Traffic assignment is the procedure whereby site-generated vehicles trips are assigned to study area streets, intersections, and site access driveways based on the anticipated trip distribution and the physical attributes of the site and surrounding roadways. Figure 2 attached illustrates the trip distribution and site-generated AM and PM peak hour traffic assignments for the Seventh Filing of Annafeld Subdivision.

Contribution Calculations

Proposed financial contributions were based on the traffic assignment volumes for the Fifth and Seventh Filings of Annafeld Subdivision. The original calculations performed for the Fifth Filing Phase 1 and total are presented, as well as the updated calculations for the re-platted Seventh Filing combined with the remainder of the unchanged Fifth Filing, Phase 1. The Fifth and Seventh Filing’s portions of critical lane volumes for the affected intersections are shown in Table 2 below.

Table 2. Annafeld Seventh Filing Financial Contributions Summary

Intersection	Previously Paid Contribution Amount	Re-Platted Contribution Calculations		Updated Contribution Amount
	Original 5th Filing Contribution (\$350k)	5th Filing Phase 1 Contribution (\$350k)	7th Filing Contribution (\$450k)	5th Filing Phase 1 + 7th Filing
Muldowney Lane & S Frontage Road/Midland Road	2.42%	0.79%	1.38%	2.17%
Muldowney Lane & Elysian Road	3.50%	1.42%	1.83%	3.25%
Elysian Road & East Lane	1.50%	0.50%	0.58%	1.08%
Elysian Road & Frontage Road	1.05%	0.44%	0.53%	0.97%
East Lane & S Frontage Road	0.53%	0.18%	0.09%	0.27%
Total Percent Contribution	9.00%	3.33%	4.41%	7.74%
Total Dollar Contribution	\$ 31,500.00	\$ 11,655.00	\$ 19,845.00	\$ 31,500.00

The percentages have been converted into dollar figures based on the previous and current City of Billings intersection cost participation values. The cost participation value at the time of the original Annafeld Fifth Filing was \$350,000.00 but has since changed to \$450,000.00 as of July 1, 2024. The difference between the previously paid contribution amount and updated contribution amount is \$0.00. Financial contribution calculation worksheets for the re-platted Seventh Filing are included in the attachments.

Dakota Martonen
December 30, 2024
Page 5

Conclusions & Recommendations

The preceding analysis has shown that the re-platting of Annafeld Subdivision, Fifth Filing, Phase 2 as the Seventh Filing will reduce trip generation projections by approximately 247 trips per day.

If you have any questions about this assessment, or if additional analysis is required, please feel free to contact me at 406-922-4306 or jstaszczuk@sanbell.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joey Staszczuk". The signature is fluid and cursive, with the first name "Joey" written in a larger, more prominent script than the last name "Staszczuk".

Joey Staszczuk, PE, PTOE, RSP1
Associate Principal | Community Transportation Studio Manager

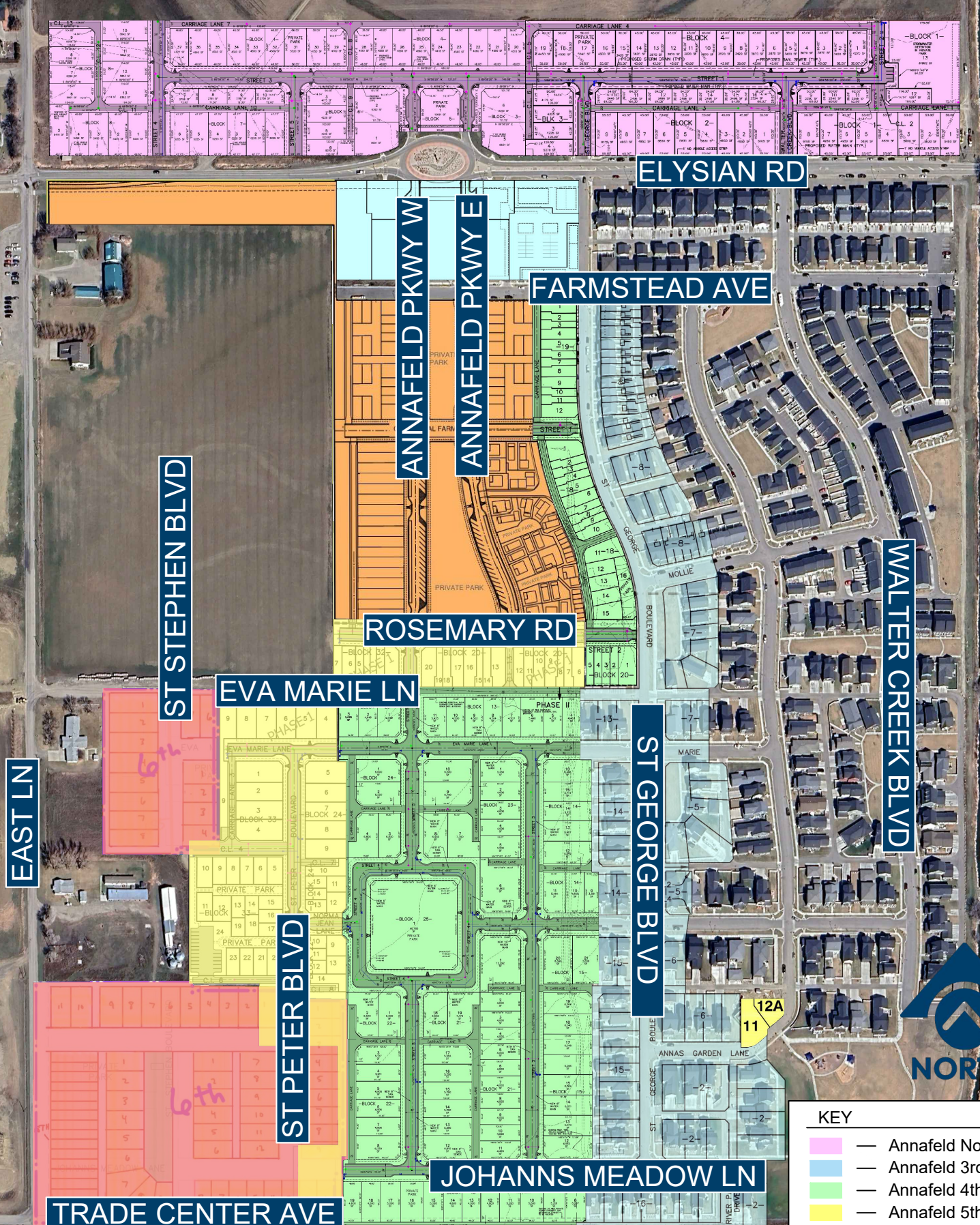
KRK/ars/jhs/SG

Enc.

Site Layout
Trip Assignment & Distribution
Financial Contribution Calculation Worksheets

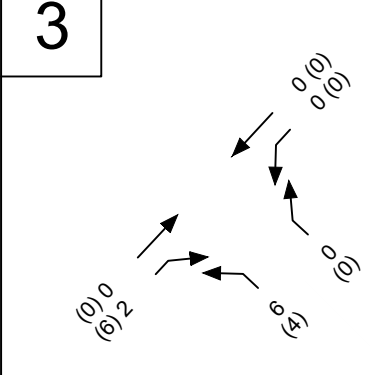
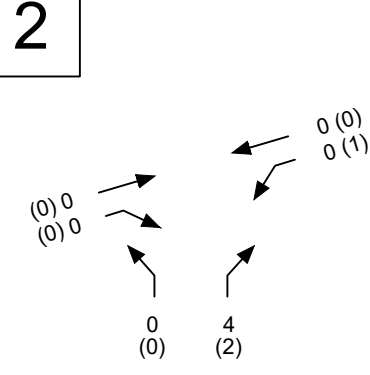
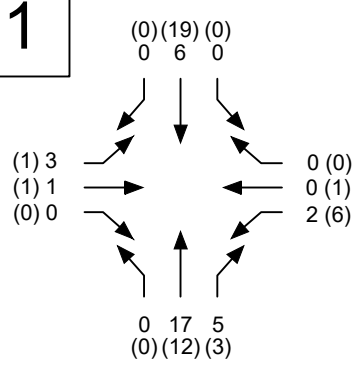
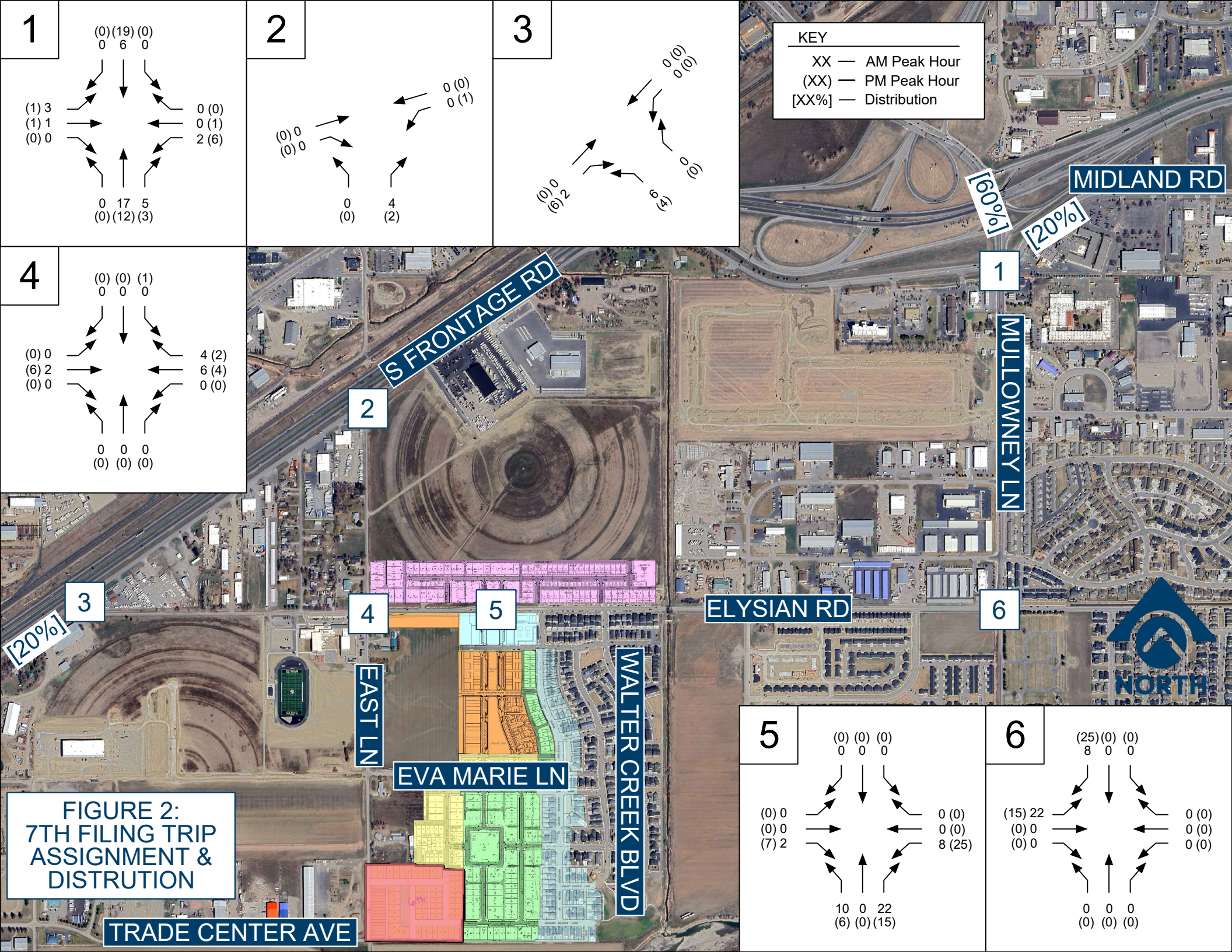
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**FIGURE 1:
SITE LAYOUTS**



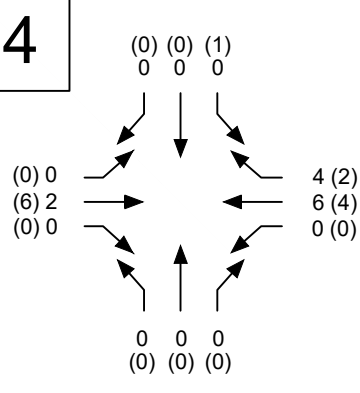
KEY

	Annafeld North
	Annafeld 3rd Filing
	Annafeld 4th Filing
	Annafeld 5th Filing
	Annafeld 6th Filing
	Annafeld 7th Filing

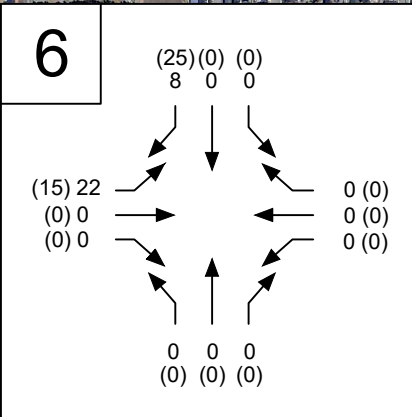
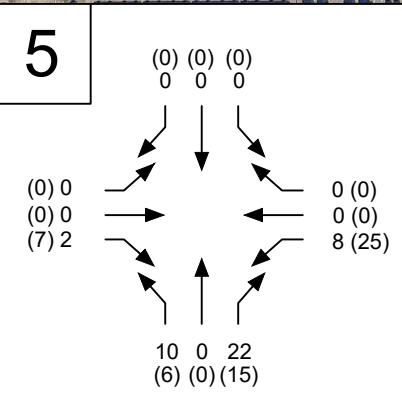


KEY

XX — AM Peak Hour
(XX) — PM Peak Hour
[XX%] — Distribution



**FIGURE 2:
7TH FILING TRIP
ASSIGNMENT &
DISTRUTION**



Intersection: Mullowney Lane & S Frontage Rd/Midland Rd - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	17	9	12	6	2
	L	0	0	0	0	1
SB	T	6	3	19	10	2
	L	0	0	0	0	1
EB	T	1	1	1	1	1
	L	3	3	1	1	1
WB	T	0	0	1	1	1
	L	2	2	6	6	1
Critical Lane Sum Increase:		12		17		
Critical Lane Sum:		1200		1200		
Peak Hour %:		0.96%		1.38%		
Highest %:		1.38%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: Mullowney Lane & Elysian Road - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	0	0	0	0	1
	L	0	0	0	0	1
SB	T	0	0	0	0	1
	L	0	0	0	0	1
EB	T	0	0	0	0	1
	L	22	22	15	15	1
WB	T	0	0	0	0	1
	L	0	0	0	0	1
Critical Lane Sum Increase:		22		15		
Critical Lane Sum:		1200		1200		
Peak Hour %:		1.83%		1.25%		
Highest %:		1.83%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: Elysian Road & East Lane - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	0	0	0	0	1
	L	0	0	0	0	1
SB	T	0	0	0	0	1
	L	0	0	1	1	1
EB	T	2	2	6	6	1
	L	0	0	0	0	1
WB	T	6	6	4	4	1
	L	0	0	0	0	1
Critical Lane Sum Increase:		6		7		
Critical Lane Sum:		1200		1200		
Peak Hour %:		0.50%		0.58%		
Highest %:		0.58%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: Elysian Road & S Frontage Road - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	0	0	0	0	1
	L		0		0	1
SB	T	0	0	0	0	1
	L	0	0	0	0	1
EB	T		0		0	1
	L		0		0	1
WB	T		0		0	1
	L	6	6	4	4	1
Critical Lane Sum Increase:		6		4		
Critical Lane Sum:		1140		1140		
Peak Hour %:		0.53%		0.35%		
Highest %:		0.53%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: East Lane & S Frontage Road - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T		0		0	1
	L	0	0	0	0	1
SB	T		0		0	1
	L		0		0	1
EB	T	0	0	0	0	1
	L		0		0	1
WB	T	0	0	0	0	1
	L	0	0	1	1	1
Critical Lane Sum Increase:		0		1		
Critical Lane Sum:		1140		1140		
Peak Hour %:		0.00%		0.09%		
Highest %:		0.09%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Planning Board

Date: 03/25/2025
Title: Request to MDT for Federal Funding Priority - Grand Avenue
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff recommends the Planning Board hear a presentation on the request to add Grand Avenue from 41st Street West to 62nd Street West as a Federal funding priority and conduct a public hearing to receive public comment on the proposal. The Planning Board at the April 8 meeting will act on the request and forward a recommendation to the Policy Coordinating Committee (PCC) scheduled to meet on April 15, 2025.

On March 13th, the Technical Advisory Committee met and recommended approval for the Grand Avenue project to be prioritized for federal funding. This recommendation is now being forwarded to the governing bodies for consideration.

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 better turning lane options, substantial shoulders, sidewalks and other 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, and a sidewalk on the other, as well as future planning for MET Transit operations. 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 to a City standard arterial roadway.

STAKEHOLDERS

The MPO's transportation planning process offers several opportunities for public input. As the MPO representative, the Planning Board will hold a public hearing to gather feedback. Additional opportunities for public comment will be available at meetings of the Billings City Council, the Yellowstone County Commission, and the PCC.

ALTERNATIVES

No action required; presentation and public hearing only.

FISCAL EFFECTS

The Grand Avenue project is eligible for federal funding through Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program - Urban (STPU) programs. No direct impact on City or County budgets is anticipated, as non-federal projects are already accounted for in other planning documents, such as the City's Capital Improvement Program.

SUMMARY

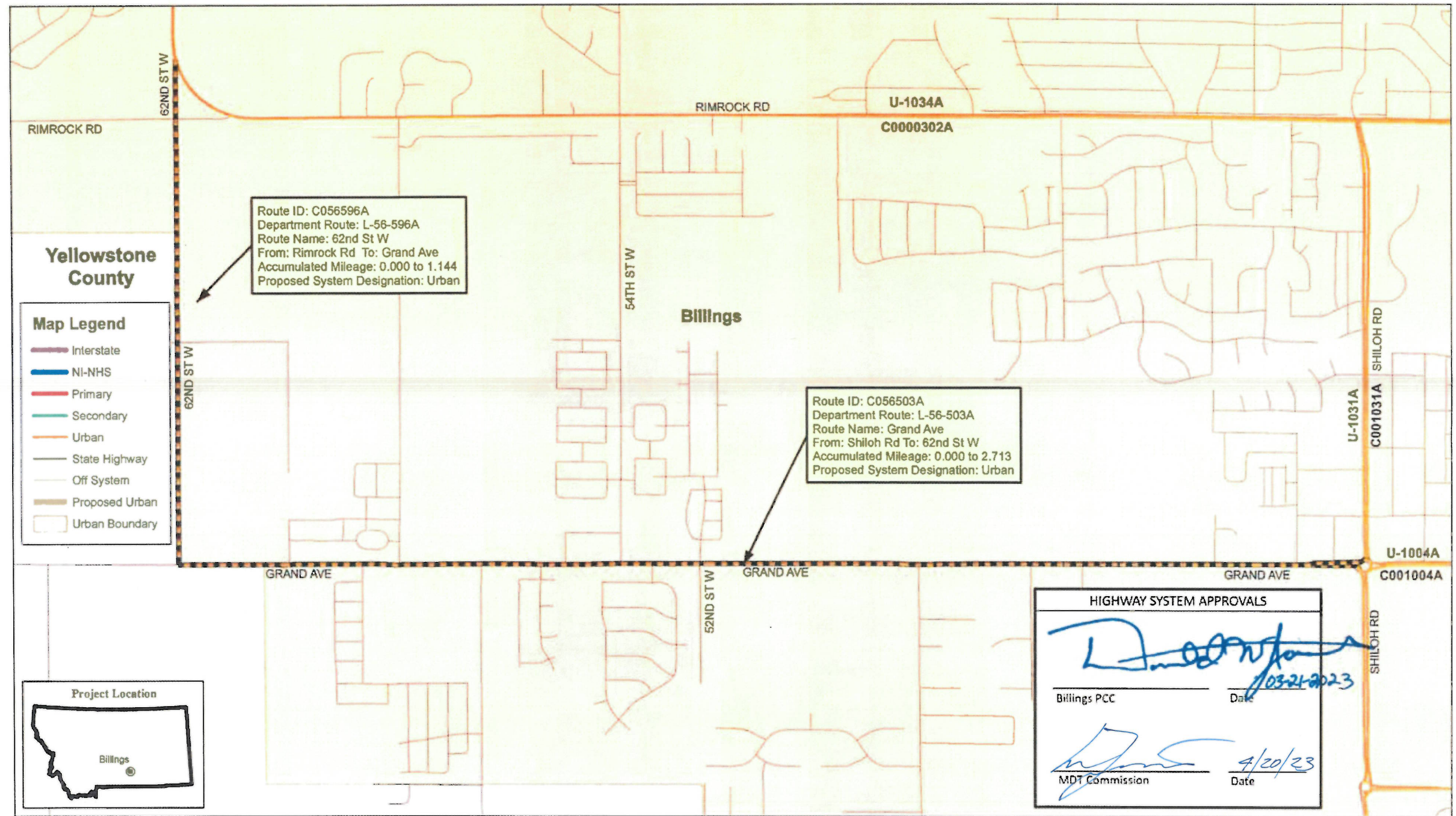
The Metropolitan Planning Organization (MPO) coordinates regional transportation planning and allocates federal funds to eligible projects, ensuring alignment with long-term transportation goals. In 2023, the Montana Department of Transportation (MDT) approved the addition of Grand Avenue to the Urban 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, transit, streetlights, a traffic signal, and stormwater

improvements. Public input will be gathered through hearings and meetings. The Planning Board'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





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.

Planning Board

Date: 03/25/2025
Title: 2024-2028 Transportation Improvement Program (TIP) Amendment 2
Presented by: Lora Mattox
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff recommends that the Planning Board (PB) receive a presentation of the 2024-2028 Transportation Improvement Program (TIP) Amendment 2 and conduct a public hearing to collect public testimony regarding the TIP Amendment. The Planning Board at the April 8th meeting will take formal action on the amendment to forward a recommendation to the Policy Coordinating Committee (PCC).

On March 13th, the Technical Advisory Committee met and recommended approval of the 2024-2028 TIP Amendment #2. This recommendation is now being forwarded to the governing bodies for consideration.

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 TIP will include the MPO's Transportation Planning Process that includes numerous opportunities for public input. The Planning Board, the designated MPO, will host a public hearing at its meeting and encourage and collect public comment. There is also opportunity for public comment during the Billings City Council, Board of County Commissioners, and the Policy Coordinating Committee public meetings.

ALTERNATIVES

No action required; presentation and public hearing only.

FISCAL EFFECTS

A range of federal funding sources are 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 transportation vision for the area.

Attachments

TIP Amd 2

TIP Tables

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					

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

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Acronyms

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
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
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.

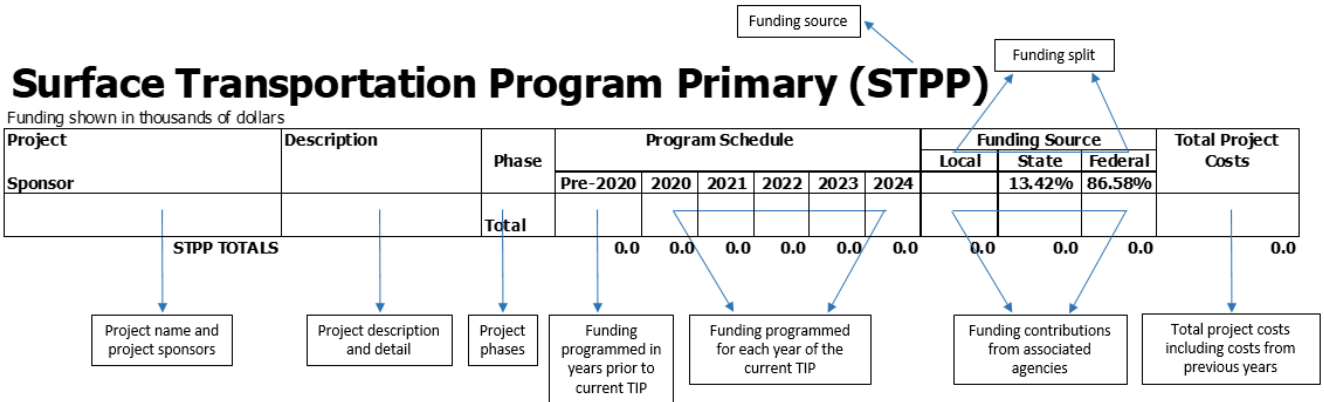
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
 - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
 - 1) Replacement vehicles for MET Special Transit and other local agencies.
- The priorities 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 performance - Efficiency
Grand Ave 41st to 62nd		Reconstruction of existing roadway	possible lag project	System performance - 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 I-90 Yellowstone River - Billings	7972	Pavement Preservation and Striping Bridge Replacement	Placeholder to allow project nominations	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 Billings Bypass	4199-000	Pavement Preservation and Striping New Construction	Placeholder to allow project nominations 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. - Blgs	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 Jct Main & 87 to Worden	9588	Interchange Improvements Study Roadway Striping install safety improvement: signs, delineation, chevrons		
SF 209 BILLINGS DIST SIGNS	10299			
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 Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
Sponsor: MDT 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
	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
	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 (Five Mile Road) UPN4199002														
	Construction of Five Mile Road	IC	156.8							STPU		21.0	135.8	156.8
		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 (Yellowstone River Bridge) UPN4199003														
	Construction of a new bridge over the Yellowstone River	IC	416.2	-90.8						NH		43.7	281.8	325.5
		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
		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 (Johnson Lane Interchange) UPN4199007														
	Reconstruction of existing Interchange	IC	4,121.1							NH		553.1	3,568.1	4,121.1
		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
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 (Railroad Overpass) UPN4199005														
	Construction of new bridge over railroad	IC	764.4	469.2						NH		165.6	1,068.1	1,233.6
		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 (RR O'pass to Yellowstone R) UPN4199008														
	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5						NH		0.0	0.0	0.0
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 (Johnson Lane Interchange to RR O'pass) UPN4199006														
	Construction of connection from Interchange to RR O'pass	IC	1,000.0							NH		134.2	865.8	1,000.0
		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 (Five Mile Rd to US 87) UPN4199004														
	Construction of connection from Five Mile to US 87	IC							500.0	NH		67.1	432.9	500.0
		CN							14,719.6	NH		1,975.4	12,744.2	14,719.6
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	0.0		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 Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
Sponsor: MDT														
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3
		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
		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

modified costs

KING AVE & 48TH STREET - BLGS

Funding shown in thousands of dollars

Project: KING AVE & 48TH STREET - BLGS	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
Sponsor: MDT														
KING AVE & 48TH STREET - BLGS UPN 10643	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
		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
		CN												
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%

New project

Project: Grand Avenue

Funding shown in thousands of dollars

Project: Grand Avenue	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028						2028+
Sponsor: MDT														
Grand Avenue UPN	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6
		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
		CN												
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	

New project

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		DISCRETIONARY 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),TRANSIDE, 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	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028		Local	State	Federal
Sponsor												
<i>Carryover (Federal)</i>				7,186.9	8,677.3	4,799.1	6,288.9	7,778.7	13.42%	13.42%	86.58%	
<i>Estimated allocation (Federal)</i>				1,490.4	1,489.8	1,489.8	1,489.8	1,489.8				
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0
Total			0.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
Billings Bypass (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0
Total			0.0	0.0	6,200.0	0.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0
Grand Avenue <i>UPN</i> <i>Possible LAG with city</i>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN										
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 <i>MET Transit</i>	Transfer from CMAQ to 5307	Transit								0.0	0.0	0.0
Total			0.0	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					

updated allocation

New project cmaq participating in STPU project

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

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028		Local	State	Federal
<i>Carryover</i>				12,767.4	15,319.2	13,078.6	14,370.4	15,422.1				
<i>Estimated Allocation (STPU)</i>				2,551.8	2,551.8	2,551.8	2,551.8	2,551.8				
Billings Bypass (Five Mile Road)	UPN4199002 Construction of Five Mile Road	IC	140.1							18.8	121.3	140.1
		CN	5,865.9							787.2	5,078.7	5,865.9
<i>MDT</i>		Total	6,006.1	0.0	0.0	0.0	0.0	0.0	0.0	806.0	5,200.1	6,006.1
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River											
		CN	11,364.2							1,525.1	9,839.1	11,364.2
<i>MDT</i>		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 (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange											
		CN			2,429.7					326.1	2,103.7	2,429.7
<i>MDT</i>		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 roadway 41st to 62nd street 2.6 miles	PE			2,362.6					317.1	2,045.5	2,362.6
		RW				1,260.0				169.1	1,090.9	1,260.0
		IC					1,500.0			201.3	1,298.7	1,500.0
		CN						16,985.7		2,279.5	14,706.2	16,985.7
<i>Possible LAG with city</i>		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					

updated allocation

new urban priority
not yet approved by commission 01/03/2020

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	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable Pave Marking, Pavement Pres.	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0	
<i>MDT</i>		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 Interchange	OT		4.0						0.3	3.6	4.0	
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0	
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0	
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0	
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0	
UPN <i>MDT</i>	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 Interchange	OT		4.5						0.4	4.1	4.5	
UPN <i>MDT</i>	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 Interchange	CN				29,160.8				2,554.5	26,606.3	29,160.8	moved to 26 from 25
UPN 4199-007 <i>MDT</i>	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 <i>MDT</i>	I-90 RP 450.09 to 452.73	RW	180.0							15.8	164.2	180.0	
		CN	4,384.0							384.0	4,000.0	4,384.0	
Total		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 <i>MDT</i>	Not all locations inside MPO boundary	CN	24,304.8	1,051.7						2,221.2	23,135.3	25,356.5	modification
	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 <i>MDT</i>	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
Total	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 <i>MDT</i>	Not all locations inside MPO boundary	CN						6,269.4		549.2	5,720.2	6,269.4	decreased costs
	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	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State 13.42%	Federal 86.58%		
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 Pavem	OT		140.7						18.9	121.8	140.7	
UPN	BR I-90/US-87	Total	0.0	140.7	0.0	0.0	0.0	0.0	0.0	18.9	121.8	140.7	
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 Pavem	OT		142.2						19.1	123.1	142.2	
UPN	MT-3	Total	0.0	142.2	0.0	0.0	0.0	0.0	0.0	19.1	123.1	142.2	
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 Pavem	OT		55.5						7.5	48.1	55.5	
UPN	Zoo Drive	Total	0.0	55.5	0.0	0.0	0.0	0.0	0.0	7.5	48.1	55.5	
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 Pavem	OT		22.5						3.0	19.4	22.5	
UPN	King Ave West	Total	0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.0	19.4	22.5	
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 Pavem	OT		16.6						2.2	14.4	16.6	
UPN	BR I-90	Total	0.0	16.6	0.0	0.0	0.0	0.0	0.0	2.2	14.4	16.6	
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 nw moved from 24 to 25
MDT		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 Bridge	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 connect	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	
MDT	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	IC								0.0	0.0	0.0	
UPN4199-008	roadway	CN		7,726.3	-722.5					939.9	6,063.9	7,003.8	Final
MDT	connection from existing	Total	7,726.3	-722.5	0.0	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8	
MDT	Interchange to the bridge	Total	7,726.3	-722.5	0.0	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8	
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. Blgs	Intersection Improvements	PE		1,537.3	2,334.8					519.6	3,352.4	3,872.0	modification
UPN 7908		CN						9,036.8		0.0	0.0	0.0	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	PE								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	350.7					39.7	255.9	395.6	
UPN 8718		PE		2,229.8						346.3	2,234.2	2,580.5	
MDT		RW					61.2			8.2	53.0	61.2	
MDT		IC					153.1			20.5	132.5	153.1	
MDT		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	
MDT		IC					59.8			8.0	51.8	59.8	
MDT		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	
MDT		IC			227.7					30.6	197.2	227.7	
MDT		CN				7,520.3				1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 ml
MDT	I-90 RP 442.9 to 444.3	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	
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	12.4					111.5	719.5	831.1	
UPN 9880	Major Rehab	RW			255.6					1.7	10.8	12.4	
MDT		IC				8,345.7				34.3	221.3	255.6	
MDT		CN								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	12.6					112.8	727.8	840.7	
UPN 9881	Major Rehab	RW			350.6					1.7	10.9	12.6	
MDT		IC				7,732.6				47.1	303.6	350.6	
MDT		CN								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	
MDT		IC				51.3				6.9	44.4	51.3	
MDT		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	Funding						Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal			
										8.76%	91.24%			
Billings Bypass (Johnson Lane Interchange) UPN4199007	Reconstruction of existing Interchange	CN				14,357.7					1,257.7	13,100.0	14,357.7	<i>moved to 26 from 25</i>
<i>MDT</i>										0.0	0.0	0.0	0.0	
Total			0.0	0.0	0.0	14,357.7	0.0	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 CN	801.4 17,325.0								70.2 1,517.7	731.2 15,807.3	801.4 17,325.0	
<i>MDT</i>										0.0	0.0	0.0	0.0	
Total			18,126.4	0.0	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	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	Funding						Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal			
										13.42%	86.58%			
(Yellowstone River Bridge) UPN 4199003 BBP	Construction of a new bridge over the Yellowstone River	CN	12.9								12.9	0.0	12.9	
<i>MDT</i>			12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	12.9	
Total			12.9	0.0	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 RP 450 to 455.3	OT	1,546.8								207.6	1,339.2	1,546.8	<i>corrected typo in amount</i>
<i>MDT</i>			1,546.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	207.6	1,339.2	1,546.8	
Total			1,546.8	0.0	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 RP 0 to 1.3	OT	55.3								7.4	47.9	55.3	
<i>MDT</i>			55.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	47.9	55.3	
Total			55.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	47.9	55.3	
Johnson Lane Interchange UPN	Roadway Striping RP 0 to 10.6	OT	10.6								1.4	9.2	10.6	
<i>MDT</i>			10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	9.2	10.6	
Total			10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	9.2	10.6	
88TH ST- SHILOH UPN	Roadway Striping RP 10.8 to 17.7	OT			69.7						9.4	60.3	69.7	<i>added new durable striping project</i>
<i>MDT</i>					69.7						9.4	60.3	69.7	
Total			0.0	0.0	69.7	0.0	0.0	0.0	0.0	0.0	9.4	60.3	69.7	
SF 209 BILLINGS DIST SIGNS UPN 10299 Not all locations inside MPO Boundary	install safety improvement: signs, delineation, chevrons Various Locations	CN				84.6					11.4	73.2	84.6	<i>updated costs</i>
<i>MDT</i>			0.0	0.0	0.0	84.6	0.0	0.0	0.0	0.0	11.4	73.2	84.6	
Total			0.0	0.0	0.0	84.6	0.0	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	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	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
No New Projects													
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0		2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0		2,500.0
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0		923.3
UPN 8052		RW	1,530.0							153.0	1,377.0		1,530.0
		IC	415.1		-38.1					37.7	339.3		377.0
	ST SEC RTE 532	CN	4,050.1	94.5						414.5	3,730.2		4,144.7
<i>MDT</i>	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 - Roundabout	PE	863.9	87.6						95.1	856.3		951.5
UPN 9383		IC	1,175.7	-108.5	161.7					122.9	1,106.0		1,228.9
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0		6,913.4
<i>MDT</i>	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 - BLOC	Safety Improvements for Traffic Op	PE								0.0	0.0		0.0
UPN 9597		CN			500.0					50.0	450.0		500.0
<i>MDT</i>	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
<i>MDT</i>	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, delineation, chevrons	PE	44.8							4.5	40.3		44.8
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4		242.7
<i>MDT</i>	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 issues at the intersection of King Avenue and 48th Street. The preferred alternative is a U-1037 RP 16.5 to 16.7	CN						1,600.0		160.0	1,440.0		1,600.0
<i>MDT</i>		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	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor										13.42%	86.58%		
BBP-YELLOWSTONE RIVER	New bridge construction	CN	5,000.0							0.0	0.0	0.0	
UPN 4199-003										671.0	4,329.0	5,000.0	
<i>MDT</i>	Statewide	Total	5,000.0	0.0	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	
<i>MDT</i>	RP 2.7 to 3.0	Total	68,209.6	2,074.9	0.0	0.0	0.0	0.0	0.0	9,432.2	60,852.3	70,284.5	
BR PRES COLUMBUS JOLIET AV	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	
<i>MDT</i>	U-1033 RP 0.9 to 1.1	Total	168.9	1,746.3	0.0	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	
<i>MDT</i>	U-1031 RO 5.0 to 5.3	Total	309.9	0.0	12.4	0.0	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	
<i>MDT</i>	N113 RP1.82 TO 1.92	Total	1,135.6	-186.6	0.0	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	0.0	2,824.2	0.0	10,909.8	70,385.5	81,295.4

modified costs

moved to 28 from 26

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor										13.42%	86.58%		
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	Total	0.0	500.0	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	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	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
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
<i>MDT</i>	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	CN	554.4							74.4	480.0	554.4
UPN 9198	Not all locations inside MPO bound	Total	554.4	0.0	0.0	0.0	0.0	0.0	0.0	74.4	480.0	554.4
<i>MDT</i>	I-90 RP 437.12 to 446.7											
ATSPM - MAIN STREET (BILLINGS)	INT UPGRADE/SIGNALS	OT	221.0							29.7	191.4	221.0
UPN 10400		Total	221.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7	191.4	221.0
<i>MDT</i>	Various Locations											
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE	25.2	12.6						5.1	32.8	37.8
	Not all locations inside MPO boundary	CE		62.3						8.4	53.9	62.3
UPN 10431	using 15% for costs	Total	25.2	74.9	0.0	0.0	0.0	0.0	0.0	13.4	86.7	100.1
<i>MDT</i>	Various Locations											
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	Description	Phase							Funding Source			Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal				
Zoo Drive Improvements UPN 9597	Intersection Improvements														
	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	0.0	155.0	1,000.0		1,155.0	added new funding source for Zoo Drive
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE													
UPN 10431	Not all locations inside MPO boundary	CN		388.4	-26.8						48.5	313.1		361.6	modified
MDT	using 15% for costs	Total	0.0	388.4	-26.8	0.0	0.0	0.0	0.0	0.0	48.5	313.1		361.6	
	Various Locations														
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	
			Pre-2024	2024	2025	2026	2027	2028	Local	State		Federal
Sponsor												
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												
UPN 10432	Shared use path	PE		931.2					125.0		806.2	931.2
MDT/Locals		CN						5,348.7	717.8		4,630.9	5,348.7
	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												
UPN 10433	Sidewalk construction	PE		266.1					35.7		230.4	266.1
MDT/Locals		CN			1,166.6				156.6		1,010.1	1,166.6
	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				

updated costs
updated costs and moved to 28 from 26
updated costs
updated costs and moved to 25 from 26

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

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

updated costs and split

new project

new project

*pending award

Earmarks

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
Billings Bypass	UPN41990	Environmental Impact Statement	PE	14,598.6							1,959.1	12,639.5	14,598.6
		Preliminary Engineering	RW	7,847.0							1,053.1	6,793.9	7,847.0
<i>MDT</i>		Right of Way Acquisition	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	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor											
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	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	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	Description	Phase	Funding Source					Total Estimated Obligation			
			2024	2025	2026	2027	2028		Local 20%	State	Federal 80%
<i>Carryover</i>			1,011.2	753.1	768.1	718.5	965.4				
<i>Allocation (Estimated)</i>			735.0	735.0	735.0	735.0	500.0				
Rolling Stock	Replacement		602.1	0.0	0.0	130.0	0.0	109.8		622.3	732.1
<i>Met Transit</i>	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	0.0	0.0	67.9		271.8	339.7
<i>Met Transit</i>			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					
<i>Met Transit</i>			418.8	38.9	609.5	290.0					
				73.1	80.0	50.0					
				300.0	50.0	50.0					
				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					
<i>Met Transit</i>				400.0	72.5	32.0					
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology		0.0	400.0	72.5	32.0	0.0	100.9		403.6	504.5
<i>Met Transit</i>			0.0	400.0	72.5	32.0	0.0	100.9		403.6	504.5
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	Description	Phase	Funding Source					Total Estimated Obligation			
			2024	2025	2026	2027	2028		Local 15%	State	Federal 85%
<i>Carryover</i>			6,904.6								
<i>Allocation</i>	5339b/LowNo		0.0	910.3							
Rollingstock	Replace buses		5,499.8	1,000.0							
<i>Met Transit</i>	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							
<i>Met Transit</i>	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	Vehicle Lift, Electric Bus Scaffolding, Maint. Staff Training			
Bus Simulator & Training				

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

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 15/20%	State	Federal 85/80%	
<i>Carryover</i>			0.0	22.0	0.0	45.1	90.2				
<i>Allocation (Estimated)</i>			225.9	275.3	225.9	225.9	225.9				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET	Purch.	128.0	143.8				40.8		231.0	271.8
<i>Met Transit and Coordination Group</i>		Purch.	111.9	100.0				42.4		169.5	211.9
			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
<i>Coordination Members</i>		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	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 (updated van costs)	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	Description	Phase						State Funded	Total Estimated Obligation
			2024	2025	2026	2027	2028	100%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			348.9	253.8	250.0	250.0	250.0	1,352.7	
Transit Operations	Operating		348.9	253.8	250.0	250.0	250.0	1,352.7	
<i>Met Transit</i>			348.9	253.8	250.0	250.0	250.0	1,352.7	
STATE TOTALS			0.0	0.0	0.0	0.0	0.0	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

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 <u>Grand Ave 41st to 62nd</u>	4199-007	Reconstruction of existing Interchange to a diverging diamond design <u>Reconstruction of existing roadway</u>	possible lag project	System performance - Efficiency System performance - 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 <u>Grand Ave 41st to 62nd</u>	4199-007	Reconstruction of existing Interchange to a diverging diamond design <u>Reconstruction of existing roadway</u>	possible lag project	System performance - Efficiency System performance - Efficiency
IM				
MDT Preventative Maintenance I-90 Yellowstone River - Billings	7972	Pavement Preservation and Striping Bridge Replacement	Placeholder to allow project nominations	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 Billings Bypass	4199-000	Pavement Preservation and Striping New Construction	Placeholder to allow project nominations 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 Jct Main & 87 to Worden	9588	Interchange Improvements Study Roadway Striping install safety improvement: signs, delineation, chevrons		
SF 209 BILLINGS DIST SIGNS	10299			
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				
Billings 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	10431 9597	Signal Improvements Intersection Improvements	CN only 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 Source	Local	State 13.42%	Federal 86.58%	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
Sponsor: MDT														
Billings Bypass	<i>UPN4199000</i>	Environmental Impact Statement	PE-EIS	4,919.6								660.2	4,259.4	4,919.6
		Preliminary Engineering	PE	9,679.0								1,298.9	8,380.0	9,679.0
		Preliminary Engineering	PE	8,074.0		1,300.0						1,258.0	8,116.0	9,374.0
		Right of Way Acquisition	RW	11,420.0	4,500.0	2,050.0						2,411.6	15,558.4	17,970.0
		Utility Moves	IC									0.0	0.0	0.0
<i>MDT</i>		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	<i>UPN4199002</i>	Construction of Five Mile Road	IC	156.8								21.0	135.8	156.8
(Five Mile Road)			CN	5,865.9								787.2	5,078.7	5,865.9
<i>MDT</i>		Total		6,022.8	0.0	0.0	0.0	0.0	0.0			808.3	5,214.5	6,022.8
Billings Bypass	<i>UPN4199003</i>	Construction of a new bridge over the Yellowstone River	IC	416.2	-90.8							43.7	281.8	325.5
(Yellowstone River Bridge)			CN	11,364.2								1,525.1	9,839.1	11,364.2
			CN	5,000.0								671.0	4,329.0	5,000.0
			CN	5,000.0								671.0	4,329.0	5,000.0
			CN	18,261.7	-1,755.6							2,215.1	14,291.0	16,506.1
			CN	12.9								12.9	0.0	12.9
<i>MDT</i>		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	<i>UPN4199007</i>	Reconstruction of existing Interchange	IC	4,121.1								553.1	3,568.1	4,121.1
(Johnson Lane Interchange)			CN				2,429.7					326.1	2,103.7	2,429.7
			CN				6,200.0					832.0	5,368.0	6,200.0
			CN				3,800.0					510.0	3,290.0	3,800.0
			CN				14,357.7					1,257.7	13,100.0	14,357.7
			CN				29,160.8					2,554.5	26,606.3	29,160.8
			CN									12.9	0.0	12.9
<i>MDT</i>		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	<i>UPN4199005</i>	Construction of new bridge over railroad	IC	764.4	469.2							165.6	1,068.1	1,233.6
(Railroad Overpass)			CN	16,929.6	520.0							2,341.7	15,107.9	17,449.6
<i>MDT</i>		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	<i>UPN4199008</i>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3	-722.5							0.0	0.0	0.0
<i>MDT</i>		Total		7,726.3	-722.5	0.0	0.0	0.0	0.0			939.9	6,063.9	7,003.8
Billings Bypass	<i>UPN4199006</i>	Construction of connection from Interchange to RR O'pass	IC	1,000.0								134.2	865.8	1,000.0
(Johnson Lane Interchange to RR O'pass)			CN		8,252.8							1,107.5	7,145.3	8,252.8
<i>MDT</i>		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	<i>UPN4199004</i>	Construction of connection from Five Mile to US 87	IC							500.0		67.1	432.9	500.0
(Five Mile Rd to US 87)			CN							14,719.6		1,975.4	12,744.2	14,719.6
<i>MDT</i>		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

moved from 24 to 25
remaining rw moved from 24 to 25

Final

Final

moved to 26 from 25

increased costs for TCP

Final

moved from 25 to 29

moved from 25 to 29

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 Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
Sponsor: MDT														
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3
		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
		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			12,290.5	81,406.7	93,697.2	
Totals			91,622.3	2,074.9	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 Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
Sponsor: MDT														
KING AVE & 48TH STREET - BLGS UPN 10643	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
		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
Totals			0.0	0.0	600.0	0.0	400.0	400.0	3,850.0		341.9	603.9	4,304.2	

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 Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
Sponsor: MDT														
Grand Avenue UPN	reconstruction of existing roadway	PE			2,362.6					STPU		317.1	2,045.5	2,362.6
		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
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		DISCRETIONARY 5339		FTA 5310		GAS TAX			TOTAL
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER***	
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	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028		Local	State	Federal
Sponsor												
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				
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN	5,000.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
		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 (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0
		Total	0.0	0.0	6,200.0	0.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0
Grand Avenue <i>UPN</i> <i>Possible LAG with city</i>	Reconstruction of existing roadway 41st to 62nd street 2.6 miles	CN										
		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 <i>MET Transit</i>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0
		Total	0.0	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					

updated allocation

New project cmaq participating in STPU project

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

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source						Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028			
Sponsor											
<i>Carryover</i>				12,767.4	15,319.2	13,078.6	14,370.4	15,422.1			
<i>Estimated Allocation (STPU)</i>				2,551.8	2,551.8	2,551.8	2,551.8	2,551.8			
Billings Bypass (Five Mile Road)	UPN4199002 Construction of Five Mile Road	IC	140.1						18.8	121.3	140.1
<i>MDT</i>		CN	5,865.9						787.2	5,078.7	5,865.9
		Total	6,006.1	0.0	0.0	0.0	0.0	0.0	806.0	5,200.1	6,006.1
Billings Bypass (Yellowstone River Bridge)	UPN4199003 Construction of a new bridge over the Yellowstone River										
<i>MDT</i>		CN	11,364.2						1,525.1	9,839.1	11,364.2
		Total	11,364.2	0.0	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2
Billings Bypass (Johnson Lane Interchange)	UPN4199007 Reconstruction of existing Interchange										
<i>MDT</i>		CN			2,429.7				326.1	2,103.7	2,429.7
		Total	0.0	0.0	2,429.7	0.0	0.0	0.0	326.1	2,103.7	2,429.7
Grand Avenue	UPN Reconstruction of existing roadway 41st to 62nd street 2.6 miles	PE			2,362.6				317.1	2,045.5	2,362.6
		RW				1,260.0			169.1	1,090.9	1,260.0
		IC					1,500.0		201.3	1,298.7	1,500.0
		CN						16,985.7	2,279.5	14,706.2	16,985.7
<i>Possible LAG with city</i>		Total	0.0	0.0	2,362.6	1,260.0	1,500.0	16,985.7	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				

updated allocation

new urban priority
not yet approved by commission 01/03/2024

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	Description	Phase	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028		Local	State	Federal
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable Pave Marking, Pavement Pres.	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0
<i>MDT</i>		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 Interchange	OT		4.0						0.3	3.6	4.0
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0
UPN <i>MDT</i>	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 Interchange	OT		4.0						0.3	3.6	4.0
UPN <i>MDT</i>	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 Interchange	OT		4.5						0.4	4.1	4.5
UPN <i>MDT</i>	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 Interchange	CN				29,160.8				2,554.5	26,606.3	29,160.8
UPN 4199-007 <i>MDT</i>	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 <i>MDT</i>	I-90 RP 450.09 to 452.73	RW	180.0							15.8	164.2	180.0
		CN	4,384.0							384.0	4,000.0	4,384.0
		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 <i>MDT</i>	Not all locations inside MPO boundary I-90 RP 437.12 to 446.7	CN	24,304.8	1,051.7						2,221.2	23,135.3	25,356.5
		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
UPN 9978 <i>MDT</i>	Improvements to Lockwood Interchange I-90 RP 450 to RP 453.5	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
		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 <i>MDT</i>	Not all locations inside MPO boundary I-90 RP 413 to 528	CN					6,269.4			549.2	5,720.2	6,269.4
		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	Description	Phase	Funding						Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State 13.42%	Federal 86.58%			
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 Pavem	OT		140.7						18.9	121.8	140.7		
UPN	BR 1-90/US-87	Total		140.7						18.9	121.8	140.7		
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 Pavem	OT		142.2						19.1	123.1	142.2		
UPN	MT-3	Total		142.2						19.1	123.1	142.2		
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 Pavem	OT		55.5						7.5	48.1	55.5		
UPN	Zoo Drive	Total		55.5						7.5	48.1	55.5		
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 Pavem	OT		22.5						3.0	19.4	22.5		
UPN	King Ave West	Total		22.5						3.0	19.4	22.5		
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 Pavem	OT		16.6						2.2	14.4	16.6		
UPN	BR 1-90	Total		16.6						2.2	14.4	16.6		
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 4199-003		RW		3,573.0	4,500.0	2,050.0				1,358.5	8,764.5	10,123.0	remaining rw moved from 24 to 25	
MDT		IC								0.0	0.0	0.0		
MDT		Total		11,647.0	4,500.0	3,350.0	0.0	0.0	0.0	2,616.5	16,880.5	19,497.0		
Billings Bypass - Yellowstone River Bridge	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	-1,755.6					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	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	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	2,507.3	16,176.0	18,683.2		
Billings Bypass - Johnson Ln. Intch - RR	New construction of connect	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	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		
MDT	RP 455.5	Total		4,121.1	0.0	3,800.0	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	CN		7,726.3	-722.5					0.0	0.0	0.0	Final	
UPN4199-008	roadway connection from existing	Total		7,726.3	-722.5	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8	Final	
MDT	Interchange to the bridge	Total		7,726.3	-722.5	0.0	0.0	0.0	0.0	939.9	6,063.9	7,003.8		
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE		1,537.3	2,334.8					519.6	3,352.4	3,872.0	modification	
UPN 7908		CN						9,036.8		0.0	0.0	0.0	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	1,732.4	11,176.5	12,908.9		
Underpass Ave. Improvements	Intersection Improvements	CN		10,763.2	3,531.5	154.6				1,939.1	12,510.2	14,449.3	modification	
UPN 8669		Total		10,763.2	3,531.5	154.6	0.0	0.0	0.0	1,939.1	12,510.2	14,449.3		
MDT	RP .51 to .72	Total		10,763.2	3,531.5	154.6	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		
MDT		RW				61.2				8.2	53.0	61.2		
MDT		IC				153.1				20.5	132.5	153.1		
MDT		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	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		
MDT		IC					59.8			8.0	51.8	59.8		
MDT		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	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		
MDT		IC			227.7					30.6	197.2	227.7		
MDT		CN				7,520.3				1,009.2	6,511.1	7,520.3	updated costs to award amount moved 1.1 mil	
MDT	1-90 RP 442.9 to 444.3	Total		499.7	398.5	7,520.3	0.0	0.0	0.0	1,129.8	7,288.8	8,418.6		
MDT	U-1011 RP 2.36 to 3.04	Total		499.7	398.5	7,520.3	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		
MDT		IC			255.6					34.3	221.3	255.6		
MDT		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	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		
MDT		IC			350.6					47.1	303.6	350.6		
MDT		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	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		
MDT		IC				51.3				6.9	44.4	51.3		
MDT		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	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	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028				
			Local	State	Federal	Local	State	Federal				
Billings Bypass UPN4199007 (Johnson Lane Interchange)	Reconstruction of existing Interchange	CN				14,357.7				1,257.7	13,100.0	14,357.7
										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 UPN 7972	Reconstruction of interstate bridges	PE CN	801.4							70.2	731.2	801.4
			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		Total	18,126.4	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

moved to 26 from 25

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	Funding Source						Total Project Costs			
			Pre-2024	2024	2025	2026	2027	2028				
			Local	State	Federal	Local	State	Federal				
(Yellowstone River Bridge) UPN 4199003 BBP	Construction of a new bridge over the Yellowstone River	CN	12.9							12.9	0.0	12.9
			Total	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0
MDT		Total	1,546.8	0.0	0.0	0.0	0.0	0.0	0.0	207.6	1,339.2	1,546.8
Lockwood Interchange UPN 9588	Interchange Improvement Study RP 450 to 455.3	OT	55.3							7.4	47.9	55.3
			Total	1,546.8	0.0	0.0	0.0	0.0	0.0	0.0	207.6	1,339.2
MDT		Total	55.3	0.0	0.0	0.0	0.0	0.0	0.0	7.4	47.9	55.3
South Billings Blvd UPN	Roadway Striping RP 0 to 1.3	OT	10.6							1.4	9.2	10.6
			Total	10.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	9.2
MDT		Total	10.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	9.2	10.6
Johnson Lane Interchange UPN	Roadway Striping RP 0 to 10.6	OT			69.7					9.4	60.3	69.7
			Total	0.0	0.0	69.7	0.0	0.0	0.0	0.0	9.4	60.3
MDT		Total	0.0	0.0	69.7	0.0	0.0	0.0	0.0	9.4	60.3	69.7
88TH ST- SHILOH UPN	Roadway Striping RP 10.8 to 17.7	OT				84.6				11.4	73.2	84.6
			Total	0.0	0.0	0.0	84.6	0.0	0.0	0.0	11.4	73.2
MDT		Total	0.0	0.0	0.0	84.6	0.0	0.0	0.0	11.4	73.2	84.6
SF 209 BILLINGS DIST SIGNS UPN 10299	Install safety improvement: signs, delineation, chevrons Not all locations inside MPO Boundary	CN										
			Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MDT		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS			1,625.6	0.0	69.7	84.6	0.0	0.0	0.0	250.0	1,529.9	1,779.9

corrected typo in amount

added new durable striping project

updated costs

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0	2,500.0	
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0	2,500.0	
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0	923.3	
UPN 8052		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	
<i>MDT</i>	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 - Roundabout	PE	863.9	87.6						95.1	856.3	951.5	Final
UPN 9383		IC	1,175.7	-108.5	161.7					122.9	1,106.0	1,228.9	modification
		CN	8,113.4	-1,412.9	212.8					691.3	6,222.0	6,913.4	modification
<i>MDT</i>	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 Op	PE								0.0	0.0	0.0	
UPN 9597		CN			500.0					50.0	450.0	500.0	
<i>MDT</i>	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	
<i>MDT</i>	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, delineation, chevrons	PE	44.8							4.5	40.3	44.8	
UPN 10299	Not all locations inside MPO Boundary	CN				242.7				24.3	218.4	242.7	decreased costs
<i>MDT</i>	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 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	New project
UPN 10643	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	
<i>MDT</i>													
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	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor										13.42%	86.58%	
BBP-YELLOWSTONE RIVER	New bridge construction	CN	5,000.0							0.0	0.0	0.0
UPN 4199-003										671.0	4,329.0	5,000.0
<i>MDT</i>	Statewide	Total	5,000.0	0.0	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
<i>MDT</i>	RP 2.7 to 3.0	Total	68,209.6	2,074.9	0.0	0.0	0.0	0.0	0.0	9,432.2	60,852.3	70,284.5
BR PRES COLUMBUS JOLIET AVE	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
<i>MDT</i>	U-1033 RP 0.9 to 1.1	Total	168.9	1,746.3	0.0	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								379.0	2,445.2	2,824.2
<i>MDT</i>	U-1031 RO 5.0 to 5.3	Total	309.9	0.0	12.4	0.0	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
<i>MDT</i>	N113 RP1.82 TO 1.92	Total	1,135.6	-186.6	0.0	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

modified costs

moved to 28 from 26

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor										13.42%	86.58%		
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	Total		500.0	500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0
UPP TOTAL			0.0	500.0	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	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor									13.42%	13.42%	86.58%	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
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
<i>MDT</i>	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
<i>MDT</i>	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
<i>MDT</i>	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
<i>MDT</i>	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	Description	Phase							Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal			
Zoo Drive Improvements UPN 9597	Intersection Improvements													
	I-90 RP 442.9 to 444.3	CN			1,155.0						155.0	1,000.0		1,155.0
	U-1011 RP 2.36 to 3.04	Total	0.0	0.0	1,155.0	0.0	0.0	0.0	0.0	0.0	155.0	1,000.0		1,155.0
BILLINGS DISTRICT ADA UPGRAD UPN 10431	ADA upgrades	PE												
	Not all locations inside MPO boundary using 15% for costs	CN		388.4	-26.8						48.5	313.1		361.6
	Various Locations	Total	0.0	388.4	-26.8	0.0	0.0	0.0	0.0	0.0	48.5	313.1		361.6
KING AVE & 48TH STREET - BLGS UPN 10643	address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a	PE			600.0						80.5	519.5		600.0
	U-1037 RP 16.5 to 16.7	RW					400.0				53.7	346.3		400.0
		IC							400.0		53.7	346.3		400.0
		CN							1,908.1		256.1	1,652.0		1,908.1
		Total	0.0	0.0	600.0	0.0	400.0	2,308.1	0.0	0.0	443.9	2,864.2		3,308.1
MDT		Total	0.0	388.4	1,728.2	0.0	400.0	2,308.1	0.0	0.0	647.5	4,177.2		4,824.7

added new funding source for Zoo Drive

modified

New project

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local 13.42%	State 13.42%	Federal 86.58%	
Sponsor												
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												
UPN 10432	Shared use path	PE		931.2					125.0		806.2	931.2
<i>MDT/Locals</i>		CN						5,348.7	717.8		4,630.9	5,348.7
		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												
UPN 10433	Sidewalk construction	PE		266.1					35.7		230.4	266.1
<i>MDT/Locals</i>		CN			1,166.6				156.6		1,010.1	1,166.6
		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				

updated costs
updated costs and moved to 28 from 26
updated costs
updated costs and moved to 25 from 26

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local 20.00%	State 0%		Federal 80.00%	
Rec Trails Program	Trail Construction	All				125.0	125.0	125.0	75.0		300.0	375.0	
<i>Local</i>	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	
<i>City of Billings/TrailNet</i>	Local match sourced from casino-kind contributions	CN	100.0						20.0		80.0	100.0	
		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 Trail	PE		25.0					5.0		20.0	25.0	
<i>City of Billings/TrailNet</i>		CN		74.6					24.6		50.0	74.6	updated costs and split
		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	
<i>City of Billings</i>		CN		100.0					20.0		80.0	100.0	
		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	
<i>City of Billings</i>		CN		100.0					20.0		80.0	100.0	
		Total	0.0	125.0	0.0	0	0	0	25.0	0.0	100.0	125.0	
Southern Riverfront Park Trail	Trail reconstruction	PE			25.0				5.0		20.0	25.0	new project
<i>City of Billings</i>		CN			100.0				20.0		80.0	100.0	
		Total	0.0	0.0	125.0	0	0	0	25.0	0.0	100.0	125.0	
Trailside Education Signs*	Trail Signage	PE			59.1				0.0		0.0	0.0	new project
<i>City of Billings/Trailnet</i>		CN			59.1				11.8		47.2	59.1	
		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	Description	Phase								Funding Source			Total Project	
			Pre-2024	2024	2025	2026	2027	2028	Local 13.42%	State 13.42%	Federal 86.58%			
Sponsor														
Billings Bypass	UPN41990	Environmental Impact Statement	PE	14,598.6								1,959.1	12,639.5	14,598.6
		Preliminary Engineering	RW	7,847.0								1,053.1	6,793.9	7,847.0
<i>MDT</i>		Right of Way Acquisition	Total	22,445.6	0.0	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	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	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 20%	State	Federal 80%	
Sponsor											
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/Amenities											
Security Related Capital (1% minimum)	*Used 5339 for Security in FY25/26		10.5				36.0	36.0	16.5		66.0
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	Description	Phase	Funding Source					Total Estimated Obligation
			2024	2025	2026	2027	2028	
Sponsor								
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
Bus and Bus Technology	Upgrade		182.9	38.0	118.9	0.0	0.0	67.9
Met Transit			182.9	38.0	118.9	0.0	0.0	271.8
Bus Facilities and Support	Facility items, construction, technology, amenities, support equipment, etc.		418.8	38.9	609.5	290.0		
Met Transit			418.8	38.9	609.5	290.0		
				73.1	80.0	50.0		
				300.0	50.0	50.0		
				50.0	50.0	50.0	50.0	
			418.8	462.0	789.5	440.0	50.0	432.1
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
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology		0.0	0.0	0.0	0.0	1,350.0	270.0
Met Transit			0.0	0.0	0.0	0.0	1,350.0	270.0
SECTION 5339 TOTALS			1,203.7	900.0	980.8	602.0	1,400.0	980.7
Federal			993.1	720.0	784.6	488.1	1,120.0	0.0
Local			210.6	180.0	196.2	113.9	280.0	4,105.8
Balance			753.1	768.1	718.5	965.4	345.4	5,086.5

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	Description	Phase	Funding Source					Total Estimated Obligation
			2024	2025	2026	2027	2028	
Sponsor								
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
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
SECTION 5339 TOTALS			8,391.7	1,075.4	0.0	0.0	0.0	###
Federal			6,904.6	910.3	0.0	0.0	0.0	7,898.6
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					
METropex					
Remodel	Vehicle Lift, Electric Bus				
Bus Simulator & Training	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	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 15/20%	State	Federal 85/80%	
<i>Carryover Allocation (Estimated)</i>			0.0	22.0	0.0	45.1	90.2				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET	Purch.	128.0	143.8				40.8		231.0	271.8
<i>Met Transit and Coordination Group</i>		Purch.	111.9	100.0				42.4		169.5	211.9
			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
<i>Coordination Members</i>			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 (updated van costs)	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	Description	Phase						State Funded	Total Estimated Obligation
			2024	2025	2026	2027	2028	100%	
<i>Carryover Allocation (Estimated)</i>			0.0	0.0	0.0	0.0	0.0		
			348.9	253.8	250.0	250.0	250.0	1,352.7	
Transit Operations	Operating		348.9	253.8	250.0	250.0	250.0	1,352.7	
<i>Met Transit</i>			348.9	253.8	250.0	250.0	250.0	1,352.7	
STATE TOTALS			0.0	0.0	0.0	0.0	0.0	1,352.7	
								1,352.7	