



**TECHNICAL ADVISORY COMMITTEE AGENDA
CITY OF BILLINGS AND
YELLOWSTONE COUNTY
March 13, 2025
MEETING TIME: 10:30 AM**



316 N. 26th Street, 5th Floor Beartooth Conference Room

Committee Members			
Lora Mattox, Transportation Planning Coordinator, T.A.C.	1	Katie Potts, FHWA	V
Monica Plecker, Director YC Public Works Dept.	V	Wyeth Friday, Director Planning and Community Services	A
Debi Meling, Public Works Director, City of Billings Engineering	1	Mac Fogelsong, City Engineer, City PW Engineering,	1
Rusty Logan, MET Transit Manger	1	Sarah Graham, MET Transit Planner	1
Samantha Woods, Urban Planning Section, MDT	V	Clark Snyder, Environmental Health RiverStone Health	V
Kenn Winegar, Urban Planning Section, MDT	V	Jay D. Anderson Deputy PW Director, YC Public Works	V
Kurtis Schnieber, MDT	A	Emma Belmont Federal Transit Administration	V
Zach Kirkemo, MDT	V		

Call to Order: Lora Mattox, Transportation Planning Coordinator called the meeting to order at 10:34a

Introduction of Committee Members and staff.

Staff in Attendance: Lora Mattox, Transportation Planning Coordinator; Elyse Monat, Transportation Planner; Brenda Berns, Planning Clerk

Participants: There were no other participants.

Approval of the minutes: January 30, 2025

Motion: Motion made by Rusty Logan, seconded by Debi Meling to approve the January 30, 2025 meeting minutes as submitted by staff. The motion passed.

Old Business: There is no Old Business.

New Business:

a. Grand Avenue Federal Funding Priority – Recommendation to Governing Bodies – Lora Mattox, Transportation Planning Coordinator.

Lora Mattox stated in 2023, Grand Avenue was added to our federal priority list. Through our established process, the PCC requested that MDT incorporate Grand Avenue and portions of 62nd Street West into our urban system. This marks the first step toward nominating these roadways for potential future federal funding, where it currently stands. The designated project area extends from Shiloh to 62nd Street West, with modifications reaching up to Rimrock Road on our urban system map.

As we look ahead to 2028, the need for improvements on Grand Avenue has become evident due to increasing density and ongoing subdivision development. Currently, this section is a two-lane county road, but the proposal is to upgrade it to a city arterial roadway.

Key project elements include:

- Expansion to three lanes, with a center turn lane and two travel lanes in each direction.
- A multi-use path on one side and a sidewalk on the other.
- Implementation of safe route treatments in alignment with the Safe Routes to School plan, as there are multiple school crossings along this corridor, including near the middle school at 54th Street.
- Installation of a traffic signal at Grand Avenue and 56th Street West.
- Stormwater infrastructure improvements.

While this will be a city-led project, it is a cooperative effort between the city and the county, given that Grand Avenue is currently a county road

Questions

Debi Mehling inquired about any updates on the project timeline based on the submissions so far. Ms. Mattox responded that the project is currently scheduled for funding in the Transportation Improvement Program (TIP). However, since TIP amendments occur frequently, there is a possibility of moving the project up in the schedule during the next amendment, depending on additional information.

The project is funded through a combination of urban funding and a portion of CMAQ (Congestion Mitigation and Air Quality) funding. As it stands, preliminary engineering for Grand Avenue is set to begin in 2025, with the majority of construction funds allocated for 2028. That said, if progress permits, the TIP could be amended to align with available urban funds and potentially advance the project by a year. If funding is distributed across multiple years, efforts will be made to ensure sufficient resources are available to maintain the project timeline.

Debi Mehling asked if the project be completed in two phases. Ms. Mattox responded yes, it is likely that the project will need to be completed in phases to accommodate funding and scheduling constraints.

Motion

Motion was made by Debi Meling, seconded by Mac Fogelson to move the Grand Avenue Federal Funding Priority recommendation to the governing bodies. The motion passed.

b. TIP Amendment #2 – Recommendation to Governing Bodies – Lora Mattox, Transportation Planning Coordinator.

Ms. Mattox stated as part of our ongoing process, we frequently update the Transportation Improvement Program (TIP) to reflect changes in project priorities, funding allocations, and scheduling. The current TIP extends through 2028 and includes several significant project additions, as well as financial adjustments and timeline modifications.

The board suggested verifying with MDT about including a local funding table in the TIP, as funds have been allocated to the state for intersections where money has already been collected.



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	7972	Pavement Preservation and Striping	Placeholder to allow project nominations	Bridge condition
I-90 Yellowstone River - Billings		Bridge Replacement		
Mossmain Intch - West Bigs 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	Injuries
NH				
MDT Preventative Maintenance	4199-000	Pavement Preservation and Striping	Placeholder to allow project nominations	
Billings Bypass		New Construction	Covers PE & IC	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River		
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design		Safety - Reduce Fatalities & Serious Injuries
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad		
Billings Bypass - Johnson Ln Intch-RR O'pass	4199-008	New construction of roadway connection from existing Interchange to the bridge over the railroad		
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass		
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87		
Exposition Dr. & 1st Ave N. Bigs	7908	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Underpass Ave. Improvements	8669	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
Airport Rd. & Main St. - Bigs	8718	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction		Injuries
Zoo Drive Improvements	9597	Intersection Improvements		Safety - Reduce Fatalities & Serious Injuries
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction		Injuries
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	Bridge condition
SHILOH RD / I-90 BRIDGE - BLGS	9720	Bridge rehab		Bridge condition
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab		
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	

Performance measures were added as of this year. Updates to Zoo Drive and King Ave are included.

Transit Projects

- 5307
 - Updated amount with actual apportionment for 2025
 - Updated project amounts for maintenance, paratransit,, and operations
 - Updated the Program of Projects table to match project amounts
- 5339
 - Updated formula fund projects and funding amounts to reflect adopted CIP and ERP projects as well as other planned activities including transfer center updates, technology updates, and equipment
 - Updated competitive fund amounts and projects to reflect received competitive grant for paratransit vehicle replacement and equipment
- 5310
 - Updated tables with actual apportionment amounts
 - Updated projects table and amounts to reflect prioritized funding including vehicles for COR, funding for Big Sky Senior Services, and MET Transit bus stop improvements
- TransADE
 - Updated with actual apportionment amounts

Rusty Logan clarified for 5339, \$1 million dollar grant went towards transit vehicles and for 5310, \$90k went towards MET transit bus stop improvements.

Motion

A motion was made by Rusty Logan, seconded by Monica Plecker recommending the governing bodies approve the TIP Amendment as presented by staff. The motion passes.

Other Business:

a. MET Transit Update - Rusty Logan, MET Transit Manager

Mr. Logan stated these updates are primarily administrative. Regarding the 5307 tables, we have updated them with the actual apportionment amounts for 2025, which in turn adjusts project funding for maintenance, paratransit, and operations, each of which has its own match requirements.

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								20%		80%	
Carrier			5,107.7	2,859.7	2,847.0	2,847.0	2,847.0				
Allocation (Estimated/Real 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)			10.5				36.0	36.0	16.5	66.0	82.5
Met Transit			10.5	0.0	0.0				16.5	66.0	82.5
Transit Operations***		Total									
Fleet/Factory 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	3,080.5	3,175.2	3,117.6	3,112.6	8,990.3	8,990.3	17,980.7	
Met Transit		Total	8,387.9	4,774.8	4,749.5	4,691.9	4,691.9	10,853.3	0.0	16,442.6	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
ALI 30.09.01 - Up to 50% share Operating Assistance	\$ 1,587,600	\$ 1,587,600	\$ 3,175,200
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)	\$ -	\$ -	\$ -
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	\$ 569,400	\$ 142,350	\$ 711,750
ALI 11.7A.00 - Preventive Maintenance	\$ 690,000	\$ 172,500	\$ 862,500
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	Year					Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor											
Carryover			1,011.2	753.1	826.7	881.0	1,207.9				
Allocation (Estimated)			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	
Met Transit	85/15 match for ADA		182.9	38.0	118.9	0.0	0.0	67.9	271.8	339.7	
Bus and Bus Technology	Upgrade		418.8	38.9	609.5	280.0	0.0				
Met Transit	Facility items, construction, technology, amenities, support equipment, etc.		300.0	30.0	50.0	0.0					
Met Transit			50.0	50.0	50.0	50.0					
			418.8	388.9	659.5	340.0	50.0	371.4	1,485.7	1,857.1	
Bus Facilities Security System	Upgrade		0.0	400.0	72.5	32.0	0.0	100.9	403.6	504.5	
Met Transit			0.0	400.0	72.5	32.0	0.0	100.9	403.6	504.5	
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology		0.0	0.0	0.0	0.0	1,350.0	270.0	1,080.0	1,350.0	
Met Transit			0.0	0.0	0.0	0.0	1,350.0	270.0	1,080.0	1,350.0	
SECTION 5339 TOTALS			1,203.7	826.9	850.8	502.0	1,400.0	920.1	0.0	3,863.3	4,783.4
Federal			993.1	661.5	680.6	408.1	1,120.0				
Local			210.6	165.4	170.2	93.9	280.0				
Balance			753.1	826.7	881.0	1,207.9	587.9				

Federal Transit Administration Section 5339 Discretionary Fundir

Project	Description	Phase	Year					Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor											
Carryover			8,397.9								
Allocation	5339/LowNo		0.0	910.3							
Rollingstock	Replace buses		5,400.0	1,000.0	0.0	0.0	0.0	960.0	5,440.0	6,400.0	
Met Transit	85/15 match for ADA	Total	5,400.0	1,000.0	0.0	0.0	0.0	960.0	5,440.0	6,400.0	
Bus and Bus Facilities	Technology		465.0	70.0							
Met Transit	Facility Remodel		2,302.0								
Met Transit	Training		20.1	5.3							
Met Transit	Training Capital		219.8								
Met Transit	80/20 Rate	Total	2,997.9	75.4	0.0	0.0	0.0	599.6	2,388.3	2,997.9	
SECTION 5339 TOTALS			8,397.9	1,075.4	0.0	0.0	0.0	1,559.6	7,838.3	9,397.9	
Federal			7,838.3	910.3	0.0	0.0	0.0				
Local			559.6	165.1	0.0	0.0	0.0				
Balance			0.0	0.0	0.0	0.0	0.0				

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

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase	Year					Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor											
Carryover			0.0	22.0	0.0	45.1	90.2				
Allocation (Estimated)			225.9	275.3	225.9	225.9	225.9				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET	Purch.	128.0	143.8				40.8		231.0	
Met Transit and Coordination Group		Purch.	111.9	100.0				42.4		169.5	
			239.9	243.8	0.0	0.0	0.0	72.5		411.1	
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	
Coordination Members		Purch.	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
		Purch.	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
		Purch.	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				

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

TRANSADE (STATE FUNDED)

Funding shown in thousands of dollars

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

Mr. Logan mentions kick-starting the discussion for CMAQ funds for transit operations. No funding has been added, but a line has been added to the table to support infrastructure efforts. He notes that Missoula receives CMAQ support for transit operations and highlights the 80/20 match, which can enhance fund utilization.

Ms. Mattox mentions an estimated balance of around \$6 million in 2028, indicating that allocating funds to MET Transit would not be detrimental. The region receives just under \$1 million in federal CMAQ funding annually.

Mr. Logan discusses focusing on areas within city limits and up to 1.5 miles around fixed-route systems, emphasizing the need to support paratransit riders, particularly in the Southside and Heights, while also considering county support at the outskirts.

It is noted that many cities use CMAQ funds for sweepers, and there is a need to consider sidewalk and trail preservation, ensuring the \$1 million is effectively utilized before it becomes a burden. Ms. Mattox points out that roadway projects remain a priority for CMAQ funds, but reallocating some funds to other projects could be beneficial. In the past, lower project costs allowed for greater absorption of CMAQ funding, but rising costs now require a more strategic approach. While maintaining support for roadway construction, diversifying funding allocation is an important discussion to begin.

b. Community Transportation Association of America – Mr. Logan traveled to D.C. for discussion on legislative issues affecting transit in smaller communities. During the visit, senators and representatives met with staff members. Representing Billings MET Transit and the Montana Transit Association, Rusty emphasized the need for continued support of capital funding and a dollar-for-dollar match of federal funds.

A key focus was on reducing regulatory burdens, particularly for urban transit systems of varying sizes. DDE programs were identified as potential sources of unnecessary administrative work, along with the national transit database, especially regarding the calculation of sick leave and vacation time, which are not included in reports. Efforts are being made to ease these regulatory challenges.

Overall, transportation was well received as a priority, with the recognition that a functioning transit system is essential to the success of any community.

Future Agenda Items: Transportation Alternatives applications are to be discussed in April, and there is a TAC meeting in May that allows time for review.

Adjournment: 11:03AM

Brenda J Berns, Planning Clerk