****ATTENTION****

The City Council meeting will be held in a hybrid format that may include both in-person AND virtual attendance via Zoom. Unless they have cause to appear virtually, Councilmembers will attend the meeting in person in Council Chambers, fifth floor of City Hall, 316 N. 26th Street. In order to honor the Right of Participation and the Right to Know in Article II, Sections 8 and 9, of the Montana Constitution, the City of Billings and City Council are making every effort to meet the requirements of the open meeting laws.

Citizens are invited to:

- Review the Agenda Packet on the City's website at: www.billingsmt.gov and click on "Your Government," "City Council," and "Agendas & Minutes".
- View the meeting:
  - On Community 7 TV - Channel 7 or Channel 507 -- Spectrum Cable. *(On evenings when there is a conflict with School District No. 2 Board meetings, the City Council meeting will be broadcast on Channel 8 - Spectrum Cable.)* Channel 7 or Channel 978 - TDS Fiber.
  - Online at www.comm7tv.com and click on the "Watch Live" icon. Community 7 also has links to their Facebook page and YouTube channel.
  - On the City's website at www.billingsmt.gov and click on "Watch Meetings Online" on the homepage.
  - In-Person.

Citizens may submit public comment via the following methods:

- Mail: City Clerk, P.O. Box 1178, Billings, MT 59103
- Email: Council@billingsmt.gov.
  - Emails received after 3:00 PM on the day of the meeting, may be posted on the Council's webpage the following day for public viewing.
- Attend the meeting in person

Please contact Denise Bohlman, City Clerk, at bohlmand@billingsmt.gov, or at 406.657.8210, with any questions.

CITY OF Billings

VISION STATEMENT:
"The Magic City: A diverse, welcoming community where people prosper and business succeeds."

CITY COUNCIL
REGULAR BUSINESS MEETING
AGENDA

COUNCIL CHAMBERS
316 N. 26th Street, 5th Floor

FEBRUARY 9, 2026

5:30 P.M.

CALL TO ORDER: Mayor Nelson

PLEDGE OF ALLEGIANCE: Mayor Nelson

INVOCATION: Councilmember Nicholson

ROLL CALL: Councilmembers present on roll call were: ☐ Shaw, ☐ Nicholson, ☐ Neese, ☐ Pitman, ☐ Aguirre, ☐ Kennedy, ☐ Aspenlieder, ☐ Lindley, ☐ Boyett, ☐ O'Donnell

MINUTES: January 26, 2026

COURTESIES:

PROCLAMATIONS:

COUNCIL REPORTS:

ADMINISTRATOR REPORTS - CHRIS KUKULSKI

PUBLIC COMMENT on "NON-PUBLIC HEARING" Agenda Items: 1 and 2 ONLY. Speaker sign-in required. (Comments are limited to three (3) minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium. Comments on items listed as public hearing items will be heard ONLY during the designated public hearing time for each respective item. For items not on this agenda, public comment will be taken at the end of the agenda.)

1. **CONSENT AGENDA** -- Separations:

A. Mayor Nelson recommends that Council confirm the following appointments:

1.

	Name	Board/Commission	Term	
1	No Applications	Animal Control Board*	02/09/26	12/31/28
2	Lindsay Stilwell	Animal Control Board	02/09/26	12/31/29
3	No Applications	Animal Control Board	02/09/26	12/31/29
4	Chuck Tooley	Aviation & Transit Board*	02/09/26	12/31/28
5	No Applications	Billings Parking Board*	02/09/26	12/31/26
6	Mitchell Bohn	Billings Parking Board	02/09/26	12/31/29
7	Denise Joy	Board of Adjustments	02/09/26	12/31/29
8	No Applications	Board of Adjustments	02/09/26	12/31/29
9	No Applications	Board of Appeals	02/09/26	12/31/29
10	No Applicatons	Community Development - Low Mode	02/09/26	12/31/29
11	Tally Monteau	Public Art Committee -- NADC Rep.	02/09/26	TBA*

*1 Unexpired term of John Scheuering
*4 Unexpired term of Denis Pitman
*5 Unexpired term of Jarod Greenwood

TBA* - Three of the founding members of this committee will be assigned three-year terms; the other four will be assigned four-year terms.

B. **Bid Awards:** None

C. **Professional Engineering Services Contract** for W.O. 26-19: Landfill Cell 6 Expansion, Great West Engineering, Inc.

D. **Service Agreement** for a microwave radio communication system for new and existing water treatment plants; Red Tail Communications.

E. **Purchase** of One (1) 2027 Single Axle Truck and Chassis for Public Works Street and Traffic Division; I-State Truck Center.

F. **Recommendation of Approval** on the proposed amendment to the 2023 Long Range Transportation Plan (LRTP) and the Metropolitan Planning Organization (MPO) Planning Boundary to the Policy Coordinating Committee (PCC).

G. **Donation** from Rimrock Federal Credit Union for the anti-graffiti fund.

H. **Bills for the Weeks of:**

1. December 15, 2025
2. January 5, 2026
3. January 12, 2026

Recommended Motion: I move to approve the items of the Consent Agenda as submitted, with the exception of items moved for separation.

REGULAR AGENDA:

2. **COUNCIL APPOINTMENT TO YELLOWSTONE COUNTY BEHAVIORAL HEALTH COALITION.** Staff recommends City County determine which Councilmember will fill the vacancy and serve on this coalition.

PUBLIC COMMENT on "NON-AGENDA ITEMS". Speaker Sign-in required. (*Restricted to ONLY items not on this printed agenda. Comments are limited to 3 minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium.)*

COUNCIL INITIATIVES:

ADJOURN:

Council Chambers are readily accessible to individuals with physical disabilities.

For more information or to make requests for special arrangements, please contact the City Clerk's Office at 657-8210 or e-mail bohlmand@billingsmt.gov, 72 hours prior to the meeting date.

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City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Boards & Commissions Appointments
PRESENTED BY: Chris Kukulski, City Administrator
Department: City Hall Administration
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION
Mayor Nelson recommends that the City Council confirm the appointments to the following boards and commissions that are vacant.

	Name	Board/Commission	Term	
1	No Applications	Animal Control Board*	02/09/26	12/31/28
2	Lindsay Stilwell	Animal Control Board	02/09/26	12/31/29
3	No Applications	Animal Control Board	02/09/26	12/31/29
4	Chuck Tooley	Aviation & Transit Board*	02/09/26	12/31/28
5	No Applications	Billings Parking Board*	02/09/26	12/31/26
6	Mitchell Bohn	Billings Parking Board	02/09/26	12/31/29
7	Denise Joy	Board of Adjustments	02/09/26	12/31/29
8	No Applications	Board of Adjustments	02/09/26	12/31/29
9	No Applications	Board of Appeals	02/09/26	12/31/29
10	No Applicatons	Community Development - Low Mode	02/09/26	12/31/29
11	Tally Monteau	Public Art Committee -- NADC Rep.	02/09/26	TBA*

*1 Unexpired term of John Scheuering
*4 Unexpired term of Denis Pitman
*5 Unexpired term of Jarod Greenwood

TBA* - Three of the founding members of this committee will be assigned three-year terms; the other four will be assigned four-year terms.

EXECUTIVE SUMMARY
N/A

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)
The Mayor is requesting that the City Council confirm appointments for the Board and Commission positions that are vacant due to unfilled vacancies.

FISCAL EFFECTS
The proposed action has no financial impact.

STAKEHOLDERS
N/A

ALTERNATIVES
Council may:

- Confirm the proposed appointments; or
- Not confirm the appointments.

Consent 1. C.

City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: W.O. 26-19: Landfill Cell 6 Expansion, Professional Services Contract
PRESENTED BY: Jennifer Duray
Department: Public Works
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION
Staff recommends the City Council award a professional engineering services contract for W.O. 26-19: Landfill Cell 6 Expansion, to Great West Engineering, Inc. in the amount of $270,000.

EXECUTIVE SUMMARY
The current active lined waste cell at the Billings Regional Landfill is predicted to run out of capacity in about three years. To ensure the landfill and solid waste operations continue without interruption, it is necessary to design and construct the next new lined cell (Cell 6). Starting on the design now will allow time to construct the new cell before the existing cell reaches full capacity. This contract is for design services and the design cost for the new Cell 6 was budgeted in FY 26 using Solid Waste Funds. There are adequate funds for this design contract.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)
The landfill utilizes lined cells to dispose of municipal waste. The landfill process generally includes opening a new cell, filling the cell, and closing the cell over a period of time in accordance with current regulations. A recent landfill survey indicates that the currently active cell (Cell 5) is nearing capacity in about three years. The Landfill Master Plan completed in 2020 notes the next cell will be developed as Cell 6 comprised of Cells 6A and 6B. To ensure that landfill operations are not interrupted and regulations continue to be met, it is necessary to start the process of developing Cell 6A now.

This contract involves the design of Cell 6A, a new leachate pond to accommodate the new cell, and associated stormwater infrastructure and access roads. The project also includes evaluating the available life of future cells, recommending options for the best sequence to follow for future cell expansion, and integration of future expansion with the Landfill's existing landfill gas collection operations. These design elements and recommendations are included in a cell expansion master plan that will be used by City landfill operations staff. Bidding services are also included in this professional services contract. Construction contract administration may be added by a contract amendment prior to the start of construction when the scope of work and duration of construction of Cell 6A can be better defined.

The City requested proposals for professional engineering services from nine pre-qualified firms that were taken from the established Statement of Qualifications. Proposals were received from Burns & McDonnell, Great West Engineering, HDR Engineering, Terracon, and TetraTech. City staff used the proposal process (RFP) to select Great West Engineering due to their experience with landfill cell design and experience with the Montana Department of Environmental Quality. The consultant selection was based on Project Team and Availability, Project Approach, and Firm Qualifications and Experience related to the project needs, per State law.

FISCAL EFFECTS
The project was budgeted in FY26 in the amount of $2,388,000 using Solid Waste Funds. There are adequate funds to award the contract. Remaining funds will be used for construction contract administration, materials testing, project inspection, and construction.

STAKEHOLDERS

ALTERNATIVES
City Council may:

- Approve awarding the Professional Engineering Services contract to Great West Engineering, Inc. in the amount of $270,000; or
- Not approve awarding the Professional Engineering Services contract to Great West Engineering, Inc. If the contract is not awarded, the expansion and development of a new lined cell at the Landfill will be delayed, potentially resulting in the existing Landfill cell reaching its capacity prior to a new cell being completed.

Attachments

WO 26-19 Contract-Great West

Contract for Professional Architectural and Engineering Services

W.O. 26-19
Landfill Cell 6 Expansion

In consideration of the mutual promises herein, by and between the **CITY OF BILLINGS, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, P.O. Box 1178, Billings, Montana 59103, and **Great West Engineering, Inc.**, of 250 Helen P Clarke Street, Helena, MT 59601, this Contract is made and entered into on _____.

This Contract consists of:

Part I, consisting of 15 Sections of Special Provisions;

Part II, consisting of 11 Sections of General Provisions;

Appendix A consisting of 10 pages (Basic Services of Contractor);

Appendix B consisting of 1 page (Methods and Times of Payment);

Appendix C consisting of 1 page (Additional Services of Contractor);

Appendix D consisting of 2 pages (Schedule of Professional Fees);

Appendix E consisting of 1 page (Project Schedule);

Appendix F consisting of 2 pages (Certificate(s) of Insurance); and

PART I
SPECIAL PROVISIONS

Section 1. Definitions.

In this Contract:

A. "Administrator" means the City Administrator or his designee.

B. “Billings”, “City”, and “Owner” means the City of Billings.

C. “CONSULTANT”, “ENGINEER”, and “CONTRACTOR” refers to Great West Engineering, Inc.

Section 2. Scope of Services.

A. The Contractor shall perform professional services in accordance with Appendix A, which is attached hereto and incorporated in this Section by reference.

B. Billings shall pay the Contractor in accordance with the Schedule of Professional Fees attached as Appendix D and incorporated herein by reference for services actually performed under this Contract.

C. Billings shall not allow any claim for services other than those described in this Section. However, the Contractor may provide, at its own expense, any other services that are consistent with this Contract.

D. The Engineer shall provide as-built drawings and data as approved by the City of Billings, to the Administrator within 30 days after the project completion date. Final payment will be withheld until the as-built drawings and data are received by the City of Billings. Requirements for submitting as constructed documents and data of completed Private Contracts, Work Orders, Special Improvement Districts and Site plans involving any City of Billings infrastructure: features such as, but not limited to Sanitary Sewer Manholes, Storm Drain Manholes, Water Valves, Water Bends, Signals, Street Light, etc.

   Additional project documentation and data requirements reflecting as-built condition of City assets are as follows:

   Digital Delivery Formats:

   - **PDF Files:** One half size paper copy to scale, one full size paper copy to scale. Inclusion of manufacturer drawings and material lists.
   - **Survey Point Files:** Required file formats: Comma delimited (asc, .txt, csv)
   - **CADD Files:** AutoCAD DWG files, Version 2016, or equivalent. Required file formats: Drawing File (.dwg)
   - **Geographic Information System (GIS) Files:** All spatial data provided to the City of Billings will be delivered in a format suitable for integration into the City's GIS System of Record including lines, points, and polygons digitally representing as-built assets. Required file formats:
     - File Geodatabase (.gdb)
     - Shapefiles (including, at a minimum .shp, .shx, .prj, .dbf, .xml)
   - **CCTV Videos and Reports:** If post construction pipe inspection video was documented by contractor it will be provided along with corresponding reports at the time of as-built drawing and data submittal.

Metadata: Additional information to be included with deliverable.

- Date Captured and Delivered
- Data Description (e.g., unit of measure, abbreviations, code descriptions)
- Methods (e.g., technology and hardware used to generate data, field methods)
- Originator (e.g., contractor name, contact information)

Location Accuracy: Horizontal and vertical accuracy standards of spatial data deliverable.

- **Horizontal:** Data provided will be spatially accurate to within 1 Meter, with 95% probability.
- **Vertical:** Data provided will be spatially accurate to within 0.3048 Meter, with 95% probability.

Coordinate System and Unit of Measurement: Spatial data provided will be Montana State Plane, Zone 2500 using NAD83(2011), Horizontal and NAVD88 Vertical, Horizontal units and Vertical units will be international feet, GEOID18. Northing and easting coordinates will be in the grid distance system with precision to the nearest tenth of a foot, elevations to the nearest hundredth of a foot.

Attribute/Object Data: All noted delivery formats will include the following attributes or object data. *A supporting data dictionary file may be requested from the City that includes all noted fields below along with desired naming conventions and pick asset lists.*

- Point number or ID
- Northing, Easting, Elevation
- Feature Type (e.g., Manhole, Valve, Bend, Streetlight, etc.)
- Feature Description:
    - Size (e.g., Pipe Diameter, Manhole Cover Diameter)
    - Material
    - Measurement (e.g., Invert)
    - Manufacturer
    - Installation Date
- GPS Unit Make and Model
- Date and Timestamp
- Data Originator (e.g., contractor name)

Delivery Methods: Project documentation and data to be delivered as otherwise noted in the Contract or utilizing one of the following methods.

- Secured Cloud-based Platform (e.g., Sharepoint, OneDrive, Box, etc.)
- External Hard Drive
- CD's or DVD's

E. If required due to funding regulations, the Contractor shall provide certified construction payrolls to the Administrator stating in writing that the payrolls have been reviewed and are acceptable.

Section 3. Time for Performance.

A. This Contract becomes effective when signed on behalf of Billings.

B. The Contractor shall commence performance of the Work described in Section 2 on receipt of written Notice to Proceed and complete that performance in accordance with the schedule set forth in Appendix E.

C. This Contract shall terminate at midnight on December 31, 2028. The parties may extend this Contract, by mutual concurrence, in writing prior to its termination.

Section 4. Compensation; Method of Payment.

A. Each month, or at the conclusion of each phase of the Work for which payment is due, as negotiated on a per-task basis, the Contractor shall present a bill to the Administrator describing the Work for which it seeks payment and documenting expenses and fees to the satisfaction of the Administrator. If any payment is withheld because the Contractor's performance is unsatisfactory, the Administrator must, within ten (10) days of the payment denial, notify the Contractor of the payment denial and set forth, with reasonable specificity, what was unsatisfactory and why. Billings will pay Contractor within 30 days of receiving an acceptable invoice.

B. Five percent (5%) retainage shall be deducted from each invoice submitted by CONTRACTOR, as outlined in Appendix B.

C. The Contractor is not entitled to any compensation under this Contract, other than is expressly provided for in this Section.

D. As a condition of payment, the Contractor shall have paid all City taxes currently due and owing by the Contractor.

Section 5. Termination of the Contractor's Services.

The Contractor's services under Section 2 of this Part may be terminated:

A. By mutual consent of the parties.

B. For the convenience of Billings, provided that Billings notifies the Contractor in writing of its intent to terminate under this paragraph at least 10 days prior to the effective date of the termination.

C. For cause, by either party where the other party fails in any material way to perform its obligations under this Contract. Termination under this Subsection is subject to

the condition that the terminating party notifies the other party of its intent to terminate, stating with reasonable specificity the grounds therefor, and the other party fails to cure the default within 30 days after receiving the notice.

Section 6. Duties Upon Termination

A. If Billings terminates the Contractor's services for convenience, Billings shall pay the Contractor for its actual costs reasonably incurred in performing before termination and Billings shall pay for services rendered prior to termination. Payment under this Subsection shall never exceed the total compensation allowable under Section 4 of this Part. All finished and unfinished documents and materials prepared by the Contractor shall become the property of Billings.

B. If the Contractor's services are terminated for cause, Billings shall pay the Contractor the reasonable value of the services satisfactorily rendered prior to termination, less any damages suffered by Billings because of the Contractor's failure to perform satisfactorily. The reasonable value of the services rendered shall never exceed ninety percent (90%) of the total compensation allowable under Section 4 of this Part. Any finished or unfinished documents or materials prepared by the Contractor under this Contract shall become the property of Billings at its option.

C. If the Contractor receives payments exceeding the amount to which it is entitled under Subsections A or B of this Section, he shall remit the excess to the Administrator within 30 days of receiving notice to do so.

D. The Contractor shall not be entitled to any compensation under this Section until the Contractor has delivered to the Administrator all documents, records, Work product, materials and equipment owned by Billings and requested by the Administrator.

E. If the Contractor's services are terminated for whatever reason the Contractor shall not claim any compensation under this Contract, other than that allowed under this Section.

F. If a final audit has not been performed before the Contractor's services are terminated, Billings may recover any payments for costs disallowed as a result of the final audit.

G. Except as provided in this Section, termination of the Contractor's services under Section 5 of this Part does not affect any other right or obligation of a party under this Contract.

Section 7. Insurance.

A. The Contractor shall maintain in good standing the insurance described in Subsection B of this Section. Before rendering any services under this Contract, the Contractor shall furnish the Administrator with proof of insurance in accordance with Subsection B of this Section.

B. The Contractor shall provide the following insurance:

1. Workers' compensation and employer's liability coverage as required by Montana law.

2. Commercial general liability, including contractual and personal injury coverage's -- $1,500,000 per occurrence.
3. Commercial automobile liability -- $1,500,000 per accident.
4. Professional liability in the amount of $1,500,000 per claim.

C. The limits required by this Contract can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies).

D. Each policy of insurance required by this Section shall provide for no less than 30 days' advance notice to Billings prior to cancellation.

E. Billings SHALL be listed as an additional insured on all policies except Professional Liability and Worker's Compensation Policies. In addition, all policies except Professional Liability and Worker's Compensation shall contain a waiver of subrogation against Billings.

Section 8. Assignments.

Unless otherwise allowed by this Contract or in writing by the Administrator, any assignment by the Contractor of its interest in any part of this Contract or any delegation of duties under this Contract shall be void, and an attempt by the Contractor to assign any part of its interest or delegate duties under this Contract shall give Billings the right immediately to terminate this Contract without any liability for Work performed.

Section 9. Ownership; Publication, Reproduction and Use of Material.

A. Except as otherwise provided herein, all data, documents and materials produced by the Contractor under this Contract shall be the property of Billings, which shall retain the exclusive right to publish, disclose, distribute and otherwise use, in whole or in part, any such data, documents, or other materials. Exclusive rights shall not be attributed to portions of such materials presently in the public domain or which are not subject to copyright. Contractor shall retain rights to pre-existing proprietary property including but not limited to interactive models. The Contractor shall have the right to include photographic or artistic representations of the design and construction of the Project among the Contractor's promotional and professional materials. The Contractor's materials shall not include Billings' confidential or proprietary information regardless of whether Billings has previously advised the Contractor in writing of the specific information considered by Billings to be confidential and proprietary.

B. Equipment purchased by the Contractor with Contract funds: See Appendix A, Section 3. Scope of Work.

C. Should Billings elect to reuse Work products provided under this Contract for other than the original project and/or purpose, Billings will indemnify and hold harmless the Contractor from any and all claims, demands and causes of action of any kind or character arising as a result of reusing the documents developed under this contract. Additionally, any reuse of design drawings or specifications provided under this Contract must be limited to conceptual or preliminary use for adaptation, and the original Contractor's or subcontractor's signature, professional seals and dates

removed. Such reuse of drawings and specifications, which require professional seals and dates removed, will be signed, sealed, and dated by the professional who is in direct supervisory control and responsible for adaptation.

Section 10. Notices.

Any notice required pertaining to the subject matter of this Contract shall be sent via e-mail or mailed by prepaid first class registered or certified mail, return receipt requested to the following addresses:

Billings: Will Robbins
City of Billings
Public Works - Engineering
316 N 26th Street, Fifth Floor
Billings, Montana 59101
e-mail : robbinsw@billingsmt.gov

Contractor: Stephanie Wilke
Great West Engineering, Inc.
250 Helen P Clarke Street
Helena, MT 59601
e-mail: swilke@greatwesteng.com

Notices are effective upon the earlier of receipt or 5 days after proof of proper posting.

Section 11. Contract Budget.

In connection with its performance under this Contract, the Contractor shall not make expenditures other than as provided in line items in the Contract budget.

Section 12. Force Majeure.

A. Any failure to perform by either party due to force majeure shall not be deemed a violation or breach hereof.

B. As used in this Contract, force majeure is an act or event of substantial magnitude, beyond the control of the delayed party, which delays the completion of this Contract, including without limitation:

1. Any interruption, suspension or interference resulting solely from the act of Billings or neglect of Billings not otherwise governed by the terms of this Contract.
2. Strikes or Work stoppages.
3. Any interruption, suspension or interference with the project caused by acts of God, or acts of a public enemy, wars, blockades, insurrections, riots, arrests or restraints of governments and people, civil disturbances or similar occurrences.
4. Order of court, administrative agencies or governmental officers other than Billings.

Section 13. Financial Management System.

The Contractor shall establish and maintain a financial management system that:

A. Provides accurate, current, and complete disclosure of all financial transactions relating to the Contract;

B. Maintains separate accounts by source of funds for all revenues and expenditures and identifies the source and application of funds for the Contractor's performance under this Contract, including information pertaining to subcontracts, obligations, unobligated balances, assets, liabilities, outlays and income;

C. Effectively controls and accounts for all municipal funds and Contract property;

D. Compares actual expenditures with budgeted amounts and relates financial information to performance or productivity data including unit cost information where applicable;

E. Allocates administrative costs to direct service delivery units;

F. Minimizes the time between receipt of funds from Billings and their disbursement by the Contractor;

G. Provides accounting records supported by source documentation; and,

H. Provides a systematic method assuring the timely and appropriate resolution of audit findings and recommendations.

Section 14. Funding Requirements.

In the event that any funding source for this Contract should impose additional requirements upon Billings for the use of those funds, the Contractor agrees to abide by those additional requirements immediately upon receipt of written notice thereof from Billings.

Section 15. Subcontracts.

The Contractor may enter into subcontracts for the purchase of goods and services necessary for the performance of this Contract, provided:

A. Every subcontract shall be reduced to writing and contain a precise description of the services or goods to be provided and the nature of the consideration paid therefor.

B. Every subcontract under which the Contractor delegates the provision of services shall be subject to review and approval by the Administrator before it is executed by the Contractor.

C. Every subcontract in an amount exceeding $1,000 shall require reasonable access to business records of the subcontractor relating to the purchase of goods or services pursuant to the subcontract.

PART II
GENERAL CONTRACT PROVISIONS

Section 1. Relationship of Parties.

The Contractor shall perform its obligations hereunder as an independent Contractor of Billings. Billings may administer the Contract and monitor the Contractor's compliance with its obligations hereunder. Billings shall not supervise or direct the Contractor other than a provided in this Section.

Section 2. Nondiscrimination.

A. Contractor shall, in performance of work under this Contract, fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. Contractor is the employer for the purpose of providing healthcare benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by Contractor subjects subcontractors to the same provisions. In accordance with 49-3- 207, MCA, and Executive Order No. 04-2016. Contractor agrees that the hiring of persons to perform this Contract will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status by the persons performing this Contract. Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

B. Contractor shall state, in all solicitations or advertisements for employees to work on jobs, that all qualified applicants will receive equal consideration for employment without regard to race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status.

Contractor and subcontractor shall abide by the requirements of 41 CFR 60-300.5(a) and 41 CFR 60-741.5(a), which prohibit discrimination against qualified protected veterans and/or qualified individuals on the basis of disability, and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans and individuals with disabilities.

Contractor and any subcontractor shall abide by the requirements of 41 CRF 60- 1.4, which states employees or applicants may not be discharged or in any other manner discriminated against because they have inquired about, discussed, or disclosed their own pay or the pay of another employee or applicant. However, employees who have access to the compensation information of other employees or applicants as a part of their essential job functions cannot disclose the pay of other employees or applicants to individuals who do not otherwise have access to compensation information, unless the disclosure is (a) in response to a formal complaint or charge, (b) in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or (c) consistent with Contractor's legal duty to furnish information.

C. Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

D. Contractor shall comply with any and all reporting requirements that may apply to it that Billings may establish by regulation. Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

E. Contractor shall comply with all applicable federal, state, and city laws concerning the prohibition of discrimination. This includes complying with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

F. In the event of Contractor's noncompliance with the nondiscrimination clauses of this Contract or with any of such rules, regulations, or orders, this Contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of Sept 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

G. Contractor shall include the provisions of Subsections A through F of this Section in every subcontract or purchase order under this Contract, so as to be binding upon every such subcontractor or vendor of Contractor under this Contract. Contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

H. Contractor agrees to post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non-discrimination clause.

Section 3. Permits, Laws, and Taxes.

The Contractor shall acquire and maintain in good standing all permits, licenses and other entitlements necessary to its performance under this Contract. All actions taken by the Contractor under this Contract shall comply with all applicable statutes, ordinances, rules and regulations. The Contractor shall pay all taxes pertaining to its performance under this Contract.

Section 4. Nonwaiver.

The failure of either party at any time to enforce a provision of this Contract shall in no way constitute a waiver of the provision, nor in any way affect the validity of this Contract or any part hereof, or the right of such party thereafter to enforce each and every provision hereof.

Section 5. Amendment.

A. This Contract shall only be amended, modified or changed by a writing, executed by authorized representatives of the parties, with the same formality as this Contract was executed.

B. For the purposes of any amendment modification or change to the terms and conditions of this Contract, the only authorized representatives of the parties are:

Contractor: Bill Lloyd
(President)

Billings: City Council or Authorized Designee

C. Any attempt to amend, modify, or change this Contract by either an unauthorized representative or unauthorized means shall be void.

Section 6. Jurisdiction; Choice of Law.

Any civil action rising from this Contract shall be brought in the District Court for the Thirteenth Judicial District of the State of Montana, Billings. The law of the State of Montana shall govern the rights and obligations of the parties under this Contract.

Section 7. Severability.

Any provision of this Contract decreed invalid by a court of competent jurisdiction shall not invalidate the remaining provisions of the Contract.

Section 8. Integration.

This instrument and all appendices and amendments hereto embody the entire Contract of the parties. There are no promises, terms, conditions or obligations other than those contained herein; and this Contract shall supersede all previous communications, representations or agreements, either oral or written, between the parties hereto.

Section 9. Liability.

The Contractor shall:

A. Indemnify, defend and save Billings, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional, reckless or negligent act on the part of Contractor or its officers, agents or employees.

B. Not indemnify, defend, save and hold Billings harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees, expert fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of Billings occurring during the course of or as a result of the performance of the Contract.

C. Where claims, lawsuits or liability, including attorneys' fees, expert fees and costs arise from wrongful, reckless or negligent act of both Billings and Contractor, Contractor shall indemnify, defend, save, and hold Billings harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees, expert fees and costs, which result from Contractor's wrongful, reckless or negligent acts occurring as a result from Contractor's performance pursuant to this Contract.

Billings shall:

A. Indemnify, defend and save Contractor, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional or negligent act on the part of Billings or its agents or employees.

B. Not indemnify, defend, save and hold the Contractor harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of Contractor occurring during the course of or as a result of the performance of the Contract.

C. Where claims, lawsuits or liability, including attorneys' fees and costs arise from wrongful, reckless or negligent act of both the Contractor and Billings , Billings shall indemnify, defend, save, and hold the Contractor harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees and costs, which result from Billings or its officers, agents or employee's wrongful, reckless or negligent acts occurring as a result from Billings' performance pursuant to this Contract.

Section 10. Inspection and Retention of Records.

The Contractor shall, at any time during normal business hours and as often as Billings may deem necessary, make available to Billings, for examination, all of its records with respect to all matters covered by this Contract for a period ending three years after the date the Contractor is to complete performance in accordance with Section 2 of the Special Provisions. Upon request, and within a reasonable time, the Contractor shall submit such other information and reports relating to its activities under this Contract, to Billings, in such form and at such times as Billings may reasonably require. The Contractor shall permit Billings to audit, examine and make copies of such records, and to make audits of all invoices, materials, payrolls, records of personnel, and other data relating to all matters covered by this Contract. Billings may, at its option, permit the Contractor to submit its records to Billings in lieu of the retention requirements of this Section.

Section 11. Availability of Funds.

Payments under this Contract may require funds from future appropriations. If sufficient funds are not appropriated for payments required under this Contract, this Contract shall terminate without penalty to Billings; and Billings shall not be obligated to make payments under this Contract beyond those which have previously been appropriated.

IN WITNESS WHEREOF, the parties have executed this Contract on the date first noted above.

CITY OF BILLINGS, MONTANA

_____

MIKE NELSON,
MAYOR

APPROVED AS TO FORM:

_____
CITY ATTORNEY'S OFFICE

ATTEST:

_____

DENISE BOHLMAN, CITY CLERK

GREAT WEST ENGINEERING, INC.

_____

BILL LLOYD,
PRESIDENT

Appendix A

Basic Services of Engineer
City of Billings W.O. 26-19 Landfill Cell 6 Expansion

Section 1. Engineer's Rights and Duties.

A. To furnish all labor, materials, equipment, supplies, and incidentals necessary to conduct and complete the Engineer's portion of the project as defined in the scope of work and to prepare and deliver to Billings all plans, specifications, bid documents, and other material as designated herein.
B. Ascertain such information as may have a bearing on the work from local units of government, utility companies, and private organizations and shall be authorized to procure information from other authorities besides Billings, but shall keep Billings advised as to the extent of these contacts and the results thereof.
C. Prepare and present such information as may be pertinent and necessary in order for Billings to pass critical judgment on the features of the work. The Engineer shall make changes, amendments or revisions in the detail of the work as may be required by Billings. When alternates are being considered, Billings shall have the right of selection.
D. Engineer's work shall be in accordance with the standards of sound engineering and present City, State, and National standards and policies currently in use.
E. Conform to the requirements of the Montana Code Annotated Title 18 "Public Contracts" and more particularly Sections 18-2-121 and 18-2-122, and all other codes of the State of Montana applicable to providing professional services including codes and standards nationally recognized.
F. The Engineer shall certify with the submission of final plans that the plans are in conformance with applicable sections of Title 69, Chapter 4, Part 5, of the Montana Code Annotated as pertaining to existing utilities.
G. To perform professional services in connection with the project and will serve as Billings' representative in those phases of the project to which this agreement applies.
H. Where Federal funds are involved, the necessary provisions to meet all requirements will be complied with and documents secured and placed in the bidding documents.
I. Submit an estimated progress schedule as to time and costs at the beginning of the work, and monthly progress reports thereafter until complete. The reports will include any problems, potential problems, and delays as foreseen by the Engineer. Reports will be submitted in a timely manner to permit prompt resolution of problems.
J. Contract administration duties will include review of contractor certified payrolls for wage rate compliance. Discrepancies in certified payrolls will be resolved with the Contractor. A signed Engineer's Payroll Check Sheet (included in the Standard Modifications to MPWSS) will be submitted as proof of this review with one copy of each payroll.
K. Name a Task Director who shall be the liaison between Billings and the Engineer. For this project the Task Director designated for the Engineer is Stephanie Wilke.

Section 2. Billings Rights and Duties.

A. To furnish all labor, materials, equipment, supplies, and incidentals necessary to conduct and complete Billings' portion of the project as designated in the scope of work.
B. Name a Task Director who shall be the liaison between the Engineer and Billings. For this project, the Task Director designated is Will Robbins, working under the City Engineer, Mac Fogelsong.

Section 3. Scope of Work.

The project consists of engineering services for the City of Billings W.O. 26-19 Landfill Cell 6 Expansion.

The project involves the construction of a new landfill cell – Cell 6 – at the Billings Regional Landfill. The Scope of Work for this contract includes all engineering work required to support the Cell 6 Expansion, including all necessary survey, a cell expansion master plan, a geotechnical evaluation, potential slope stability and configuration analysis, a hydrogeologic study, alternative liner demonstration and submittal, full design, and bidding services.

Project Background and Scope of Services

The Billings Regional Landfill (BRL) is approaching its maximum design capacity within the current lined cell. Based on the most recent landfill survey conducted by Great West in August 2025, it is estimated that the existing cell will reach capacity in approximately three years. To ensure that landfill operations continue without interruption, it is necessary to begin construction of Cell 6A at least one year prior to the current cell reaching capacity.

This Scope of Services outlines the engineering work required to support the Cell 6 Landfill Expansion at the Billings Regional Landfill. Specifically, it encompasses a cell expansion master plan, the design of the expansion, and bidding services related to the project.

WORK TASKS

TASK 1 – PROJECT INITIATION AND PRELIMINARY PLANNING

Task 1.1 – Project Kickoff Meeting

Great West will organize and lead a kickoff meeting with the City to review the project approach, scope of work, and confirm the schedule. Great West will prepare an agenda for the kickoff and record and share meeting minutes.

Deliverables:

- Kickoff Meeting minutes

Assumptions:

- The kickoff meeting will be held in person.

Task 1.2 – Topographic Survey and Mapping

Great West will perform a topographic survey of the proposed Cell 6 Expansion and leachate pond areas, per the coordinate system and unit of measurement called for in Part I, Section 2 of this Services Agreement. Where feasible, existing site survey data will be leveraged to minimize the time required for field data collection. The results of this survey, combined with historical survey information, will be utilized to develop an updated, design-level base map for the project area. Survey activities will be integrated with existing site control, and additional control points will be established for future use as necessary. This task excludes any legal surveying or platting work, as current legal information for the property indicates such services are not required. Great West will also perform a topographic survey of the existing waste area (Phases 3, 4, and 5) to update the landfill performance.

Deliverables:

- Topographic survey and map.

Assumptions:

- Existing site data will be used to the extent possible.
- All survey will be done using State Plane coordinates as depicted in the services agreement (NAD83-International Foot).
- Existing surface and controls necessary for the design of the project and Cell Expansion Master Plan will be converted to State Plane coordinates (NAD83-International Foot).
- Surveying will be conducted with staff from the Billings Great West Office.

Task 1.3 – Cell Expansion Master Plan

Great West Engineering will prepare a Cell Expansion Master Plan for the Billings Regional Landfill facility related to new cell expansion and new leachate pond. This plan will guide the expansion of lined landfill areas and provide a strategic framework for future development, operational efficiency, and regulatory compliance. The plan will determine the best sequence in which to expand.

Cut and Fill Planning:
Develop detailed cut and fill plans for expansion areas, specifically Cells 6A, 6B, and 7. The plan will also delineate the boundaries of future Cells 8 and 9; however, cut and fill plans for these cells are excluded at this stage.

Airspace and Lifespan Evaluation:
Assess the available airspace and projected lifespan for each cell, including sequential construction, overlapping Cell 6A on the existing landfill, and other possible scenarios such as constructing Cell 7 independently if funding is unavailable for Cell 6B and Hillcrest improvements.

Slope Configuration Analysis:
Evaluate three side slope configurations—4:1, 3.5:1, and 3:1—to determine their impact on cell lifespan and stability. Great West will determine the approximate life impact of the three different slope configurations. Great West will determine and recommend if a slope stability analysis will be pursued. If a slope stability analysis is conducted, Great West will obtain samples of the liner material and native soil material and ship them to a testing laboratory for interface shear testing. A subconsultant (GeoProfessional Innovation (GPI)) will conduct the slope stability analysis after the laboratory results are finalized. The liner material may be tested for any or all of the slope configurations.

Infrastructure Layout:
Provide initial layouts for stormwater management, leachate control systems, primary access roads, and other supporting infrastructure.

Soil Balance Estimation:
Estimate overall soil balance requirements using updated and historical landfill performance data. Great West requests that the City track and log daily soil usage to more accurately calculate the landfill performance. Great West will use the soil usage, tonnage, and topographic survey of the existing landfill cell to update the landfill performance.

Opinion of Probable Cost:
Great West shall prepare a 30% opinion of probable construction costs, based upon the results and preliminary design integrated within the Cell Expansion Master Plan.

Technical Evaluation and Decision Process

Slope Stability and Interface Shear Testing:
After presenting lifespan estimates for each slope configuration, Great West shall recommend which, if any, configurations warrant further seismic slope stability analysis. If further slope stability analysis is performed, Great West shall analyze and recommend the desired slope. If the 4:1 slope provides sufficient lifespan, steeper slopes may not be evaluated further.

For selected configurations, a slope stability analysis and interface shear tests will be conducted for all relevant layers (subgrade/HDPE, HDPE/fabric, fabric/saturated native soils). Samples will be sent to a third-party laboratory, and results will be used by Great West to recommend and design the final slope selection.

Great West will collect samples of the liner material and native soil material to send to the laboratory for interface shear testing, provide general project management and guidance to the subconsultant (GPI), provide CAD files and cross sections to GPI to perform the slope stability analysis, and provide recommendations based on these test results.

Geotechnical Investigation:
A geotechnical engineering firm (SK Geotechnical) will drill up to three boreholes at least twenty feet below the liner elevation to characterize subgrade materials and support contractor planning and constructability.

Great West will provide general project management and guidance to SK Geotechnical, CAD files, and cross sections for the report.

Landfill Gas Collection Consultation:
Great West will collaborate with Tetra Tech to review and potentially improve the landfill gas collection and control system (GCCS). If modifications are recommended, they will be incorporated into the master plan and cell design. Note: Upgrades to the existing GCCS Plan are not included in this scope.

Site Layout Components

Great West will make recommendations to determine the following elements:

- Class II waste disposal areas
- Stormwater and leachate control infrastructure
- Access roads
- Slope stability measures
- Lifespan projections for landfill cells under different slope configurations

Review and Finalization

- Great West will present the draft Cell Expansion Master Plan to the City for review.
- City feedback will be incorporated into the final plan.
- The Cell Expansion Master Plan serves as a planning document and includes some preliminary design details, but does not include final design details for roads, cells, ponds, or other facilities.

Deliverables:

- Draft Cell Expansion Master Plan
- Final Cell Expansion Master Plan
- 30% Opinion of Probable Cost for construction
- Slope Stability Analysis (including seismic)
- Landfill Cell capacity analysis with three slope configurations for Cells 6A, 6B, and 7

Assumptions:

- No upgrades to the existing GCCS Plan are included.
- Cut and fill plans will be provided only for Cells 6A, 6B, and 7.
- Geotechnical drilling will proceed without a Great West team member present.
- A $5,000 budget is allocated for Tetra Tech consultation on the GCCS Plan.
- Interface shear testing will be performed for up to twelve scenarios (four tests per each of three different slope configurations); Great West may recommend to reduce the number of configurations after initial analysis.

Task 1.4 – Hydrogeologic Study

This task includes the development of a *Hydrogeologic and Soils Characterization Report*, submitted to DEQ as a required part of permitting per ARM 17.50.1311. Existing site data will be utilized with data from previous investigations to develop the permitting report. Key elements of the report will include:

- Descriptions of the regional and facility-specific geologic and hydrogeologic characteristics affecting groundwater flow beneath the facility, including:
- Regional and facility-specific stratigraphy;
- Structural geology;
- Groundwater potentiometric maps;
- A discussion of any regional deep aquifers;
- Regional and facility-specific groundwater flow patterns;
- Characterization of seasonal variations in the groundwater flow regime; and

- Identification and description of the confining layers present, both above and below the saturated zone(s);

- An analysis of any topographic features that influence the groundwater flow;
- A description of the hydrogeologic units that overlie the uppermost aquifer, or underground drinking water source, as required in ARM 17.50.1204, or that may be part of the leachate migration pathways at the facility, including saturated and unsaturated units;
- A description of hydrogeologically significant sand and gravel layers in unconsolidated deposits;
- A description of manmade structures that affect the hydrogeology of the site, such as: local water supply wells, pipelines, drains, ditches, septic, etc.

Deliverables:

- Draft-final Hydro & Soils Report to the City. Great West will provide the City with a draft-final report in electronic PDF form for review and comment; comments from City will be addressed and a final report submitted to DEQ.
- Final Hydro & Soils Report to DEQ. On behalf of the City, Great West will compile both a PDF Report, along with a hard copy of the report, submitted to DEQ to satisfy ARM 17.30.1311.

Assumptions:

- A draft of the completed report will be compiled and submitted electronically to the City for their review and comment; comments from the City will be addressed into a final bookmarked PDF report and submitted electronically and mailed in hardcopy form to DEQ.
- Montana DEQ requires the hydrogeologic study be performed for ALL new landfill cell expansions. Labor allocations (hours) for this subtask are based on experience from developing these types of permitting documents at other facilities and considering the site-specific data and features of the Billings Landfill site.
- Additional groundwater and methane monitoring wells will not be required for this project.
- Additional hydrogeologic drilling will not be required and existing site data will be utilized.

Task 1.5 - Alternative Liner Demonstration Report

Great West will provide the most cost-effective liner design. Great West will perform an alternative liner demonstration via a predictive model and associated data summary report, and submit to DEQ for approval of constructing the landfill with an alternative liner system with leachate collection. The intent of an alternative liner is to construct the liner system with a design that consists of a primary HDPE liner, underlain with a minimum of 0.5 feet of compacted fine-grained native subgrade material, and to technically demonstrate to DEQ that the liner system design is equally protective of groundwater in comparison to a ‘prescribed liner system’. Great West will review the use of different types of HDPE texture (embossed or blown on film) for the Billings Landfill. Great West will recommend a texture type to the City for use in the construction of the project.

Assumptions:

- The alternative liner design assumes placement of an HDPE primary liner, underlain by 0.5 ft of fine-grained low permeability material. For comparison, the prescribed liner system is HDPE primary liner, underlain with 2 ft low-permeability material with a maximum K of 1x10-7 cm/sec.
- Use of previous Alternative Liner Reports will be the technical basis to establish the modeling variables/inputs, to support with a demonstration of liner performance using the Pollute Software. Great West has the Pollute software and has completed alternative liner reports for numerous other solid waste facilities in Montana, including the City of Billings Landfill.
- The technical approach for the predictive (Pollute) model will be to simulate the potential leachate migration through the landfill liner system, into vadose zone soils to assess the predicted depth of contaminant migration and whether leachate impacts uppermost groundwater. The fundamental setup of the model will be to compare model results from a typical prescribed liner system, as described above, to that of the proposed alternative liner design, to show that the alternative liner system will not exceed threshold values in uppermost groundwater of established constituent list under the ARM. Model simulations will be conservative and sensitivity analysis will assume worst-case conditions to evaluate the performance of the proposed alternative liner system.
- Great West will submit a draft-final PDF of the Alternative Liner Demonstration Report to the City for review and comment, prior to submittal to DEQ. As needed, Great West will address comments from City into the final report, and then on behalf of the City, submit to DEQ both an electronic copy and hard copy of the report.
- Labor allocations for this task are based on site-specific data from the site and related investigations and rely on the experience of model setup, simulations, and documentation of the results from several other facilities in Montana. Great West will use existing site-specific data and updated information obtained during the geotechnical drilling investigation.

Deliverables:

- Draft-final Alternative Liner Report to City: an electronic PDF will be submitted to City for review and comment; comments from City will be addressed and incorporated into the final report submitted to DEQ.
- Final Alternative Liner Demonstration Report to DEQ: On behalf of the City, Great West will submit both an electronic copy and hard copy of the Alternative Liner Demonstration Report for DEQ review and approval. If needed, comments or issues from DEQ will be addressed and re-submitted to DEQ for approval.

Assumptions:

- Great West will coordinate with DEQ to request approval for applying the Alternative Liner Demonstration to the next three landfill cells, using approaches that have proven successful at other facilities.

TASK 2 – DESIGN DOCUMENTS (Cell 6A)

Task 2.1 – Draft (75%) Design Phase

Great West will use the preliminary cell bottom grading, drainage design, road design, stormwater pond design, and leachate pond design for Cell 6A in the Cell Expansion Master Plan. The preliminary design will be advanced for this design phase to Draft (75%) Design, which will include a plan set of drawings showing the overall layout, a proposed plan showing the extent of the excavation and embankment, access roads, stormwater controls, leachate pond, liner installation, plan and profile sheets for the leachate transport system, details for the leachate collection system, liner design, and final site restoration. During an on-site meeting, Great West will present the Draft Design Plans to the City. Great West will also provide an opinion of probable construction costs. The City will provide comments to Great West before Great West proceeds with the final design.

Great West will design the stormwater infrastructure to handle the design storm (25-year, 24-hour storm event) as per Montana DEQ solid waste rules. Great West will recommend what options to pursue for determining the length of the access roads to be designed and constructed.

Task 2.2 – Draft Final (90%) and Final (100%) Design Phase

Great West will prepare 'For Construction' design plans and technical specifications for the Cell 6A Expansion project, addressing the City's review comments on the Draft Design Documents (Task 2.1). A 90% draft of the final plan, including drawings and technical specifications, will be provided to the City for review before finalizing the documents into the 100% set.

Task 2.3 – Engineering QA/QC Plan

Great West will prepare a Quality Assurance/Quality Control (QA/QC) Plan for constructing the Landfill Expansion Cell. This plan will describe the QA/QC measures to be implemented during construction to ensure the project is constructed properly in accordance with the plans and technical specifications. The QA/QC plan will be submitted to the DEQ for approval with the Final Design Documents. During the design process, Great West will work with the DEQ to ensure permitting requirements are met before the submittal of the final design package.

Deliverables:

- 75% Design Documents – Design Drawings, and Draft Opinion of Probable Construction Cost.
- Draft Final (90%) Design Documents – Draft Final Design Drawings, Technical Specifications, and Opinion of Probable Construction Cost
- Draft QA/QC Plan
- Review Meetings - Notes / Action Items
- Final (100%) Design Documents for Bidding/Construction – Final Design Drawings, Technical Specifications, and Opinion of Probable Construction Cost
- Final QA/QC Plan

Assumptions:

- Great West will address the City's comments on the Draft (75%) design documents to prepare the Draft Final design documents. Likewise, Great West will address the City's comments on the Draft Final (90%) design documents before finalizing them for permitting.

- An in-person review meeting will be held to review Draft (75%) Design Documents. The meeting is budgeted for 2 hours, not including travel. Review meetings for the Draft Final (90%) Design Documents and Final (100%) Design Documents will be held virtually. The 90% Design Meeting is budgeted for 2 hours.

TASK 3 – BID PHASE SUPPORT

Task 3.1 – Bid Preparation/Bid Execution
Great West will prepare a PDF of the plans and specifications and distribute copies to the City, and Montana DEQ, and will assist the City in obtaining competitive bids. The bidding documents (Project Manual) will incorporate the Montana Public Works Standard Specifications (MPWSS), Sixth Edition, April 2010 and the City of Billings Standard Modifications to the MPWSS. This contract covers one process of bidding the construction contract. Subsequent bidding efforts, if needed, may be addressed in a contract amendment. Great West will send the Montana DEQ an electronic copy of the plans and specifications.

Task 3.2 – Pre-Bid Meeting
Great West will arrange, attend, and conduct one pre-bid conference. The conference will include a meeting at the City Landfill office to discuss the construction plans and specifications with interested contractors and City staff. After the meeting, a site visit to the landfill will be conducted for further explanation of the project. Great West will address questions from contractors and prepare addendums as necessary.

Task 3.3 – Bid Evaluation
Great West will not attend the bid opening. Great West will obtain the bid documents from the City after the bids are opened. Great West will review and tabulate all bids and verify that the bid packages are complete per the specifications. Great West will call references of the lowest responsive bidder and then will make a recommendation to the City on the selection of the General Contractor via letter.

Task 3.4 – Award & Agreements
Upon award of the bid, Great West will assist the City in preparing the necessary Agreements, and Notice to Proceed forms for awarding the contract. The Contracts will be executed via DocuSign, thus hard copies of the Contracts will not be prepared.

Assumptions:
- The City will be responsible for all costs associated with advertising the project in accordance with Montana State Law.
- The construction contract will be awarded to a single contractor.
- The construction contract will be bid once, as included in this contract. If any subsequent bidding is required, those services may be addressed by a contract amendment.
- Great West will not attend the bid opening.
- The bidding documents (Project Manual) will incorporate the Montana Public Works Standard Specifications (MPWSS), Sixth Edition, April 2010 and the City of Billings Standard Modifications to the MPWSS.

Deliverables:

- PDF of Bidding Documents (Final Design Drawings and Technical Specifications and Project Manual) to be uploaded by City to QuestCDN.
- Pre-Bid Meeting Agenda / Notes
- Addendum(s)
- Recommendation of Award Letter
- Executed Contract Documents in PDF format.

TASK 4 – Construction Contract Administration

Construction Contract Administration is not included in this initial scope. These additional services may be added by amendment after the scope of the construction project is more defined during the design phase.

Appendix B
Methods and Times of Payment

W.O. 26-19 Landfill Cell 6 Expansion

Section 1. Payments for Basic Services.

Billings shall authorize payment to the Engineer for services performed under Appendix A of this Agreement. Partial payment shall be due the Engineer upon receipt of the Engineer's pay estimate, said estimate being proportioned to the work completed by the Engineer.

Billings shall deduct five percent (5%) from each monthly pay estimate to be held until the completion of the final scope of work. The final payment shall be made only after acceptance of final documents by Billings, and determination that the scope of work has been satisfactorily completed.

A. For services rendered prior to construction, Appendix A, the Engineer shall be paid based upon actual time accrued, but not to exceed the total contract amount.

1.	Project Management	$ 10,600
2.	Survey, Geotech, and Slope Investigations	$ 56,500
3.	Cell Expansion Master Plan	$ 67,000
4.	Preliminary Design	$106,100
5.	Final Design	$ 17,200
6.	Bid Phase	$ 12,600
	TOTAL:	**$270,000**

B. Final payment shall be the above stated basic fee less all previous payments.

Section 2. Payments for Extra Services when Authorized by Billings.

Requests made or conditions identified by interested groups at the agency or public meetings, which are beyond the scope and intent of this study shall be paid for on an hourly basis at the applicable fees in Appendix D.

Section 3. Corrections.

Costs of Billings work that is required for corrections to the Engineer's work which requires redoing by Billings shall be deducted from any payments due the Engineer, if the Engineer fails to make the required corrections.

Section 4. Fee Increases

For contracts and services that are expected to require more than one (1) year to complete, the above stated basic services payments may be reviewed and adjusted annually by mutual agreement of the parties, based upon documented evidence that the Engineer's costs and hourly rates as shown in Appendix D have increased for all comparable clients.

Appendix C

Additional Services of Engineer

W.O. 26-19 Landfill Cell 6 Expansion

Extra Services of the Engineer will be paid only with written prior authorization by Billings.

A. Requests made or conditions identified which are beyond the scope and intent of the services identified under Appendix A.

Appendix D

Schedule of Professional Fees

W.O. 26-19 Landfill Cell 6 Expansion

Current agreements for engineering services stipulate that the standard hourly rates are subject to review and adjustments. Hourly rates for services effective on the date of this Agreement are included below.

The itemized schedule provided below includes direct labor costs, normal payroll and overhead costs, transportation, furnishing equipment and materials normally required for performance of the work and reasonable profit. Direct project costs not itemized herein shall be paid for at actual cost.

GreatWest
ENGINEERING

EXHIBIT B
2026 SCHEDULE OF BILLING RATES

	Hourly Rate
Clerical Support	$88
Project Assistant	104
Project Coordinator	120
Project Specialist	150
Project Administrator	158
Certified Grant Writer 1	165
Certified Grant Writer 2	191
Environmental Scientist	167
GIS Specialist	139
Resident Project Representative 1	165
Resident Project Representative 2	180
Designer	151
Senior Designer	172
Planner I	146
Planner II	158
Planner III	178
Senior Planner	189
Senior Hydrogeologist	212
Assistant Project Manager	150
Engineering Tech	104
Engineer 1	154
Engineer 2	166
Engineer 3	177
Engineer 4	187-202
Engineer 5	214-226
Engineer 6	232-239

Reimbursable Expenses include but are not limited to:

Auto Mileage	$.85/mile
Outside Consultants, Fees, Shipping, Supplies, Travel & Per Diem	1.10xcost

*These rates are subject to periodic adjustment.

Appendix E
Project Schedule

W.O. 26-19 Landfill Cell 6 Expansion

Based on a notice to proceed by Billings date no later than February 10, 2026, the completion dates for the Engineer's work through final design and bidding shall be:

A. Project Initiation and Preliminary Planning

   1. Topographic Survey and Mapping – March 2026
   2. Preliminary Life Evaluation of Proposed Cell 6 – March 2026
   3. Geotechnical Evaluation – April 2026
   4. Hydrogeologic Soils Report and Alt. Liner Demonstration – June 2026
   5. Initial DRAFT of Cell Expansion Master Plan – July 2026
   6. FINAL Cell Expansion Master Plan – August 2026

B. Preliminary Design

   1. Preliminary 75% Design – November 2026
   2. Preliminary 90% Design – December 2026

C. Final Design

   1. Final Design – January 2027
   2. Submit all documents to MT DEQ for review and approval – January 2027

D. Bidding

   1. Advertise for Bids – February 2027
   2. Bid Opening – March 2027

Delays affecting the completion of the work within the time specified of more than ninety (90) days, not attributable to or caused by the Parties hereto, may be considered as cause for the renegotiation or termination of this Contract.

If the Engineer is behind on this Contract due to no fault of Billings, then the Engineer hereby acknowledges the right of Billings to withhold future Contracts to the Engineer in addition to any other remedy until this Contract is brought back on schedule or otherwise resolved.

Appendix F

Certificate(s) of Insurance

W.O. 26-19 – Landfill Cell 6 Expansion

Attach Certificate(s) of Insurance

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/14/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Edgewood Partners Insurance Agency
3780 Mansell Rd. Suite 370
Alpharetta GA 30022

CONTACT NAME: ACEC Certificates
PHONE (A/C, No, Ext): 770-552-4225 **FAX (A/C, No):**
E-MAIL ADDRESS: ACECcertificates@greyling.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hartford Casualty Insurance Company	29424
INSURER B : Sentinel Insurance Company, Ltd.	11000
INSURER C : Hartford Accident and Indemnity Company	22357
INSURER D :	
INSURER E :	
INSURER F :	

INSURED GREAWES3
Great West Engineering, Inc.
2501 Belt View Dr
Helena MT 59601

COVERAGES **CERTIFICATE NUMBER:** 1040601515 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	X COMMERCIAL GENERAL LIABILITY			20SBWBA6092	3/27/2025	3/27/2026	EACH OCCURRENCE	$ 2,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 2,000,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 4,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 4,000,000
	OTHER:							$
C	AUTOMOBILE LIABILITY			20UEGEG9482	3/27/2025	3/27/2026	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
B	X UMBRELLA LIAB X OCCUR			20SBWBA6092	3/27/2025	3/27/2026	EACH OCCURRENCE	$ 5,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 5,000,000
	DED X RETENTION $ 10,000							$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N			20WEGBE3UDS	3/27/2025	3/27/2026	X PER STATUTE OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N (Mandatory in NH)	N/A					E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Additional Insured:
City of Billings
PO Box 1178
Billings, MT 59103

CERTIFICATE HOLDER

City of Billings
Public Works
316 N 26th Street
Billings MT 59101

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Jeff Connelly

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City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Services Agreement for Radio Communication System for Water Treatment Plant
PRESENTED BY: Louis Engels, Water Quality Superintendent
Department: Public Works
Presentation: No
Legal Review: Yes
Project Number: N/A

RECOMMENDATION

Staff recommends that City Council approve the service agreement for a microwave radio communication system for communication between the existing water treatment plant and new water treatment plant from Red Tail Communications for $126,054.00.

EXECUTIVE SUMMARY

The new water treatment plant located on Hesper Road will be controlled from the existing water treatment plant. This requires a radio communication system to be designed and installed. The cost of the radio system is $126,054. Staff recommends procurement through the Sourcewell cooperative purchasing agreement for competitive pricing.

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

The City requires the design, licensing, equipment procurement, installation and testing necessary for a secure, reliable microwave communications link between the existing water treatment plant and new water treatment plant. This will allow the new plant to be monitored and controlled remotely. The link will use City installed towers at each of three sites to connect the existing water treatment plant through the City landfill and to the new water treatment plant located on Hesper Rd.

Staff recommends procurement through the Sourcewell cooperative purchasing agreement, which offers pricing comparable to competitive bids. The Sourcewell price was checked versus two other radio vendor quotes and the prices were $131,679 and $126,245 which are both higher than the Sourcewell price. Red Tail Communications proposed a split system which is the most flexible to modify and expand and the safest for our electrical staff to service rather than climbing the radio towers.

FISCAL EFFECTS

The radio system was budgeted in the West End Water Treatment Plant budget. The budgeted amount was $150,000. The price from Red Tail Communications is $126,054.

STAKEHOLDERS

ALTERNATIVES

City Council may:

- Approve the Service Agreement with Red Tail Communications or,
- Not approve the purchase. If not approved, the new water treatment plant will not be able to be monitored or controlled from the existing water treatment plant.

Attachments

Red Tail Communications Services Agreement

2025 WATER PLANT COMMUNICATIONS SERVICES AGREEMENT

THIS AGREEMENT is made and entered into_____, by and between the **CITY OF BILLINGS, MONTANA,** a municipal corporation organized and existing under the laws of the State of Montana, P.O. Box 1178, Billings, Montana 59103, hereinafter referred to as "**CITY**," and **RED TAIL COMMUNICATIONS**, of 1812 Monad Road, Billings MT 59101 hereinafter referred to as "**CONTRACTOR**."

In consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency whereof being hereby acknowledged, the parties hereto agree as follows:

1. **PURPOSE: CITY** agrees to hire **CONTRACTOR** as an independent contractor to provide and install a two-way, redundant microwave communications system connecting the City's water treatment plant at 2251 Belknap Avenue, the Landfill communications site, and the new water treatment facility at 4374 Hesper Road. The work includes all design, licensing, procurement, installation and performance testing necessary for a secure, reliable Ethernet link using City provided towers at each site, more accurately described in the Scope of Work attached hereto as Exhibit "A" and by this reference made a part hereof.
2. **EFFECTIVE DATE:** This **AGREEMENT** is effective upon the date of its execution and will terminate on July 31, 2026. The parties may extend this **AGREEMENT**, by mutual concurrence, for 60 days in writing prior to its termination.
3. **SCOPE OF WORK:** The **CONTRACTOR** shall perform the services outlined in Exhibit "A". In performing these services, the **CONTRACTOR** shall at all times comply with all federal, state and local statutes, rules and ordinances applicable. These services and all duties incidental or necessary therefor, shall be performed diligently and completely and in accordance with professional standards of conduct and performance.
4. **INCORPORATION BY REFERENCE:** All exhibits and addenda attached hereto, as well as any bid or proposal referenced, are hereby incorporated into this **AGREEMENT** and made a part hereof. If there is any conflict between such exhibits or addenda and the terms of this **AGREEMENT**, the terms of this **AGREEMENT** shall control.

5. **PAYMENT: CITY** agrees to pay **CONTRACTOR** one hundred and twenty-six thousand fifty-four dollars and no cents ($126,054.00) for the work described in the Scope of Work in Exhibit "A". Any alteration or deviation from the described work that involves extra costs will be executed only upon written request by the **CITY** to **CONTRACTOR** and will become an extra charge over and above the contract amount. The parties must agree upon any extra charges in writing.

Except as otherwise specified herein, the **CONTRACTOR** shall invoice the **CITY** for all services rendered pursuant to this **AGREEMENT**. Such invoices shall specify the services provided to the **CITY** and identify the applicable fees, and shall be accompanied by reasonable documentation or other reasonable explanations supporting such charges.

Except as otherwise specified herein, the **CITY** shall pay, net of applicable withholding tax, if any, the **CONTRACTOR** for said invoice within thirty (30) days after receipt.

The prices established in this **AGREEMENT** may be extended to other political subdivisions within the State of Montana solely at the **CONTRACTOR'S** discretion.

6. **INDEPENDENT CONTRACTOR STATUS:** The parties agree that **CONTRACTOR** is an independent contractor for purposes of this **AGREEMENT** and may not to be considered an employee of the **CITY** for any purpose. **CONTRACTOR** is not subject to the terms and provisions of the **CITY's** personnel policies handbook and may not be considered a **CITY** employee for workers' compensation or any other purpose. **CONTRACTOR** is not authorized to represent the **CITY** or otherwise bind the **CITY** in any dealings between **CONTRACTOR** and any third parties.

7. **INDEMNITY:**

The **CONTRACTOR** SHALL:

A. Indemnify, defend and save the **CITY**, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional, reckless or negligent act on the part of **CONTRACTOR** or its officers, agents or employees.

B. Not indemnify, defend, save and hold the **CITY** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees, expert fees and costs arising from

wrongful, reckless or negligent acts, error or omission solely of the **CITY** occurring during the course of or as a result of the performance of the **AGREEMENT**.

C. Where claims, lawsuits or liability, including attorneys' fees, expert fees and costs arise from wrongful, reckless or negligent act of both the **CITY** and **CONTRACTOR**, **CONTRACTOR** shall indemnify, defend, save, and hold the **CITY** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees, expert fees and costs, which result from **CONTRACTOR'S** wrongful, reckless or negligent acts occurring as a result from **CONTRACTOR'S** performance pursuant to this **AGREEMENT**.

The **CITY** SHALL:

A. Indemnify, defend and save **CONTRACTOR**, its officers, agents and employees harmless from any and all losses, damage and liability occasioned by, growing out of, or in any way arising or resulting from any intentional or negligent act on the part of **CITY** or its agents or employees.

B. Not indemnify, defend, save and hold the **CONTRACTOR** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or attorneys' fees and costs arising from wrongful, reckless or negligent acts, error or omission solely of **CONTRACTOR** occurring during the course of or as a result of the performance of the **AGREEMENT**.

C. Where claims, lawsuits or liability, including attorneys' fees and costs arise from wrongful, reckless or negligent act of both the **CONTRACTOR** and the **CITY**, the **CITY** shall indemnify, defend, save, and hold the **CONTRACTOR** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees and costs, which result from the **CITY'S** or its officers, agents or employee's wrongful, reckless or negligent acts occurring as a result from the **CITY'S** performance pursuant to this **AGREEMENT**.

INSURANCE:

A. The **CONTRACTOR** shall maintain in good standing the insurance described in this Section. Before rendering any services under this **AGREEMENT**, the **CONTRACTOR** shall furnish the **CITY** with proof of insurance in accordance with this Section.

The **CONTRACTOR** shall provide the following insurance:

- Workers' compensation and employer's liability coverage as required by Montana law.
- Commercial general liability, including contractual liability assumed under an insured agreement and personal injury coverages in the minimum amount of $750,000 per claim and $1,500,000 per occurrence.
- Automobile liability in the minimum amount of $1,500,000 per accident.

The limits required by this **AGREEMENT** can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies).

Each policy of insurance required by this Section shall provide for no less than 30 days' advance written notice to the **CITY** prior to cancellation.

The **CITY** shall be listed as an additional insured on all policies except Worker's Compensation Policies.

CONTRACTOR shall comply with the applicable requirements of the Workers' Compensation Act, Title 39, Chapter 71, MCA, and the Occupational Disease Act of Montana, Title 39, Chapter 71, MCA. **CONTRACTOR** shall maintain workers' compensation insurance coverage for all members and employees of **CONTRACTOR's** business, except for those members who are exempted as independent contractors under the provisions of §39-71-401, MCA.

CONTRACTOR shall furnish **CITY** with copies showing one of the following: **(1)** a binder for workers' compensation coverage by an insurer licensed and authorized to provide workers' compensation insurance in the State of Montana; or **(2)** proof of exemption from workers' compensation granted by law for independent contractors.

9. **REGISTRATION: CONTRACTOR** shall furnish **CITY** with at least one of the following:

(1) Proof of registration as a registered contractor under Title 39, Chapter 9, MCA; or,

(2) Proof of independent contractor certification pursuant to Title 39, Chapter 71, MCA.

10. **WARRANTY: CONTRACTOR** warrants that all services and work will be performed in a good workman-like manner. **CONTRACTOR** acknowledges that it will be liable for any breach of this warranty for the lesser period of one (1) year from the time services are completed or any warranty described in the Scope of Work in Exhibit "A".

11. **COMPLIANCE WITH LAWS: CONTRACTOR** agrees to comply with all federal, state, and local laws, ordinances, rules and regulations. **CONTRACTOR** agrees to purchase a **CITY** business license.

12. **PREVAILING WAGE RATES:** Unless superseded by federal law, Montana law requires that contractors and subcontractors give preference to the employment of Montana residents for any public works contract in excess of $25,000 for construction or nonconstruction services in accordance with sections 18-2-401 through 18-2-432, MCA, and all administrative rules adopted pursuant thereto. Unless superseded by federal law, each contractor shall ensure that at least 50% of the contractor's workers performing labor on a construction project are bona fide Montana residents. The Commissioner of the Montana Department of Labor and Industry has established the resident requirements in accordance with sections 18-2-403 and 18-2-409, MCA. Any and all questions concerning prevailing wage and Montana resident issues should be directed to the Montana Department of Labor and Industry.

    In addition, unless superseded by federal law, all employees working on a public works contract shall be paid prevailing wage rates in accordance with sections 18-2-401 through 18-2-432, MCA, and all administrative rules adopted pursuant thereto. Montana law requires that all public works contracts, as defined in section 18-2-401, MCA, in which the total cost of the contract is in excess of $25,000, contain a provision stating for each job classification the standard prevailing wage rate, including fringe benefits, travel, per diem, and zone pay that the contractors, subcontractors, and employers shall pay during the public works contract.

    Section 18-2-406, MCA, requires that all contractors, subcontractors, and employers who are performing work or providing services under a public works contract post in a prominent and accessible site on the project staging area or work area, no later than the first day of work and continuing for the entire duration of the contract, a legible statement of all wages and fringe benefits to be paid to the

employees in compliance with section 18-2-423, MCA. Section 18-2-423, MCA, requires that employees receiving an hourly wage must be paid on a weekly basis.

Furthermore, Section 18-2-417, requires allowance for a 3% annual increase in wages for a multiyear contract. (1) Any public works contract that by the terms of the original contract calls for more than 30 months to fully perform must include a provision to adjust, as provided in subsection (2), the standard prevailing rate of wages to be paid to the workers performing the contract. (2) The standard prevailing rate of wages paid to workers under a contract subject to this section must be adjusted 12 months after the date of the award of the public works contract. The amount of the adjustment must be a 3% increase. The adjustment must be made and applied every 12 months for the term of the contract. (3) Any increase in the standard rate of prevailing wages for workers under this section is the sole responsibility of the contractor and any subcontractors and not the contracting agency.

Each contractor, subcontractor, and employer must maintain payroll records in a manner readily capable of being certified for submission under section 18-2-423, MCA, for not less than three years after the contractor's, subcontractor's, or employer's completion of work on the public works contract.

The nature of the work performed or services provided under this contract meets the statutory definition of a "public works contract" under section 18-2-401(11)(a), MCA, The booklet is attached and may also be found at http://erd.dli.mt.gov/labor-standards/state-prevailing-wage-rates.

13. **CONTRACTORS' GROSS RECEIPTS TAX: CONTRACTOR** understands that all contractors or subcontractors working on a publicly funded construction project, including any work requiring the installation, addition, placement, replacement, or removal of any equipment, parts, structures, or materials of any kind whatsoever, are required to pay or have withheld from earnings one percent (1%) of the gross contract price if the gross contract price is Eighty Thousand Dollars ($80,000) or more.

14. **NONDISCRIMINATION:**

A. **CONTRACTOR** shall, in performance of work under this **AGREEMENT**, fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. **CONTRACTOR** is the employer for the purpose of providing healthcare

benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by **CONTRACTOR** subjects subcontractors to the same provisions. In accordance with 49-3- 207, MCA, and Executive Order No. 04-2016. **CONTRACTOR** agrees that the hiring of persons to perform this Contract will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status by the persons performing this **AGREEMENT**. **CONTRACTOR** will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

B. **CONTRACTOR** shall state, in all solicitations or advertisements for employees to work on jobs, that all qualified applicants will receive equal consideration for employment without regard to race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, physical or mental disability, military service or veteran status, or marital status.

CONTRACTOR and subcontractor shall abide by the requirements of 41 CFR 60- 300.5(a) and 41 CFR 60-741.5(a), which prohibit discrimination against qualified protected veterans and/or qualified individuals on the basis of disability, and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans and individuals with disabilities.

CONTRACTOR and any subcontractor shall abide by the requirements of 41 CRF 60- 1.4, which states employees or applicants may not be discharged or in any other manner discriminated against because they have inquired about, discussed, or disclosed their own pay or the pay of another employee or applicant. However, employees who have access to

the compensation information of other employees or applicants as a part of their essential job functions cannot disclose the pay of other employees or applicants to individuals who do not otherwise have access to compensation information, unless the disclosure is (a) in response to a formal complaint or charge, (b) in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or (c) consistent with **CONTRACTOR'S** legal duty to furnish information.

C. **CONTRACTOR** will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

D. **CONTRACTOR** shall comply with any and all reporting requirements that may apply to it that the **CITY** may establish by regulation. **CONTRACTOR** will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

E. **CONTRACTOR** shall comply with all applicable federal, state, and city laws concerning the prohibition of discrimination. This includes complying with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

F. In the event of **CONTRACTOR'S** noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of Sept 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

G. **CONTRACTOR** shall include the provisions of Subsections A through F of this Section in every subcontract or purchase order under this **AGREEMENT**, so as to be binding upon every such subcontractor or

vendor of **CONTRACTOR** under this **AGREEMENT**. **CONTRACTOR** will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

H. **CONTRACTOR** agrees to post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non- discrimination clause.

15. **DEFAULT AND TERMINATION:** The right is reserved by the **CITY** to terminate this **AGREEMENT** at any time upon not less than thirty (30) days written notice to the **CONSULTANT**. In the event the **CITY** terminates this **AGREEMENT**, the **CONSULTANT** shall be paid for the amount of work performed or services rendered to date of termination per the **AGREEMENT** fee.

If either party fails to comply with any condition of this **AGREEMENT** at the time or in the manner provided for, the other party may, at its option, terminate this **AGREEMENT** and be released from all obligations if the default is not cured within ten (10) calendar days after written notice is provided to the defaulting party. Said notice shall set forth the items to be cured. Additionally, the non-defaulting party may bring suit for damages, specific performance, and any other remedy provided by law. These remedies are cumulative and not exclusive. Use of one remedy does not preclude use of the others. Notices shall be provided in writing and hand-delivered or mailed to the parties at the addresses set forth in the first paragraph of this **AGREEMENT**.

16. **LIAISON: CITY's** designated liaison for this **AGREEMENT** is Jim Marshall and **CONTRACTOR's** designated liaison for this **AGREEMENT** is Brian Mehus.

17. **GOVERNING LAW AND VENUE:** This **AGREEMENT** shall be construed and enforced in accordance with the laws of the State of Montana. Venue for any suit between the parties arising out of this **AGREEMENT** shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

18. **SEVERABILITY:** Any provision or part of the **AGREEMENT** held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the **CITY** and the **CONTRACTOR**, who agree that the **AGREEMENT** shall be reformed to replace such stricken provision or part thereof with a valid and enforceable

provision that comes as close as possible to expressing the intention of the stricken provision.

19. **SUCCESSORS AND ASSIGNS:** Neither the **CITY** nor the **CONTRACTOR** shall assign, transfer or encumber any rights, duties or interests accruing from this **AGREEMENT** without the written consent of the other.

20. **OWNERSHIP OF DOCUMENTS:** All documents, data, drawings, specifications, software applications and other products or materials produced by the **CONTRACTOR** in connection with the services rendered under this **AGREEMENT** shall be the property of the **CITY** whether the project for which they are made is executed or not. All such documents, products and materials shall be forwarded to the **CITY** at its request and may be used by the **CITY** as it sees fit. The **CITY** agrees that if the documents, products and materials prepared by the **CONTRACTOR** are used for purposes other than those intended by the **AGREEMENT**, the **CITY** does so at its sole risk and agrees to hold the **CONTRACTOR** harmless for such use. All or any portions of materials, products and documents produced under this **AGREEMENT** may be used by the **CONTRACTOR** upon confirmation from the **CITY** that they are subject to disclosure under the Public Disclosure Act. All services performed under this **AGREEMENT** will be conducted solely for the benefit of the **CITY** and will not be used for any other purpose without written consent of the **CITY**. Any information relating to the services will not be released without the written permission of the **CITY**. The **CONTRACTOR** shall preserve the confidentiality of all **CITY** documents and data accessed for use in **CONTRACTOR's** work product.

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above written.

CITY OF BILLINGS, MONTANA

BUSINESS NAME (CONTRACTOR)

MIKE NELSON, MAYOR

SIGNATURE

APPROVED AS TO FORM:

PRINT NAME

By_____

PRINT TITLE

CITY ATTORNEY'S OFFICE

ATTEST:

_____

DENISE BOHLMAN, CITY CLERK

REDTAIL COMMUNICATIONS
MOTOROLA

1812 Monad Rd, Billings, MT 59101
Phone (406) 247 - 0275

Proposal

Customer

Name	City of Billings - Public Works
Address	
Cty,St,Zip	Billings, MT
Phone	406.850.1041

Date	11/1/2025
Sales Person	Brian J. Mehus
Phone	(406) 247.0275
email:	***brian@redtailcomm.com***

Qtny	Part	Attention:	Sale Price	TOTAL
		Plant to Plant Communications Link **Belknap - Landfill - Hesper** **3' Dishes**		
		Sourcewell contract #: 020625-TESS		
3	AGS20-L-IDU	AGS20-L Indoor 2RU Wired Sub-Rack, no Modules, -48VDC input, 1 year warranty. AGS20L switches at each location designed with no points of hardware failure= Dual Power supplies, fans, Core Units withj 16 X T1 panel/RIM components and NMS-5 Licenses	$923.00	$ 2,769.00
6	SIAE-D60083	AGS20-L Fan Module; 3 fans per module	$241.00	$ 1,446.00
6	SIAE-D60084	AGS20-L Power Supply Module, -48VDC	$588.00	$ 3,528.00
6	SIAE-D60086	AGS20-L CORE Module	$3,180.00	$ 19,080.00
8	SIAE-D60085	AGS20-L Radio Interface Module (RIM) ARI2 Dual Modem Card, 2x 1IF ports for ASNK ODUs	$1,973.00	$ 15,784.00
3	SIAE-D60087	AGS20-L Line Interface Module (LIM), 4x 1 Gb EL + 4x 1/2.5 Gb OPT, Hot-swappable (Added LIM Card SIAE-D60087 for each AGS20 L; Changed 10GbE SFP to MULTI-MODE at Belknap Water Treatment and West End; Kept SINGLE MODE at Billings Landfill)	$1,060.00	$ 3,180.00
3	UPG-AGS20-ACM	AGS20 SW License to enable Adaptive Code Modulation	$213.00	$ 639.00
3	UPG-AGS20-L/M-100-750	AGS20 L&M SW License from 100 to 750 Mbps capacity (per direction) for 4096QAM capable IDUs	$553.00	$ 1,659.00
3	UPG-AGS20-AGG	AGS20 SW License to enable L1 Aggregation up to 4 physical radio channels (ODUs)	$213.00	$ 639.00
3	UPG-AGS20-SECP	AGS20 SW License to enable Security Package (HTTPS, SFTP, SSH, SNMPv3)	$213.00	$ 639.00
3	UPG-AGS20-AES	AGS20 SW License to enable 256-AES Encryption, Also requires UPG-AP2-SECP	$1,700.00	$ 5,100.00
2	ASN-HP-HBT-1101	ODU ASNK11/490 HP SB=1H - High Band ODU, Sub-Band 1, (10715 - 10895 MHz / 11205 - 11385 MHz), 1 year warranty	$1,923.00	$ 3,846.00
2	ASN-HP-LBT-1101	ODU ASNK11/490 HP SB=1L - Low Band ODU, Sub-Band 1, (10715 - 10895 MHz / 11205 - 11385 MHz), 1 year warranty	$1,923.00	$ 3,846.00

2	ASN-SP-HBT-1801	ODU ASNK18/1560 SP SB=1H - High Band ODU, Sub-Band 1, (17700 - 18140 MHz / 19260 - 19700 MHz), 1 year warranty	$1,923.00	$ 3,846.00
2	ASN-SP-LBT-1801	ODU ASNK18/1560 SP SB=1L - Low Band ODU, Sub-Band 1, (17700 - 18140 MHz / 19260 - 19700 MHz), 1 year warranty	$1,923.00	$ 3,846.00
2	CPLR-U-11GHZ	Unbalanced Splitter for integrated antenna configuration, 1.7dB/7dB - 11 GHz	$514.00	$ 1,028.00
2	CPLR-U-18GHZ	Unbalanced Splitter for integrated antenna configuration, 1.7dB/7dB - 18 GHz	$514.00	$ 1,028.00
2	SIAE-V60082	Antenna Twist Polarization Kit, 11 GHz, UBR100	$43.00	$ 86.00
2	SIAE-V60087	Antenna Twist Polarization Kit, 18 GHz, UBR220	$43.00	$ 86.00
2	ANT-18GHZ-36-SP	18 GHz Antenna, 3ft, Single Pole SIAE Direct Mount	$1,681.00	$ 3,362.00
2	ANT-11GHZ-36-SP	11 GHz Antenna, 3ft, Single Pole SIAE Direct Mount	$1,681.00	$ 3,362.00
4	SIAE-V60049-10	6-13 GHz Antenna Transition Kit	$8.50	$ 34.00
4	SIAE-V60478	15-42 GHz Antenna Transition Kit	$8.50	$ 34.00
1	SIAE-E01435	10 Gbps Optical SFP Module, -LX (Single mode)	$276.00	$ 276.00
2	SIAE-E01436	10 Gbps Optical SFP Module, -SX (Multi mode)	$276.00	$ 552.00
7	SIAE-V60744	AGS20-L Cover for Unequipped RIM/LIM/CORE Slot	$13.00	$ 91.00
6	SIAE-F03686	Power supply cable AGS20-L 2P female-open (3m)	$51.00	$ 306.00
8	SIAE-F21007	IF Cable Adapter, SMA-M to N-F, 3ft	$21.00	$ 168.00
3	SIAE-V42024LC	AGS20L Grounding Kit	$13.00	$ 39.00
8	SIAE-V42025LC	Radio Grounding Kit	$60.00	$ 480.00
8	SIAE-K09112A	Surge Arrestor for IF RG8 Cable	$37.00	$ 296.00
1	NMS.SW.STD.1	NMS5 Standard License for Extra Small Links Network <10, FCAPS, Orcale DB license, 2 simultaneous users, 2 application licenses	$4,900.00	$ 4,900.00
1	NMS.SW.STP.RM	NMS5 Installation on Single Physical Server or Single Virtual Machine from Remote (via VPN)	$2,450.00	$ 2,450.00
0		Extended Warranties Advanced Replacement Spares vs Redundancy		$ -
1	FCC	FCC Coordination and Licensing (estimated)	$ 6,500.00	$ 6,500.00
1	MISC	Miscellaneous Installation Supplies	$ 1,200.00	$ 1,200.00
72	SVC	Ground Labor	$ 168.00	$ 12,096.00
48	SVC	Tower Labor	$ 249.00	$ 11,952.00
1	SCWL	Sourcewell Admin Fee	$ 5,881.00	$ 5,881.00
			SYSTEM TOTAL	$126,054.00
1	TARIFF	Prices may incur Tariffs surcharges as a line item.	$ 5,676.00	$ 5,676.00
1	**NMS5_AM_50	Annual Maintenance Fee for NMS5 for up to 50 Network elements (*Annual Maintenance Fee charges after 1 year of invoice)	$2,850.00	$ 2,850.00

The communications link will handle critical plant process data and enable remote operation and visibility between both sites. The system should have the following characteristics:

1. FCC-licensed frequencies for each path
2. Reliable, industrial grade, all weather equipment (Billings winter lows can dip below -40°F, highs over a 100°F)
3. Equipment protection for hazards such as transients, lightning, and ice damage
4. Configured for secure Ethernet traffic using AES-256 encryption
5. Capable of supporting trunked traffic (VLANs) and sustaining a total minimum bandwidth of 500mbs
6. Designed for equipment redundancy, such as using dual radios for each link
7. Equipped with a network monitoring application to monitor the link uptime and performance

The City would like a turn-key package including equipment installation, configuration and testing as well as all the necessary permits, FCC filings, and licenses.

MONTANA
DEPARTMENT OF
REVENUE

Montana Business Registry Resale Certificate

Montana does not impose a general sales/use/transaction tax. A Montana buyer who purchases goods outside of Montana for resale in the ordinary course of business may provide this certificate to an out-of-state seller of property as evidence that the buyer is registered to do business in Montana. Sellers are responsible for verifying this self-certification.

The seller may accept this certificate as a substitute "resale certificate" for purposes of exempting the transaction from that state's sales/use/transaction tax, but is not required to do so. **Not all states accept this form. Some states may require you to use their state-specific form or provide additional information.**

A. Purchaser Information

Purchaser/Business Name	Montana Business Registration Number *
REDTAIL COMMUNICATIONS INC.	D1363344
Purchaser/Business Address	**Phone**
5340 HOLIDAY AVE., BILLINGS MT 59101-6362	(406) 247-0275

This business' only physical location is in Montana. ☐ Yes ☐ No

This business is engaged in selling the following type of tangible personal property:

TWO-WAY RADIO COMMUNICATIONS, 911 DISPATCH, VIDEO SURVEILLANCE SYSTEMS, ACCESS CONTROL SYSTEMS, AND OTHER FIRST RESPONDER, PUBLIC SAFETY AND SECURITY-RELATED PRODUCTS AND SOLUTIONS.

*To verify the business registration, visit sos.mt.gov > Business Services > Business Name Search

B. Personal Property Information

Description of property to be purchased for resale:

TWO-WAY RADIO COMMUNICATIONS, 911 DISPATCH, VIDEO SURVEILLANCE SYSTEMS, ACCESS CONTROL SYSTEMS, AND OTHER FIRST RESPONDER, PUBLIC SAFETY AND SECURITY-RELATED PRODUCTS AND SOLUTIONS.

I hereby certify that, in the regular course of my business operations, I will resell the item(s) listed in Part B above. I will resell the item(s), not making any use of the item(s) other than demonstration and display while holding the item(s) for sale in the regular course of my business. I understand that if I use the item(s) purchased under this certificate in any manner other than as described, I may owe use tax based on each item's purchase price or as otherwise provided by law.

Signature of Person Signing for Business — Date: 12/15/23

BRIAN J. MEHUS — Name of Person Signing for Business

PRESIDENT / CEO — Title

REDTCOM-02 SMCNULTY

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 1/12/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
Billings Office Marsh McLennan Agency LLC P.O. Box 30638 Billings, MT 59107-0638	PHONE (A/C, No, Ext): (406) 238-1900	FAX (A/C, No): (406) 245-9887
	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Cincinnati Insurance Company	10677
INSURED	INSURER B : Montana State Fund	15819
Redtail Communications, Inc 5340 Holiday Ave. Billings, MT 59101	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:	X		EPP 0687273	6/7/2025	6/7/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG CONTRACTORS LIM	$ 1,000,000 $ 500,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $ 25,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X		EPP 0687273	6/7/2025	6/7/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $			EPP 0687273	6/7/2025	6/7/2026	EACH OCCURRENCE AGGREGATE	$ 6,000,000 $ 6,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		036052195	6/5/2025	6/5/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Additional Insured forms GA472 & AA288

CERTIFICATE HOLDER

City of Billings
316 N 26th Street
Billings, MT 59101

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Susan McNulty

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

CONTRACTORS ADDITIONAL INSURED - AUTOMATIC STATUS AND AUTOMATIC WAIVER OF SUBROGATION WHEN REQUIRED IN WRITTEN CONTRACT, AGREEMENT, PERMIT OR AUTHORIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

A. Additional Insured - Owners, Lessees Or Contractors - Automatic Status For Other Parties When Required In Written Contract Or Agreement With You

1. **Section II - Who Is An Insured** is amended to include as an additional insured any person or organization you have agreed in writing in a contract or agreement to add as an additional insured on this Coverage Part. Such person(s) or organization(s) is an additional insured only with respect to liability for:

   a. "Bodily injury", "property damage" or "personal and advertising injury" *caused, in whole or in part, by* the performance of your ongoing operations by you or on your behalf, under that written contract or written agreement. Ongoing operations does not apply to "bodily injury" or "property damage" occurring after:

      (1) All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or

      (2) That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project; and

   b. "Bodily injury" or "property damage" *caused, in whole or in part, by* "your work" performed under that written contract or written agreement and included in the "products-completed operations hazard", but only if:

      (1) The Coverage Part to which this endorsement is attached provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard"; and

      (2) The written contract or written agreement requires you to provide additional insured coverage included within the "products-completed operations hazard" for that person or organization.

      If the written contract or written agreement requires you to provide additional insured coverage included within the "products-completed operations hazard" for a specified length of time for that person or organization, the "bodily injury" or "property damage" must occur prior to the expiration of that period of time in order for this insurance to apply.

      If the written contract or written agreement requires you to provide additional insured coverage for a person or organization per only ISO additional insured endorsement form number **CG 20 10**, without specifying an edition date, and without specifically requiring additional insured coverage included within the “products-completed operations hazard”, this Paragraph **b.** does not apply to that person or organization.

2. If the written contract or written agreement described in Paragraph **1.** above specifically requires you to provide additional insured coverage to that person or organization:

   a. *Arising out of* your ongoing operations or *arising out of* "your work"; or

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b. By way of an edition of an ISO additional insured endorsement that includes *arising out of* your ongoing operations or *arising out of* "your work";

then the phrase *caused, in whole or in part, b*y in Paragraph **A.1.a.** and/or Paragraph **A.1.b.** above, whichever applies, is replaced by the phrase *arising out of*.

3. With respect to the insurance afforded to the additional insureds described in Paragraph **A.1.**, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

a. The preparing, approving or failing to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; or

b. Supervisory, inspection, architectural or engineering activities.

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by that insured, if the "occurrence" which caused the "bodily injury" or "property damage", or the offense which caused the "personal and advertising injury", involved the rendering of, or the failure to render, any professional architectural, engineering or surveying services.

4. This Paragraph **A.** does not apply to additional insureds described in Paragraph **B.**

B. Additional Insured - State Or Governmental Agency Or Subdivision Or Political Subdivision - Automatic Status When Required In Written Permits Or Authorizations

1. Section II - Who Is An Insured is amended to include as an additional insured any state or governmental agency or subdivision or political subdivision you have agreed in writing in a permit or authorization to add as an additional insured on this Coverage Part. Such state or governmental agency or subdivision or political subdivision is an additional insured only with respect to operations performed by you or on your behalf for which the state or governmental agency or subdivision or political subdivision has issued, in writing, a permit or authorization.

2. With respect to the insurance afforded to the additional insureds described in Paragraph **B.1.**, the following additional exclusions apply:

This insurance does not apply to:

a. "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the federal government, state or municipality; or

b. "Bodily injury" or "property damage" included within the "products-completed operations hazard."

C. The insurance afforded to additional insureds described in Paragraphs **A.** and **B.**:

1. Only applies to the extent permitted by law; and

2. Will not be broader than that which you are required by the written contract, written agreement, written permit or written authorization to provide for such additional insured; and

3. Does not apply to any person, organization, state, governmental agency or subdivision or political subdivision specifically named as an additional insured for the same project in the schedule of an endorsement added to this Coverage Part.

D. With respect to the insurance afforded to the additional insureds described in Paragraphs **A.** and **B.**, the following is added to **Section III - Limits Of Insurance**:

The most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the written contract, written agreement, written permit or written authorization described in Paragraphs **A.** and **B.** For the purpose of determining the required amount of insurance only, we will include the minimum amount of any Umbrella Liability or Excess Liability coverage required for that additional insured in that written contract, written agreement, written permit or written authorization; or

2. Available under the applicable limits of insurance;

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

E. Section IV - Commercial General Liability Conditions is amended to add the following:

Automatic Additional Insured Provision

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This insurance applies only if the "bodily injury" or "property damage" occurs, or the "personal and advertising injury" offense is committed:

1. During the policy period; and
2. Subsequent to your execution of the written contract or written agreement, or the issuance of a written permit or written authorization, described in Paragraphs **A.** and **B.**

F. Except when **G.** below applies, the following is added to **Section IV - Commercial General Liability Conditions, Other Insurance,** and supersedes any provision to the contrary:

When Other Additional Insured Coverage Applies On An Excess Basis

This insurance is primary to other insurance available to the additional insured described in Paragraphs **A.** and **B.** except:

1. As otherwise provided in **Section IV - Commercial General Liability Conditions**, **Other Insurance**, **b. Excess Insurance**; or
2. For any other valid and collectible insurance available to the additional insured as an additional insured on another insurance policy that is written on an excess basis. In such case, this insurance is also excess.

G. The following is added to **Section IV - Commercial General Liability Conditions, Other Insurance,** and supersedes any provision to the contrary:

Primary Insurance When Required By Written Contract, Agreement, Permit Or Authorization

Except when wrap-up insurance applies to the claim or "suit" on behalf of the additional insured, this insurance is primary to any other insurance available to the additional insured described in Paragraphs **A.** and **B.** provided that:

1. The additional insured is a Named Insured under such other insurance; and
2. You have agreed in writing in a contract, agreement, permit or authorization described in Paragraph **A.** or **B.** that this insurance would be primary to any other insurance available to the additional insured.

As used in this endorsement, wrap-up insurance means a centralized insurance program under which one party has secured either insurance or self-insurance covering some or all of the contractors or subcontractors performing work on one or more specific project(s).

Primary And Noncontributory Insurance When Required By Written Contract, Agreement, Permit Or Authorization

Except when wrap-up insurance applies to the claim or "suit" on behalf of the additional insured, this insurance is primary to and will not seek contribution from any other insurance available to the additional insured described in Paragraphs **A.** and **B.** provided that:

1. The additional insured is a Named Insured under such other insurance; and
2. You have agreed in writing in a contract, agreement, permit or authorization described in Paragraph **A.** or **B.** that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

As used in this endorsement, wrap-up insurance means a centralized insurance program under which one party has secured either insurance or self-insurance covering some or all of the contractors or subcontractors performing work on one or more specific project(s).

H. **Section IV - Commercial General Liability Conditions, Transfer Of Rights Of Recovery Against Others To Us** is amended by the addition of the following:

Waiver of Subrogation

We waive any right of recovery against any additional insured under this endorsement, because of any payment we make under this endorsement, to whom the insured has waived its right of recovery in a written contract, written agreement, written permit or written authorization. Such waiver by us applies only to the extent that the insured has waived its right of recovery against such additional insured prior to loss.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

CinciPlus®
BUSINESS AUTO XC+®
(EXPANDED COVERAGE PLUS)
ENDORSEMENT

This endorsement modifies insurance provided by the following:

BUSINESS AUTO COVERAGE FORM

With respect to the coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

A. Blanket Waiver of Subrogation

SECTION IV - BUSINESS AUTO CONDITIONS, A. Loss Conditions, 5. Transfer of Rights of Recovery Against Others to Us is amended by the addition of the following:

We waive any right of recovery we may have against any person or organization because of payments we make for "bodily injury" or "property damage" arising out of the operation of a covered "auto" when you have assumed liability for such "bodily injury" or "property damage" under an "insured contract", provided the "bodily injury" or "property damage" occurs subsequent to the execution or the "insured contract".

B. Noncontributory Insurance

SECTION IV - BUSINESS AUTO CONDITIONS, B. General Conditions, 5. Other Insurance c. is deleted in its entirety and replaced by the following:

c. Regardless of the provisions of Paragraph **a.** above, this Coverage Form's Liability Coverage is primary and we will not seek contribution from any other insurance for any liability assumed under an "insured contract" that requires liability to be assumed on a primary noncontributory basis.

C. Additional Insured by Contract

SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. Coverage, 1. Who is an Insured is amended to include as an insured any person or organization for whom you have agreed in a valid written contract to provide insurance as afforded by this policy.

This provision is limited to the scope of the valid written contract.

This provision does not apply unless the valid written contract has been:

1. Executed prior to the accident causing "bodily injury" or "property damage"; and

2. Is still in force at the time of the "accident" causing "bodily injury" or "property damage".

D. Employee Hired Auto

1. Changes in Liability Coverage

The following is added to the **SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. Coverage, 1. Who is an Insured**:

An "employee" of yours is an "insured" while operating an "auto" hired or rented under a contract or agreement in that "employee's" name, with your permission, while performing duties related to the conduct of your business.

2. Changes in General Conditions

SECTION IV - BUSINESS AUTO CONDITIONS, B. General Conditions, 5. Other Insurance is deleted in its entirety and replaced by the following:

b. For Hired Auto Physical Damage Coverage the following are deemed to be covered "autos" you own:

(1) Any covered "auto" you lease, hire, rent or borrow; and

(2) Any covered "auto" hired or rented by your "employee" under a contract in that individual "employee's" name, with your permission, while performing duties related to the conduct of your business.

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However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

E. Audio, Visual and Data Electronic Equipment

SECTION III - PHYSICAL DAMAGE COVERAGE, C. Limits of Insurance, 1.b. is deleted in its entirety and replaced by the following:

b. The most we will pay for all "loss" to audio, visual or data electronic equipment and any accessories used with this equipment as a result of any one "accident" is the lesser of:

(1) The actual cash value of the damaged or stolen property as of the time of the "accident";

(2) The cost of repairing or replacing the damaged or stolen property with other property of like kind and quality; or

(3) $2,500.

Provided the equipment, at the time of the "loss" is:

(1) Permanently installed in or upon the covered "auto" in a housing, opening or other location that is not normally used by the "auto" manufacturer for the installation of such equipment;

(2) Removable from a permanently installed housing unit as described in Paragraph **(1)** above; or

(3) An integral part of such equipment.

F. Who is an Insured - Amended

SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. Coverage, 1. Who is an Insured is amended by adding the following:

The following are "insureds":

1. Any subsidiary which is a legally incorporated entity of which you own a financial interest of more than 50% of the voting stock on the effective date of this coverage form.

However, the insurance afforded by this provision does not apply to any subsidiary that is an "insured" under any other automobile liability policy or would be an "insured" under such policy but for termination of such policy or the exhaustion of such policy's limits of insurance.

2. Any organization that is newly acquired or formed by you and over which you maintain majority ownership. The insurance provided by this provision:

a. Is effective on the date of acquisition or formation, and is afforded for 180 days after such date;

b. Does not apply to "bodily injury" or "property damage" resulting from an "accident" that occurred before you acquired or formed the organization;

c. Does not apply to any newly acquired or formed organization that is a joint venture or partnership; and

d. Does not apply to an insured under any other automobile liability policy or would be an insured under such a policy but for the termination of such policy or the exhaustion of such policy's limits of insurance.

3. Any of your "employees" while using a covered "auto" in your business or your personal affairs, provided you do not own, hire or borrow that "auto".

G. Liability Coverage Extensions - Supplementary Payments - Higher Limits

SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. Coverage, 2. Coverage Extensions, a. Supplementary Payments is amended by:

1. Replacing the $2,000 Limit of Insurance for bail bonds with $4,000 in **(2)**; and

2. Replacing the $250 Limit of Insurance for reasonable expenses with $500 in **(4)**.

H. Amended Fellow Employee Exclusion

SECTION II - COVERED AUTOS LIABILITY COVERAGE, B. Exclusions, 5. Fellow Employee is modified as follows:

Exclusion **5. Fellow Employee** is deleted.

I. Hired Auto - Physical Damage

If hired "autos" are covered "autos" for Liability Coverage, then Comprehensive and Collision Physical Damage Coverages as provided under **SECTION III - PHYSICAL DAMAGE COVERAGE** of this Coverage Part are extended to "autos" you hire, subject to the following:

1. The most we will pay for "loss" to any hired "auto" is $50,000 or the actual cash value or cost to repair or replace, whichever is the least, minus a deductible.

2. The deductible will be equal to the largest deductible applicable to any owned "auto" for that coverage, or $1,000, whichever is less.

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3. Hired Auto - Physical Damage coverage is excess over any other collectible insurance.

4. Subject to the above limit, deductible, and excess provisions we will provide coverage equal to the broadest coverage applicable to any covered "auto" you own insured under this policy.

Coverage includes loss of use of that hired auto, provided it results from an "accident" for which you are legally liable and as a result of which a monetary loss is sustained by the leasing or rental concern. The most we will pay for any one "accident" is $3,000.

If a limit for Hired Auto - Physical Damage is shown in the Schedule, then that limit replaces, and is not added to, the $50,000 limit indicated above and the deductibles shown in the Schedule are applicable.

J. Rental Reimbursement

SECTION III - PHYSICAL DAMAGE COVERAGE is amended by adding the following:

1. We will pay for rental reimbursement expenses incurred by you for the rental of an "auto" because of a "loss" to a covered "auto". Payment applies in addition to the otherwise applicable amount of each coverage you have on a covered "auto". No deductible applies to this coverage.

2. We will pay only for those expenses incurred during the policy period beginning 24 hours after the "loss" and ending, regardless of the policy's expiration, with the lesser of the following number of days:

a. The number of days reasonably required to repair the covered "auto". If "loss" is caused by theft, this number of days is added to the number of days it takes to locate the covered "auto" and return it to you; or

b. 30 days.

3. Our payment is limited to the lesser of the following amounts:

a. Necessary and actual expenses incurred; or

b. $50 per day.

4. This coverage does not apply while there are spare or reserve "autos" available to you for your operations.

5. We will pay under this coverage only that amount of your rental reimbursement expenses which is not already provided for under **SECTION III - PHYSICAL DAMAGE COVERAGE, A. Coverage, 4. Coverage Extensions**.

K. Transportation Expense - Higher Limits

SECTION III - PHYSICAL DAMAGE COVERAGE, A. Coverage, 4. Coverage Extensions is amended by replacing $30 per day with $50 per day, and $900 maximum with $1,500 maximum in **Extension a. Transportation Expenses**.

L. Airbag Coverage

SECTION III - PHYSICAL DAMAGE COVERAGE, B. Exclusions, 3.a. is amended by adding the following:

However, the mechanical and electrical breakdown portion of this exclusion does not apply to the accidental discharge of an airbag. This coverage for airbags is excess over any other collectible insurance or warranty.

M. Loan or Lease Gap Coverage

1. SECTION III - PHYSICAL DAMAGE COVERAGE, C. Limits of Insurance is deleted in its entirety and replaced by the following, but only for private passenger type "autos" with an original loan or lease, and only in the event of a "total loss" to such a private passenger type "auto":

a. The most we will pay for "loss" in any one "accident" is the greater of:

(1) The amount due under the terms of the lease or loan to which your covered private passenger type "auto" is subject, but will not include:

(a) Overdue lease or loan payments;

(b) Financial penalties imposed under the lease due to high mileage, excessive use or abnormal wear and tear;

(c) Security deposits not refunded by the lessor;

(d) Costs for extended warranties, Credit Life Insurance, Health, Accident or Disability Insurance purchased with the loan or lease; and

(e) Carry-over balances from previous loans or leases, or

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(2) Actual cash value of the stolen or damaged property.

b. An adjustment for depreciation and physical condition will be made in determining actual cash value at the time of "loss".

2. SECTION V - DEFINITIONS is amended by adding the following, but only for the purposes of this **Loan or Lease Gap Coverage**:

"Total loss" means a "loss" in which the cost of repairs plus the salvage value exceeds the actual cash value.

N. Glass Repair - Waiver of Deductible

SECTION III - PHYSICAL DAMAGE COVERAGE, D. Deductible is amended by adding the following:

No deductible applies to glass damage if the glass is repaired in a manner acceptable to us rather than replaced.

O. Duties in the Event of an Accident, Claim, Suit or Loss - Amended

SECTION IV - BUSINESS AUTO CONDITIONS, A. Loss Conditions, 2. Duties in the Event of Accident, Claim, Suit or Loss, a. is amended by adding the following:

This condition applies only when the "accident" or "loss" is known to:

1. You, if you are an individual;

2. A partner, if you are a partnership;

3. An executive officer or insurance manager, if you are a corporation; or

4. A member or manager, if you are a limited liability company.

P. Unintentional Failure to Disclose Hazards

SECTION IV - BUSINESS AUTO CONDITIONS, B. General Conditions, 2. Concealment, Misrepresentation or Fraud is amended by adding the following:

However, if you unintentionally fail to disclose any hazards existing on the effective date of this Coverage Form, we will not deny coverage under this Coverage Form because of such failure.

Q. Mental Anguish Resulting from Bodily Injury

SECTION V - DEFINITIONS, C. "Bodily injury" is deleted in its entirety and replaced by the following:

"Bodily injury" means bodily injury, sickness or disease sustained by a person, including mental anguish and death sustained by the same person that results from such bodily injury, sickness or disease. "Bodily injury" does not include mental anguish or death that does not result from bodily injury, sickness or disease.

R. Coverage for Certain Operations in Connection with Railroads

With respect to the use of a covered "auto" in operations for or affecting a railroad:

1. SECTION V - DEFINITIONS, H. "Insured contract", **3.** is deleted in its entirety and replaced by the following:

3. An easement or license agreement;

2. SECTION V - DEFINITIONS, H. "Insured contract", **6.a.** is deleted.

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City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Purchase of One (1) 2027 Single Axle Truck and Chassis
PRESENTED BY: Jennifer Duray
Department: Public Works
Presentation: No
Legal Review: No
Project Number: N/A

RECOMMENDATION

Staff recommends City Council approval of the purchase of one (1) 2027 Single Axle Truck and Chassis from I-State Truck Center, in the amount of $104,142.00.

EXECUTIVE SUMMARY

This is for the purchase of one Single Axle Truck and Chassis at a cost of $104,142 which is within the approved FY26 budget of $229,576. Staff recommends procurement through the Sourcewell cooperative purchasing agreement.

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

The purchase of one (1) Single Axle Truck and Chassis is included in the approved FY26 Equipment Replacement Plan (ERP) and FY26 Street and Traffic Budget. This truck is an important part of our paving program as it carries tools, equipment and large skid steer attachments. City staff will transfer the current service body to the new truck and the replaced unit will be handed down to the Commercial Driver's License (CDL) trainer and used to help new employees obtain their Class A CDLs. Staff recommends procuring the equipment through the Sourcewell cooperative purchasing agreement as pricing is comparable to a competitive bid.

FISCAL EFFECTS

The Single Axle Truck and Chassis was budgeted in FY26 using Street Maintenance Funds. The amount budgeted for the truck was $229,576. There is adequate budget for this purchase and the savings on this equipment will be used to cover budget shortfalls on other equipment.

STAKEHOLDERS

ALTERNATIVES

- Approve purchasing the Single Axle Truck and Chassis; or,
- Not approve the purchase. If not approved, crews will continue the inefficient loading and unloading of equipment and driving to and from the shop to share the truck with the CDL trainer. The truck is likely to see increased repair costs and downtime as the truck is 25 years old. Extended downtime will result in diminished service levels.

City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: 2023 Long Range Transportation Plan Project List and MPO PL Boundary Amendment
PRESENTED BY: Lora Mattox
Department: Planning & Community Services
Presentation: No
Legal Review: Not Applicable
Project Number: N/A

RECOMMENDATION

Staff recommends the City Council forward a recommendation of approval on the proposed amendments to the 2023 Long Range Transportation Plan (LRTP) and the Metropolitan Planning Organization (MPO) Planning Boundary to the Policy Coordinating Committee (PCC), which is set to meet on February 17, 2026.

EXECUTIVE SUMMARY

This memo outlines a proposed amendment to the 2023 Long Range Transportation Plan (LRTP) and the MPO Planning Boundary in response to findings from a 2024 FHWA/MDT review. While the review found the Billings MPO to be largely compliant, it required two technical updates: redesigning the LRTP project list and updating the MPO's urban planning boundary to reflect 2020 Census data. The City contracted with Kittelson & Associates in March 2025 to complete these updates, which included a project list audit, boundary analysis, LRTP modifications, and public outreach. The amendment improves clarity, ensures compliance with federal and state requirements, helps protect and potentially expand access to federal transportation funding, and better positions staff for the next LRTP update in 2028.

The City Council received a presentation from MPO staff on January 20, 2026. The Technical Advisory Committee (TAC) reviewed the amendment on December 11, 2025, and is recommending approval by the Planning Board, City Council, and County Commission. The City/County Planning Board received a presentation and held a public hearing on January 13, 2026 at which no public testimony was provided. The City/County Planning Board received a presentation and held a public hearing on January 13, 2026 at which no public testimony was provided. The Board of County Commissioners heard a presentation at its Discussion Session on January 22 and is scheduled to take action on the amendments at its meeting on February 4. The Planning Board and the Board of County Commissioners are both in support of the LRTP amendments. Staff is recommending the City Council send a recommendation of approval to the Policy Coordinating Committee.

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

The Federal Highway Administration (FHWA) and the Montana Department of Transportation (MDT) conducted a routine review in 2024 of the Billings Metropolitan Planning Organization (MPO). The review was very positive overall as to the operations and compliance of the MPO. The report following the review stated: "The result of the review is a finding that the Billings metropolitan planning process substantially complies with the regulations under Subpart C -- Metropolitan Transportation Planning and Programming -- 23 CFR § 450 and related FHWA/FTA guidance."

However, there were several findings of the review that the MPO must address. Two findings focused on technical elements of the Billings Long Range Transportation Plan adopted in 2023. The findings specifically called for redesigning the project list in the 2023 Long Range Transportation Plan (LRTP) and updating the MPO's urban planning boundary to align with 2020 Census data. The FHWA did not express concerns over the project list information when it reviewed the plan for adoption in 2023. It was not until the review in 2024 that the agency brought up the issue and so the MPO is following the review findings to make sure the MPO and LRTP are in conformance.

Completion of these findings ensures compliance with federal and state guidelines while improving project transparency and usability. Amendment of the Urban Planning Boundary also may increase the MPO's access to transportation funding based on the additional area that may be included.

Staff will also address these review elements in preparation of the next Long Range Transportation Plan (LRTP) update, which is required every five years and scheduled for completion in 2028. Completing these technical updates now will better position MPO staff to conduct most of the LRTP update in-house, relying on only limited external technical support.

In March 2025, the City Council approved the Consulting Contract with Kittelson & Associates to complete the scope

of this project. The scope of work for this specific set of technical findings -- redesigning the project list in the 2023 Long Range Transportation Plan (LRTP) and updating the MPO's urban planning boundary -- includes:

Project List Audit
- Review all project entries for accurate descriptions, timelines, costs, and funding sources.
- Identify discrepancies between listed projects and current funding allocations.
- Work with MPO, City and County staff, and MDT to verify project data.
- Provide a summary report with findings and recommendations for corrections.

Redesign of Project List
- Develop a revised project list with clearer descriptions and funding alignment.
- Propose a standardized format for readability and ease of use.
- Ensure compliance with FHWA and MDT guidelines.
- Incorporate feedback from MPO staff and stakeholders.

Urban Planning Boundary Update
- Analyze 2020 Census data and demographic shifts affecting the boundary.
- Create updated GIS maps and support documentation.
- Integrate the new boundary into the 2023 LRTP.

LRTP Modification
- Update the LRTP to reflect the revised project list and urban planning boundary.
- Ensure the modification aligns with FHWA and MDT requirements.
- Conduct public outreach and document community feedback.

FISCAL EFFECTS

Approving the 2023 LRTP project list update and MPO PL boundary amendment helps maintain federal funding eligibility by ensuring the financial plan is fiscally constrained and compliant with federal transportation planning requirements.

Updating the boundary to match the current urbanized area also protects access to key federal programs, such as Surface Transportation Grant, Transportation Alternative Program, and PL funds, and reduces the risk of misallocated or lost funding.

This action does not approve specific projects or funds at the project level to move a project forward.

STAKEHOLDERS

Stakeholder engagement was a component of this project's development. Kittelson maintained extensive communication with the MPO, City, County, MDT, and FHWA to ensure compliance with the LRTP revisions and the MPO boundary amendment. Additionally, the project included a public webinar held on October 22, 2025. This webinar was recorded and located on the MPO website for public access and information. This webinar covered two main topics, the Financial Plan and Project List Update, and the adjustment to the Metropolitan Planning Boundary. The Planning Board received a presentation and conducted a public hearing to receive comments on the LRTP Amendment and change to the MPO Boundary. No public comment was received.

ALTERNATIVES

City Council May:

- Recommend the PCC approve the LRTP and MPO Boundary Amendment as presented and have the City Council PCC representative to carry this recommendation to the February 17, 2026, PCC meeting.

- Make amendments to the LRTP and MPO Boundary Amendment and forward those amendments to the PCC for consideration and have the City Council PCC representative carry this recommendation to the February 17, 2026, PCC meeting.

- Recommend denial of the LRTP and MPO Boundary Amendment to PCC and have the City Council PCC representative carry this recommendation to the February 17, 2026, PCC meeting. Rejection of the Amendment would conflict with the operations of the Billings MPO and could lead to negative impacts on future Federal funding. This would affect Planning staff, resources, and future transportation planning programs.

LRTP Changes Reference Sheet

Attachments

Billings 2023 LRTP Amended Document
Appendices A,B,F
Appendices G,H,I,J
Current MPO Planning Area Boundary
Proposed MPO Planning Area Boundary

Amendment 1 "Cheat Sheet"

December 22, 2025 313910.0

2023 BILLINGS LONG RANGE TRANSPORTATION PLAN – 2025 UPDATE

Note: All Figures reflect the updated MPA planning area boundary. Only figures with new data are noted in the table.

Location	Page #	Update
Cover Page	I	Added "(Updated October 2025)"
Front Matter	Iii	Added "Amendment 1" under *2023 Billings Urban Area Long Range Transportation Plan* Added new dates for Amendment adoption Added update date of October 2025
Content	v	Added "Appendix J" to the Appendices list
Chapter 1	1	Updated description of the MPA "The planning area for the Long Range Transportation Plan encompasses the City of Billings, the community of Lockwood, and adjacent portions of Yellowstone County. The boundary includes areas that are currently urbanized as well as those identified for anticipated future growth."
Chapter 1	2	Updated MPA boundary figure with call-out "The planning area shown was updated from the 2018 boundary as part of the 2025 update. Newly added areas are shown in Orange. Because these areas were incorporated after the adoption of the 2023 LRTP, some analyses noted throughout the plan were not conducted for them. These areas will be evaluated in the next LRTP update." This boundary is utilized for the remainder of the maps in the update, and shall not be further identified.
Chapter 1	4	New section "Plan Update (2025)" with the following text: "In July 2024, the Federal Highway Administration and Federal Transit Administration (FTA), in coordination with the Montana Department of Transportation (MDT), conducted a Metropolitan Planning Organization Process Review which included a review of the 2023 Billings Long Range Transportation Plan (LRTP), adopted in 2023 by the Policy Coordinating Committee of the Billings MPO. The

Location	Page #	Update
		purpose of the Process Review was to determine if the planning processes and practices conducted through the development of the LRTP comply with Federal metropolitan transportation planning processes, regulations, and guidance. In response to the Process Review findings, the Yellowstone City-County Planning Board launched an update to the 2023 LRTP in March 2025 to review and update the Project List to meet fiscal constraints, as well as to update the Metropolitan Planning Area boundary to reflect the Urbanized Area that resulted from the 2020 Decennial Census (released in 2023). This LRTP document reflects the updates made to ensure compliance with Federal requirements and MDT guidance."
Chapter 1	4	Description of UPWP updated to "Annual statement of work that outlines planning priorities, defines planned activities, and governs the use of FHWA and FTA planning funds within the MPO boundary."
Chapter 2	22	Added text clarifying that Appendix A contains local performance measures, while Appendix B includes a report card covering both local measures and federal and state targets.
Chapter 3	23	Added Federal Transit Administration (FTA) to the agency coordination list.
Chapter 4	31	Updated text with statistics from new MPA boundary: "The Billings planning area encompasses approximately 143 square miles and includes the City of Billings (44.9 square miles) and Lockwood, as well as a planning area that extends into parts of Yellowstone County expected to accommodate future growth."
Chapter 4	32	Updated text from "Billings planning area" to "Billings urban area" to reduce confusion with the statistic generated from the Travel Demand Model, which states on page 90 that the planning area has a population of 140,000.
Chapter 4	41	Updated text from 13,578 crashes to 13,857 crashes in the planning area.
Chapter 4	41	Table 11, Figure 13, and Figure 14 are updated to reflect crash statistics for the revised planning area boundary.
Chapter 4	42	Figure 15 is updated to reflect crash statistics for the revised planning area boundary.
Chapter 4	42	Added "of the planning area at the time" after the 2016 – 2020 data in the first paragraph.

Location	Page #	Update
Chapter 4	43	Figure 16 is updated to reflect crash statistics for the revised planning area boundary.
Chapter 4	44	Figure 17 is updated to reflect crash statistics for the revised planning area boundary.
Chapter 4	45	Footnote (32) added to inform reader that the EPDO analysis was not updated to reflect the revised boundary.
Chapter 4	52, 53	*Note that Table 15, Figure 22, and Figure 23 remain unchanged. No additional pedestrian or bicycle crashes occurred within the revised planning area during the study period.*
Chapter 4	55	Table 16, Table 17, and associated text were updated to reflect crash statistics for the revised planning area boundary.
Chapter 4	59	Footnote (35) added to inform reader that sidewalk data was not available for the revised planning area boundary.
Chapter 4	65	Changed “Billings residents” to “Billings City residents” in the first paragraph to improve clarity.
Chapter 4	65	Figure 34 and associated in-text statistics updated to reflect the revised planning area boundary.
Chapter 4	67	Figure 36 and its associated roadway mileage statistic were revised to reflect the updated planning area boundary. Updated Hawk Signal value from 1 to 2. A footnote (37) was added indicating that newly included roadways are reflected, while all other statistics were not updated.
Chapter 4	71	Added footnote 42 that says “Data from MET was not updated during the 2025 amendment”
Chapter 5	89	Added footnote (46) to inform reader that Travel Demand Model analyses were developed for the 2018 boundary, and were not updated for the revised planning area boundary. Replaced text with: “The planning area for the Long Range Transportation Plan encompasses the City of Billings, the community of Lockwood, and adjacent portions of Yellowstone County. This area encompasses approximately 143 square miles.” Added footnote that the population

Location	Page #	Update
Chapter 5	90	Added footnote (47) to inform reader that "Planning area population, housing, and employment values provided in this section were developed based on data from the travel demand model developed for the 2018 boundary. Estimates for the updated boundary will be developed as part of the next LRTP update."
Chapter 5	95	Added footnote (49) to inform reader that "The year 2045 roadway network was developed for the 2018 planning area boundary. Future conditions analysis for the updated boundary will be developed with the next LRTP update."
Chapter 5	100	Removed "Draft" from Lockwood Pedestrian Safety District Pedestrian & Bicycle Plan (2023). Added footnote (53) to inform reader that "Future sidewalks and sidewalk needs in portions of the planning area added to the 2018 boundary are not included. This area will be assessed as part of the next LRTP update."
Chapter 6	110	Added footnote (60) to inform reader that "Areas added to the 2018 boundary as part of the planning area update are not included in the needs and deficiencies assessment, and therefore were not considered as part of the project list development. Projects in these areas will be assessed as part of the next LRTP update."
Chapter 7	113	Added clarifying text "for planning activities and studies" to introductory paragraph, and added the "Billings Urban Area transportation Improvement Program (TIP) FY 2024 – 2028" to the bulleted list. Removed the "Proposed" from the City of Billings FY 2024 – 2028 CIP in bulleted list.
Chapter 7	118	Added section on the "Montana Fish and Wildlife Program (FWP)", which includes the following text: "FWP administers the Recreational Trails Program (RTP), a federally funded grants program that supports Montana's trails. The RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from nonhighway recreational fuel use. Approximately $1.5 million is made available for the RTP each year, with a maximum award amount of $100,00 and a 20% match requirement." This text was added to describe a funding source utilized in the Financial Plan.
Chapter 7	123	Adjusted text to reflect revised Financial Plan: "The average annual allocation for the Billings- Yellowstone County MPO is $42,044,453. The 22-year revenue projection is $952,740,000."
Chapter 7	124	Table 34 was completely revised to reflect the updated Financial Plan developed as part of this effort.

Location	Page #	Update
Chapter 8	126	Updated Table 35 to reference that 'Committed Projects' were sourced from the City of Billings FY 2024 – 2028 CIP and the Billings Metropolitan Planning Organization 2024 – 2028 Transportation Improvement Program.
Chapter 8	127	Updated in-text statistics to reference the 346 projects in the Project List, to update Figure 73 to reflect the revised Project List, and to note the 77 committed projects in the Project List.
Chapter 8	128	Added a new section to discuss the revised Project List categories of "Annual Programs" with the text: "Annual allocations for various local and state programs are shown in Table 36. These programs are part of the fiscally constrained project list and account for anticipated recurring annual expenditures, including transit operations and maintenance costs, which are generally more routine compared to the stand-alone projects in the project list. Specific projects funded through these programs have not yet been identified. They are typically determined closer to the year of expenditure based on available funding and project priorities. Details on annual expenditures, including anticipated average annual funding are provided in Appendix H." And the "Plans and Studies" section which includes the text: "The MPO receives dedicated funding for planning activities, separate from the funding sources described in Table 34. Appendix H lists priority planning projects and studies identified through the needs and deficiencies assessment. These efforts generally involve further evaluation of identified locations to determine appropriate treatments and interventions to improve conditions. Findings and recommendations from these studies will inform future project lists and be incorporated into subsequent LRTP updates."
Chapter 8	129	Added Table 36 which delineates the Annual Programs and Transit to separate these project types from the Project List.
Chapter 8	134 - 136	Updated the content of Table 37 to include a clear depiction of fiscal constraint.
Chapter 8	134	Updated in-text statistics to reflect revised Project List.
Chapter 8	136	Updated the content of Table 38 to clearly delineate the Funded Projects and Spending Plan.
Appendix A	-	Updated statistics for safety to reflect crash data in the updated MPA boundary. Added "Local Performance Measures" header to clarify that these are the local performance measures. Added text at the end of the paragraph stating that

Location	Page #	Update
		Progress towards Federal and State targets is highlighted in chapter 2 of the LRTP.
Appendix B	-	Added text to distinguish between Local and Federal/ State Performance Targets. Added text to describe 2024 State Targets in the report card for future reporting. Updated state performance targets to reflect the most recent targets provided by MDT.
Appendix C	-	No change
Appendix D	-	No change
Appendix E	-	No change
Appendix F	-	Updated MPA boundary for all figures.
Appendix G	-	Updated MPA boundary for all figures.
Appendix H		Updated Project List tables to reflect changes made in the 2025 LRTP update. Provided additional text/ narrative to increase clarity of tables, in particular Table 2. Additionally, two new sections were added to reflect the Plans and Studies category and Annual Programs and Transit category of the Project List.
Appendix I		Updated MPA boundary for figure.
Appendix J		Updated Project List tables and funding sources to reflect changes made in the 2025 LRTP update.



BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

July 2023 (Updated October 2025)

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

AMENDMENT 1

BILLINGS, MONTANA

Prepared for:

City of Billings

Prepared by:

Kittelson & Associates, Inc. and DOWL

July 2023 (Updated October 2025)

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

The Plan received local approvals as follows:

AGENCY	ORGINAL ADOPTION	AMENDMENT 1
Technical Advisory Committee (TAC)	June 8th, 2023	-
Billings City Council	June 26th, 2023	-
Yellowstone County Commissioners	June 12th, 2023	-
Yellowstone County Board of Planning	June 27th, 2023	-
Policy Coordinating Committee (PCC)	July 18th, 2023	-

ACKNOWLEDGMENTS

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

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

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01 WHAT IS AN LRTP?

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

The Yellowstone County Board of Planning is the designated Metropolitan Planning Organization (MPO) and oversees transportation planning for the Billings planning area. The planning area for the Long Range Transportation Plan encompasses the City of Billings, the community of Lockwood, and adjacent portions of Yellowstone County. The boundary includes areas that are currently urbanized as well as those identified for anticipated future growth. Figure 1 illustrates the planning area.

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

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

Plan Development

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

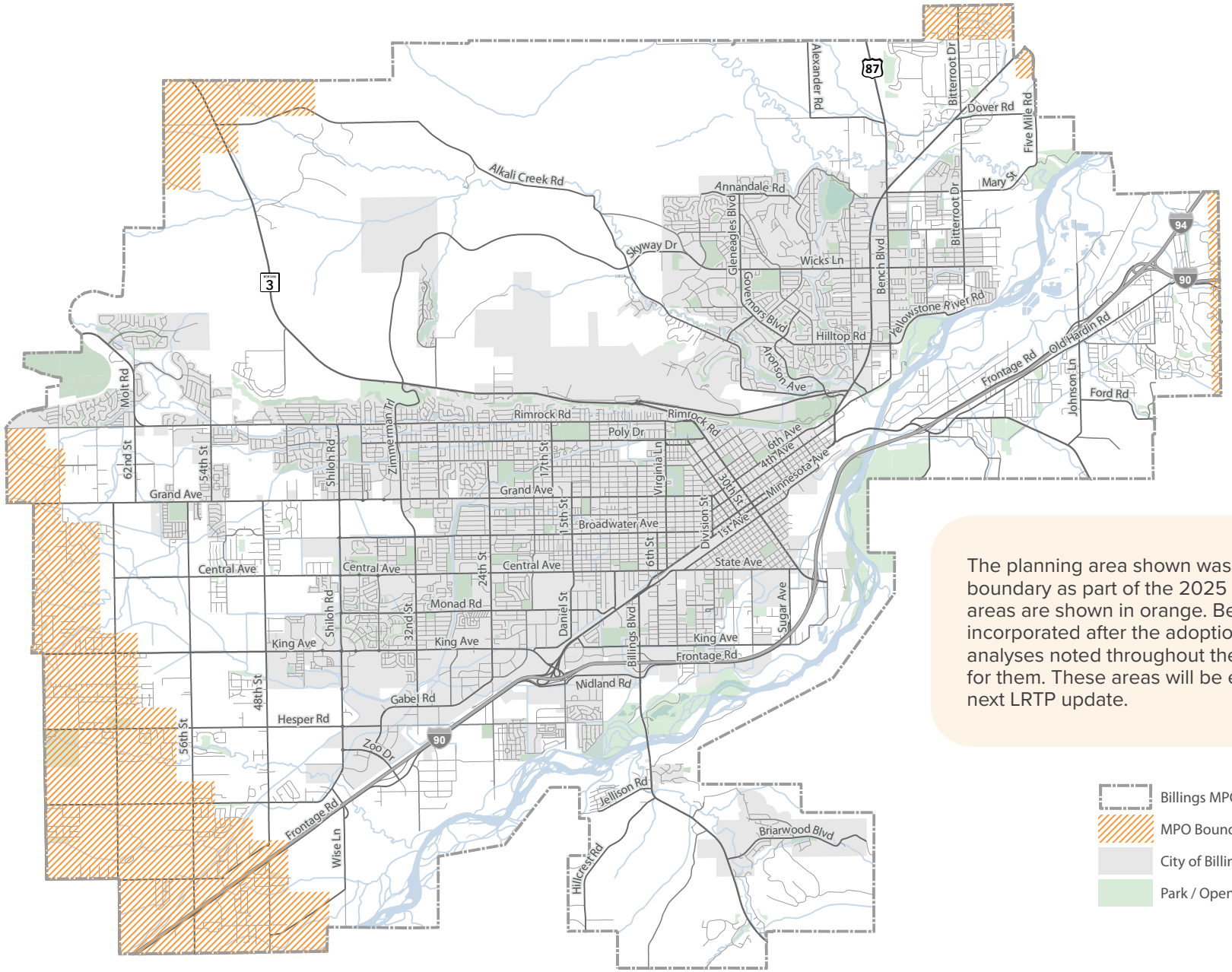
- Billings City Council
- Billings/Yellowstone County Planning Board
- Billings/Yellowstone County MPO
- City of Billings Planning Department
- City of Billings Public Works Department
- Federal Highway Administration
- Healthy By Design
- Lockwood Steering Committee
- Billings Metropolitan Transit (MET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

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

What topics are covered in the LRTP?

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

FIGURE 1. BILLINGS PLANNING AREA



The planning area shown was updated from the 2018 boundary as part of the 2025 update. Newly added areas are shown in orange. Because these areas were incorporated after the adoption of the 2023 LRTP, some analyses noted throughout the plan were not conducted for them. These areas will be evaluated in the next LRTP update.

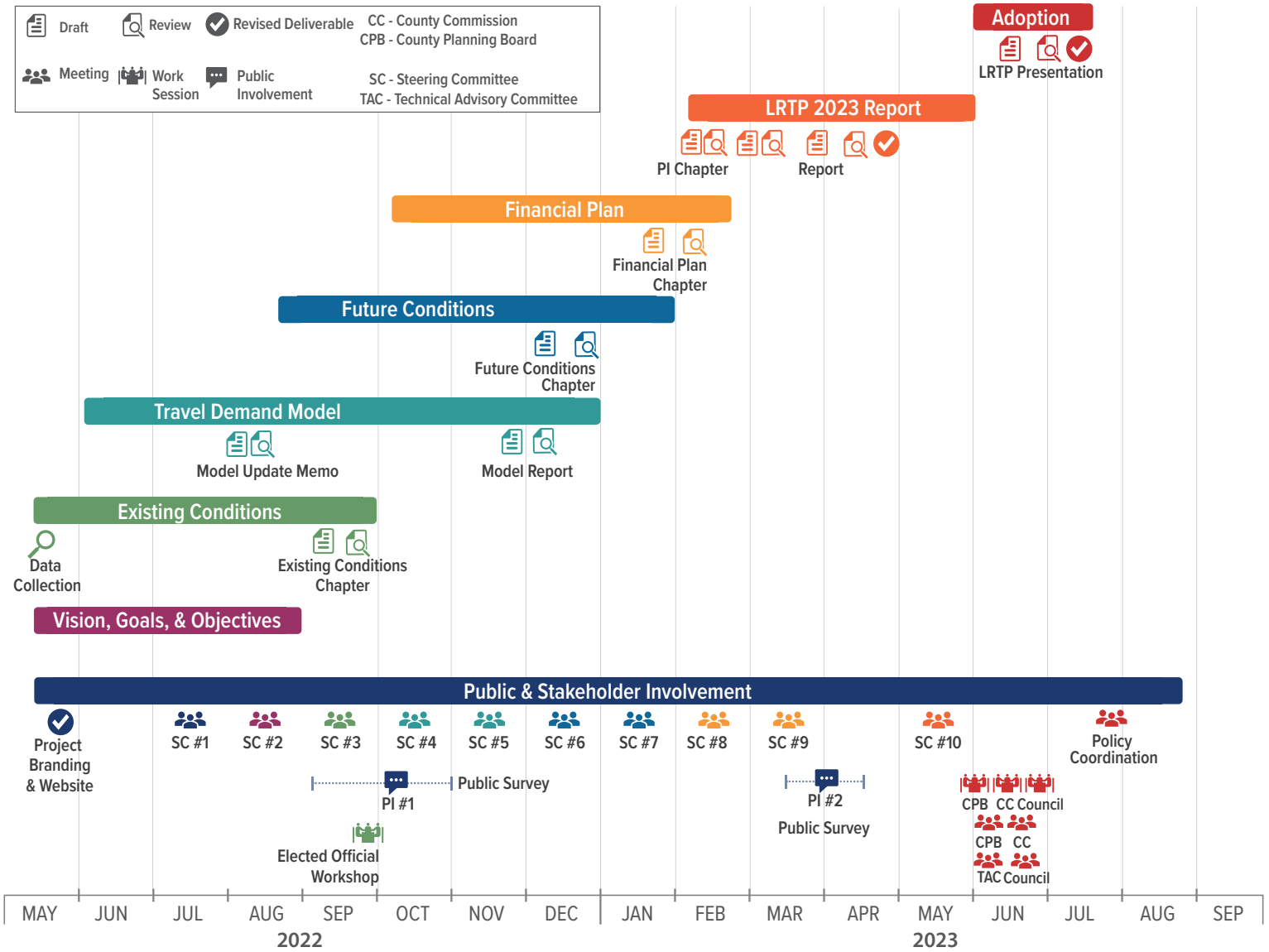
- Billings MPO Boundary
- MPO Boundary Additions
- City of Billings Limits
- Park / Open Space

Data Sources: City of Billings, Yellowstone County

PLAN PROCESS

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

FIGURE 2. LRTP PLANNING PROCESS



Plan Update (2025)

In July 2024, the Federal Highway Administration and Federal Transit Administration (FTA), in coordination with and Montana Department of Transportation (MDT), conducted a Metropolitan Planning Organization Process Review which included a review of the 2023 Billings Long Range Transportation Plan (LRTP), adopted in 2023 by the Policy Coordinating Committee of the Billings MPO. The purpose of the Process Review was to determine if the planning processes and practices conducted through the development of the LRTP comply with Federal metropolitan transportation planning processes, regulations, and guidance.

In response to the Process Review findings, the Yellowstone City-County Planning Board launched an update to the 2023 LRTP in March 2025 to review and update the Project List to meet fiscal constraints, as well as to update the Metropolitan Planning Area boundary to reflect the Urbanized Area that resulted from the 2020 Decennial Census (released in 2023). This LRTP document reflects the updates made to ensure compliance with Federal requirements and MDT guidance.

Plan Requirements

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

FEDERAL REQUIREMENTS

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

- **Long Range Transportation Plan:** Outlines the community's vision for the multimodal transportation system and priorities for improvements.
- **Transportation Improvement Program:** Delineates how federal, state, and local funds will be dedicated to projects over a five-year period, to implement the vision of the LRTP.
- **Unified Planning Work Program:** Annual statement of work that outlines planning priorities, defines planned activities, and governs the use of FHWA and FTA planning funds within the MPO boundary.
- **Public Participation Plan:** Outlines the MPO's framework for facilitating public participation in the transportation planning process.

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

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

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

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

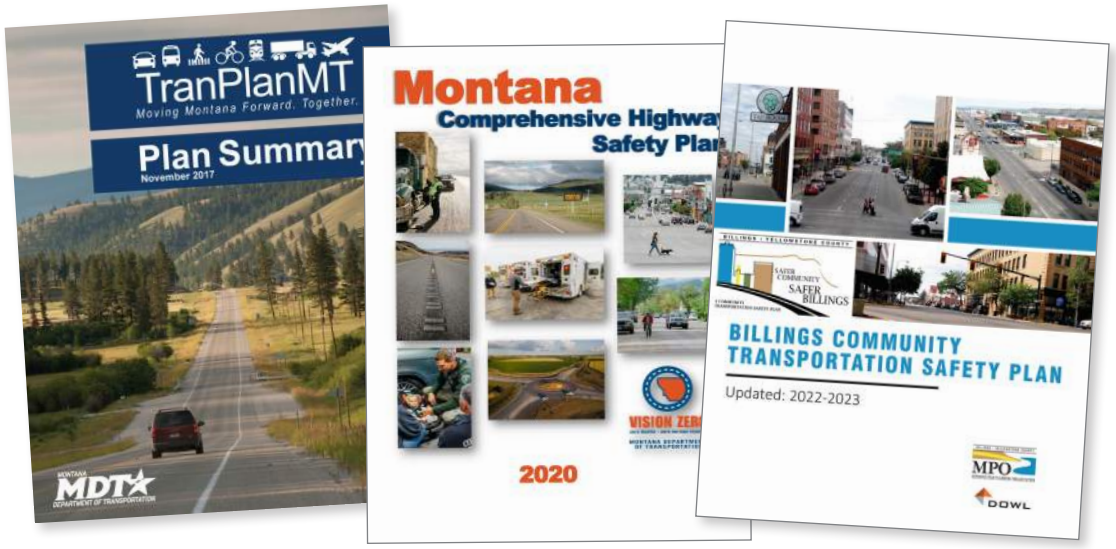
STATE REQUIREMENTS

TranPlanMT, Montana's long-range transportation plan, was last amended in 2017.[2] TranPlanMT identifies key transportation priorities and outlines long-range policy goals and strategies to assist MDT in addressing aging infrastructure, changing environmental conditions, and ongoing funding challenges. It also provides a framework for MDT to advance and manage its transportation programs in compliance with evolving federal requirements. In support of MDT and national goals, MDT conducts performance-based planning in the following key areas mandated through federal regulations:

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

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

The **Montana Comprehensive Highway Safety Plan** (CHSP) was updated in 2020 in accordance with FAST Act requirements. The goal of the CHSP Vision Zero is zero fatalities and zero serious injuries on Montana's roadways. The CHSP is intended to be a working document to guide the State of Montana to effectively address the state's safety issues. The CHSP interim goal is to reduce fatalities and serious injuries by half from 952 in 2018 to 476 in 2030.[3] The CHSP aligns with the development of the **Billings Community Transportation Safety Plan**, adopted in 2023, as well as the development of the 2023 LRTP.[4]



Selection of State and local plans used to inform the LRTP

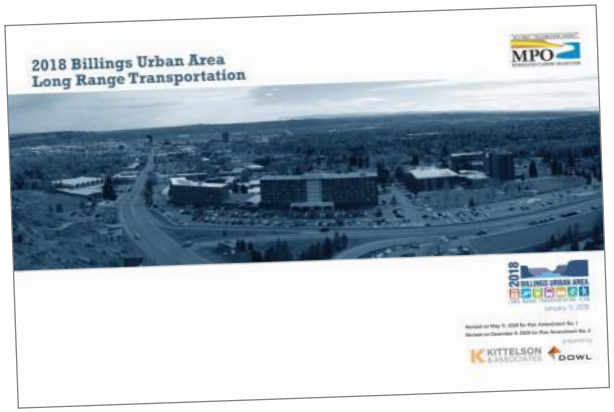
2 Montana Department of Transportation. (2017). *TranPlanMT: Moving Montana Forward Together*. https://www.mdt.mt.gov/tranplan/

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

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

LOCAL REQUIREMENTS

Several local plans, studies, and policies were reviewed to inform the process and elements considered in development of the plan. It is important to review and incorporate these documents into the planning process, as to ensure that the integrity and value discussion of past planning efforts are carried forward into today's planning effort. Development of this plan was coordinated with guidelines developed in the Yellowstone County Board of Planning Public Participation Plan (2018)[5], the 2018 Billings Urban Area Long Range Transportation Plan[6], and past transportation and land use plans/studies/policies highlighted in the following sections.



Billings 2018 Urban Area Long Range Transportation Plan

AIR QUALITY

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

Transportation Planning & Implementation Since 2018

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

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

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

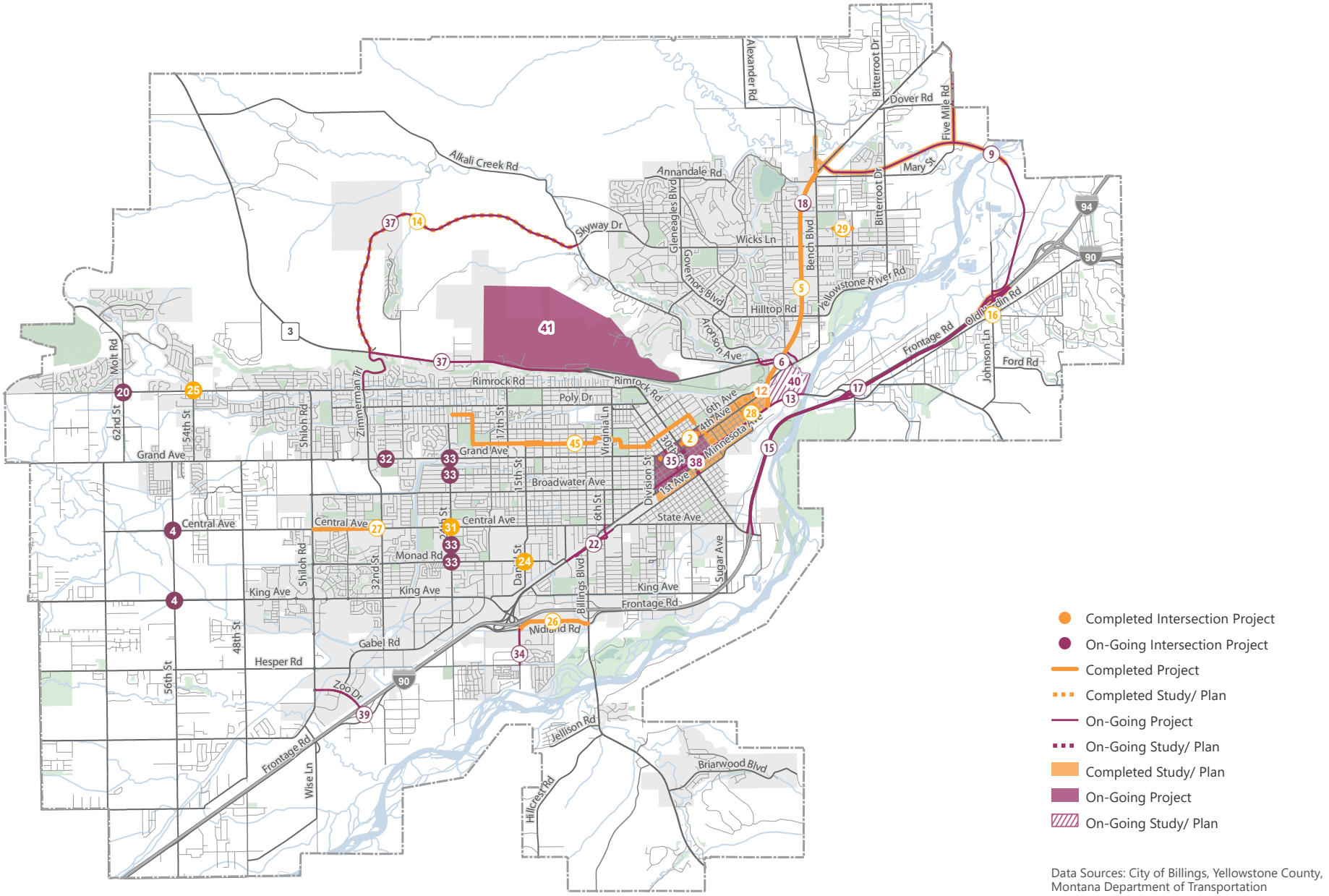
ONGOING & RECENTLY COMPLETED PLANS, PROJECTS, & STUDIES

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

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

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

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



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

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

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

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

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

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

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

02 WHAT IS IMPORTANT TO THE BILLINGS PLANNING AREA?

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

Federal & State Targets

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

ADOPTED STATEWIDE TARGETS

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

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

Key Terms

GOAL

Intended downstream outcomes of accomplishing the proposed objectives.

OBJECTIVE

Desired outcome or action that aligns with overall goal.

PERFORMANCE MEASURE

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

PERFORMANCE TARGET

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

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

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

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

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

Safety

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

TABLE 2. SAFETY PERFORMANCE TARGETS

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

Source: Montana Department of Transportation[9], Federal Highway Administration[10]

Pavement & Bridge Condition

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

TABLE 3. NHS PAVEMENT & BRIDGE CONDITION PERFORMANCE TARGETS

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

Source: Federal Highway Administration[11]

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

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

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

Travel Time Reliability

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

TABLE 4. TRAVEL TIME RELIABILITY PERFORMANCE TARGETS

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

Source: Federal Highway Administration[12]

Emissions

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

TABLE 5. EMISSIONS PERFORMANCE TARGETS

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

Source: Federal Highway Administration[13]

Transit Asset Management

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

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

MET Transit completed its first Transit Asset Management (TAM) Plan in 2019 and has updated the TAM Plan in 2023.[14] This plan includes a summary of the current state of MET Transit assets and is intended to be used as a tool supporting state of good repair. The performance targets and measures set by the MET Transit Fiscal Year 2023 TAM Plan are shown in Table 6.

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

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

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

TABLE 6. TRANSIT PERFORMANCE TARGETS

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

Vision, Goals, Objectives, & Performance Measures



VISION

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



WHAT IS A LIVABLE COMMUNITY?

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



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

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



Safety – Develop a safer transportation system for all users.



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



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



Equity & Accessibility – Address the needs of transportation-disadvantaged populations[15] through the provision of affordable, accessible, and reliable travel options.



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

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

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

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

15 Transportation Disadvantaged Populations include persons with disabilities, older adults, and people experiencing poverty (FTA, 2013), and additionally people under age 18 and zero vehicle households, among others.
Federal Transit Administration. (February 2013). *Transportation Needs of Disadvantaged Populations: Where, When, and How?*. FTA Report No. 0030. https://www.transit.dot.gov/sites/fta.dot.gov/files/FTA_Report_No._0030.pdf

TABLE 7. LRTP GOALS, OBJECTIVES, & PERFORMANCE MEASURES

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

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

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

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

TABLE 8. STATEWIDE TARGETS & LRTP GOALS

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

MONITORING PROGRESS

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

To document the successes of the MPO and its partner agencies, as well as recognize areas that need increased attention, a 2018 LRTP Report Card summarizing performance relative to the plan's local performance measures is provided in Appendix A. To continue supporting performance-based planning and monitoring, an updated 2023 Report Card has been developed to support tracking for both local performance measures and progress toward applicable federal and state targets, and is provided in Appendix B.



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

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

The Public Involvement Plan (PIP) for this LRTP was developed based on past public involvement efforts for the 2018 LRTP[16] and to be consistent with the public involvement elements of the YCPB 2018 Public Participation Plan[17] and the MDT 2018 Public Involvement Plan[18]. The PIP is available for reference in Appendix C.

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

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

Public engagement was targeted during key points in the LRTP process, and stakeholder engagement occurred throughout the development of the plan to best coordinate with standing meetings and events. The following sections outline engagement and feedback received throughout the LRTP process. All public and stakeholder engagement materials are available in Appendix D.

Engagement Overview

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

Thank You

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

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

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

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

TABLE 9. PUBLIC & STAKEHOLDER ENGAGEMENT METHODS OVERVIEW

ENGAGEMENT METHOD	DESCRIPTION
Branding & Logo	A logo, color scheme and reporting templates were developed and implemented with this LRTP. These items established brand awareness and cohesiveness with plan materials through the development and adoption of the plan.
LRTP 2023 Website	The project website (provided at URL www.BillingsLRTP. com) was maintained by the consultant team and served as the primary, public, 24-hour source for information on the plan. The website included maps, purpose, public involvement contacts, agency involvement, project schedule, documents, meeting information, and a place for the public to provide input, comments, or questions to the team.
Media Coordination	Outreach was conducted to appropriate media outlets to disseminate information regarding the plan and advising the community of public involvement opportunities. Media releases were provided to local media outlets in October 2022 and March 2023 regarding the plan development.
Email Updates	The consultant team provided email updates to the MPO, which summarized the following: ■ Consultant work tasks associated with the LRTP, which included a summary of completed and on-going work tasks of the consultant's responsibility. ■ Action Items for MPO - Requests for guidance or materials review for the MPO from the consultant team ■ Upcoming Meetings - Location, date, and time for any upcoming meetings The goal of the updates was to keep a consistent line of communication between the MPO and the consultant team throughout the LRTP process. Additionally, the email updates were forwarded on to other agencies, committees, and elected officials to keep them apprised of the LRTP schedule.
Social Media	Social media content and graphics were developed and provided to the MPO and partner agencies to publish on their existing social media networks. This information was used to provide updates on the plan and to promote meetings and opportunities for online engagement.
Interactive Map Surveys	Between October – November 2022 and March – April 2023, interactive online maps were created to gather public and stakeholder input in a collaborative, crowdsourced manner. In the first round of engagement in Fall 2022, the interactive online map asked respondents to select areas where they have concerns or ideas to share, and categorize the comment by mode or type of concern. These comments influenced the identification of needs, deficiencies, and opportunities outlined in Chapter 6. In the second round of engagement in Spring 2023, the online interactive map was used to collect feedback on the Project List, outlined in Chapter 8. Stakeholder and public comments influenced the project prioritization for each project.

Steering Committee

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

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

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

Stakeholder Engagement

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

STAKEHOLDER MEETINGS

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

- Introduce the planning process and components, the LRTP purpose, and the planning timeline.
- Identify existing transportation deficiencies, needs, and opportunities that should be addressed with the plan.
- Gather input on the proposed projects included in the plan.

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

- Bicycle & Pedestrian Advisory Committee
- Bike Walk Montana
- Healthy By Design
- Joint All-Task Force
- Living Independently for Today & Tomorrow (LIFTT)
- Lockwood Pedestrian Safety District
- Lockwood Steering Committee
- Pioneer Park Task Force
- Southside Task Force
- Billings Industrial Revitalization District (BIRD)
- Midtown Community Collaborative

ELECTED OFFICIALS WORKSHOPS

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

Elected Officials Workshop #1

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

Elected Officials Workshop #2

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

Public Engagement

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

PUBLIC OPEN HOUSE #1

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

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



FIGURE 4. PUBLIC OPEN HOUSE #1 COMMENTS BY CATEGORY

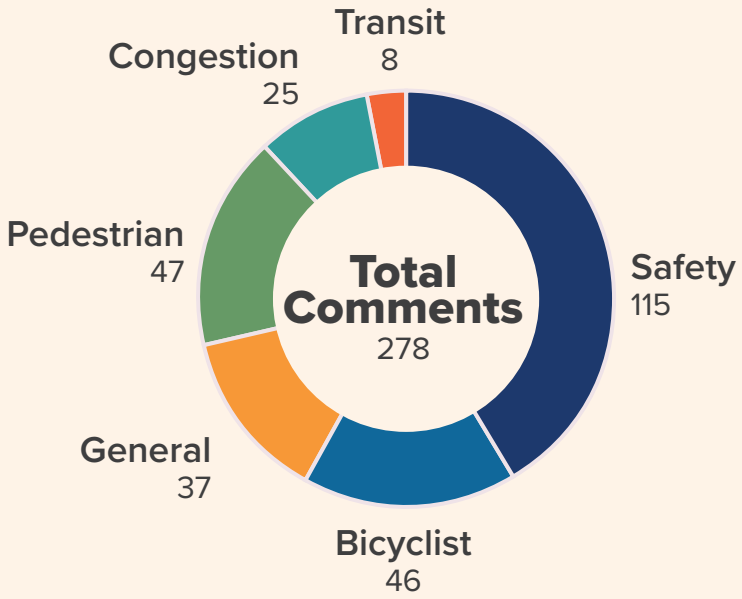
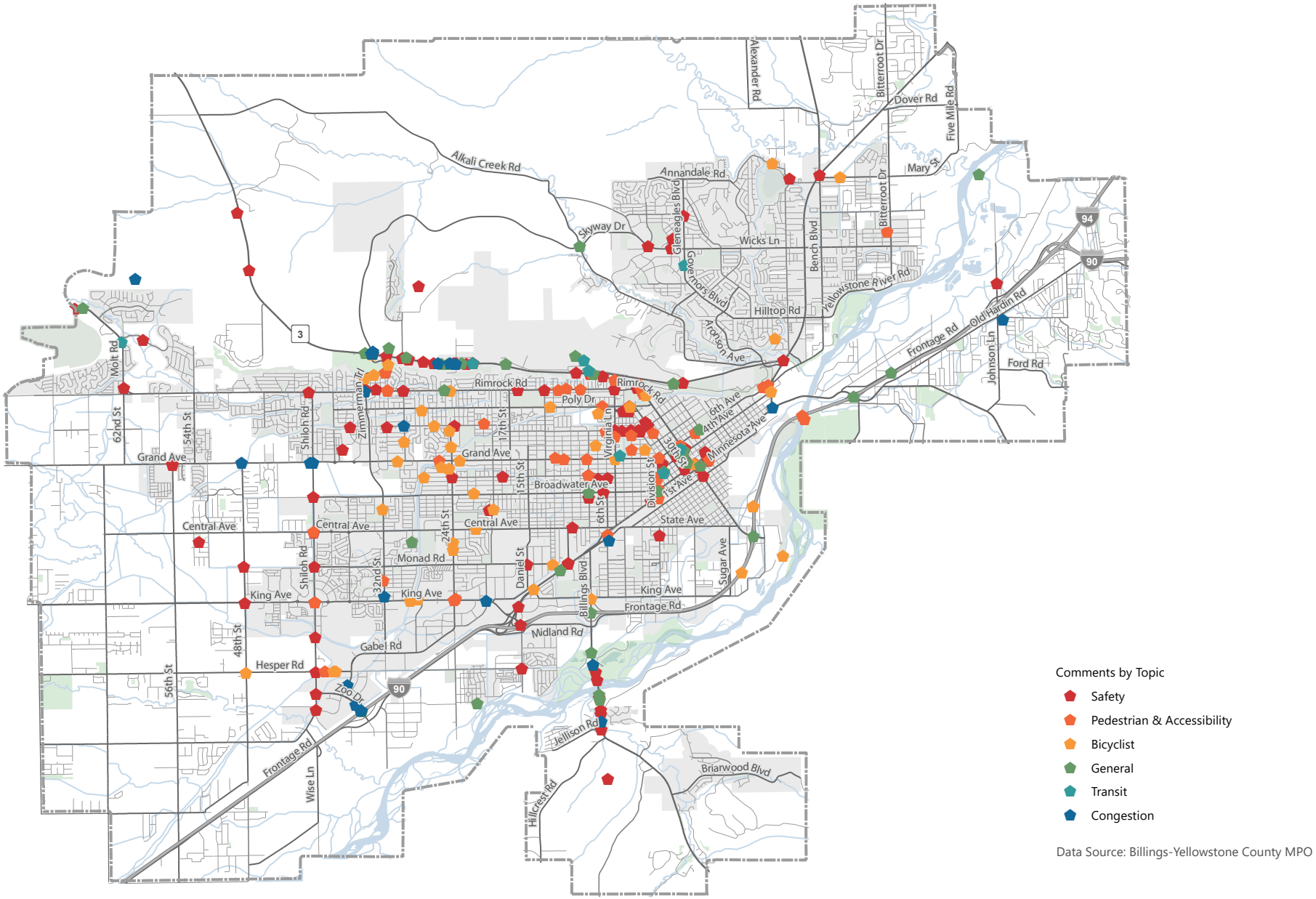


FIGURE 5. PHASE 1 PUBLIC & STAKEHOLDER COMMENTS



PUBLIC OPEN HOUSE #2

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

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

FIGURE 6. PUBLIC OPEN HOUSE #2 COMMENTS BY CATEGORY

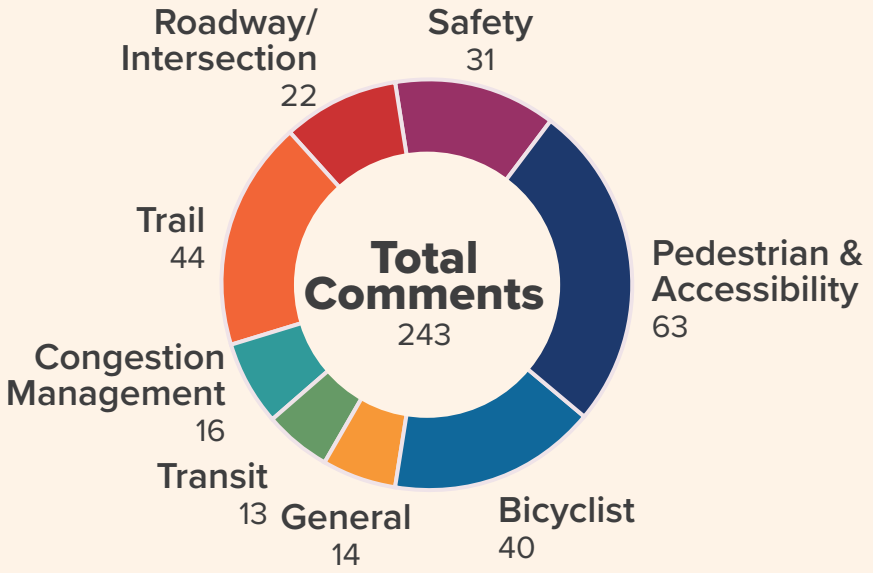
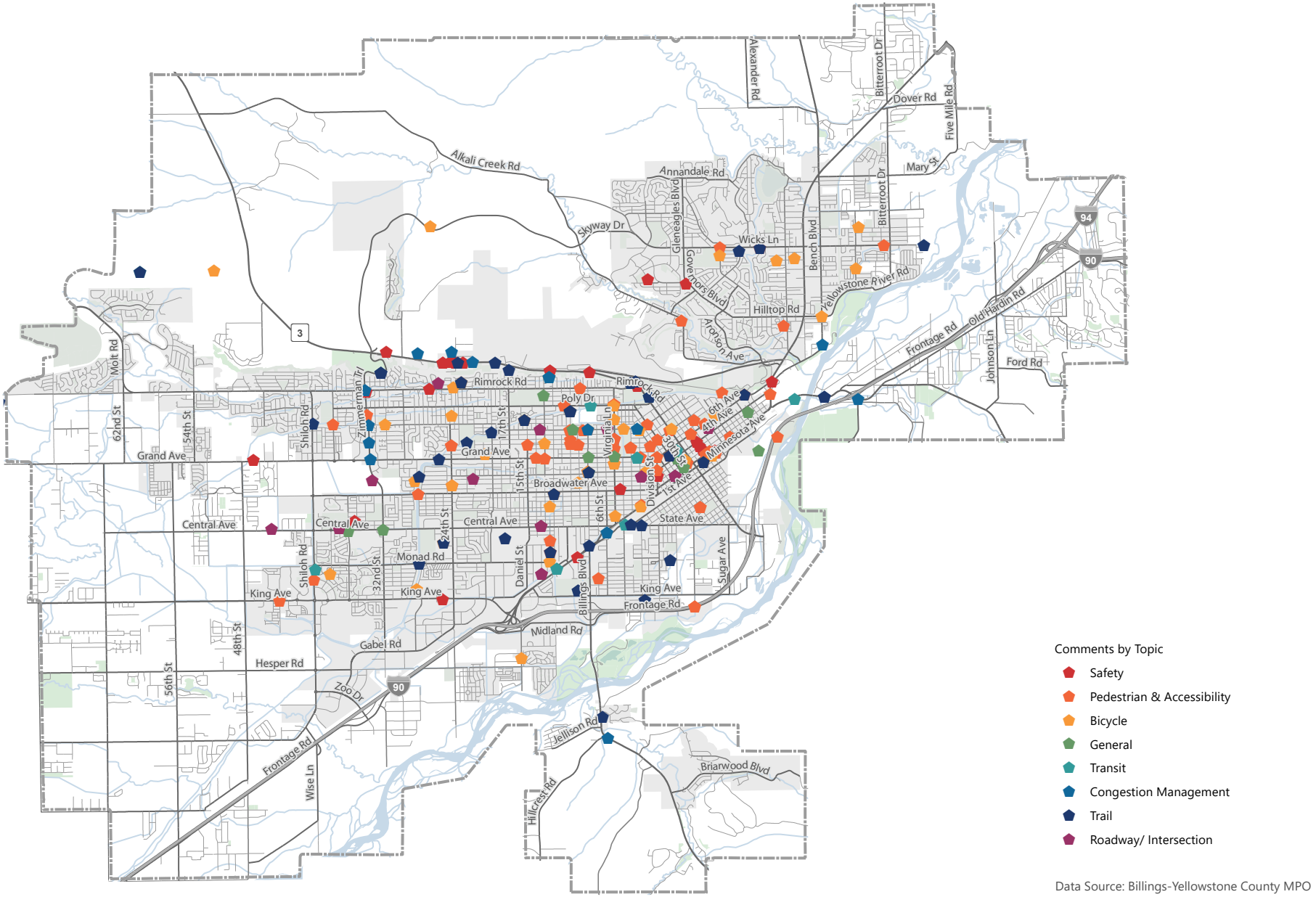


FIGURE 7. PHASE 2 PUBLIC & STAKEHOLDER COMMENTS



Plan Review & Approval

The final phase of the plan update is the completion and adoption of the LRTP. Between April and May, the SC reviewed the draft chapters of the LRTP and provided comments to the consultant team for incorporating in the final draft plan. In May, the draft LRTP was presented to the SC and public for review and comment. Additionally, the Technical Advisory Committee (TAC) met in May 2023 to review the draft plan, provide comments on the draft plan, and recommend approval of the LRTP to the Planning Board, Billings City Council, Yellowstone County Commissioners, and the PCC. The draft plan was also available to the public for review and comment between May and June, 2023.

Much like the development of the plan, continued awareness and review of the draft plan are important steps toward plan adoption. In June, the draft plan was presented to the Planning Board, Commission, and City Council.

Following these meetings and work sessions, a public hearing was scheduled with each body to hear public comments and a recommendation for plan adoption. The plan was presented and adopted by the PCC on July 18th, 2023. The consultant team assisted the MPO throughout the adoption process by providing materials for review and attending some of the meetings in-person or over the phone to present information on the LRTP and address questions that came up during the meetings.







04 WHAT IS THE TRANSPORTATION SYSTEM LIKE TODAY?

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

Community & Land Use

Understanding the current land use patterns and opportunities envisioned for growth is a critical part to developing a long range transportation plan. Through this understanding, the transportation system and land use vision can be integrated to effectively match future infrastructure and system management projects with the desires of the community. Relevant documents to land use and growth in the Billings planning area include:

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

ZONING

The Billings planning area encompasses approximately 143 square miles and includes the City of Billings (44.9 square miles) and Lockwood, as well as a planning area that extends into parts of Yellowstone County expected to accommodate future growth. Figure 8 shows the existing zoning map and key destinations within the planning area. Since the 2018 LRTP, the City of Billings and Yellowstone County have modified their zoning ordinances to include several types of mixed use zoning, including:

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

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

POPULATION & HOUSEHOLDS

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

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

(104,170). Figure 9 displays the 2020 population density of the Billings urban area, and Figure 10 shows the 2020 housing density. The population of the Billings urban area at the 2020 Decennial Census was 128,787 and the housing units were 57,343.[20]

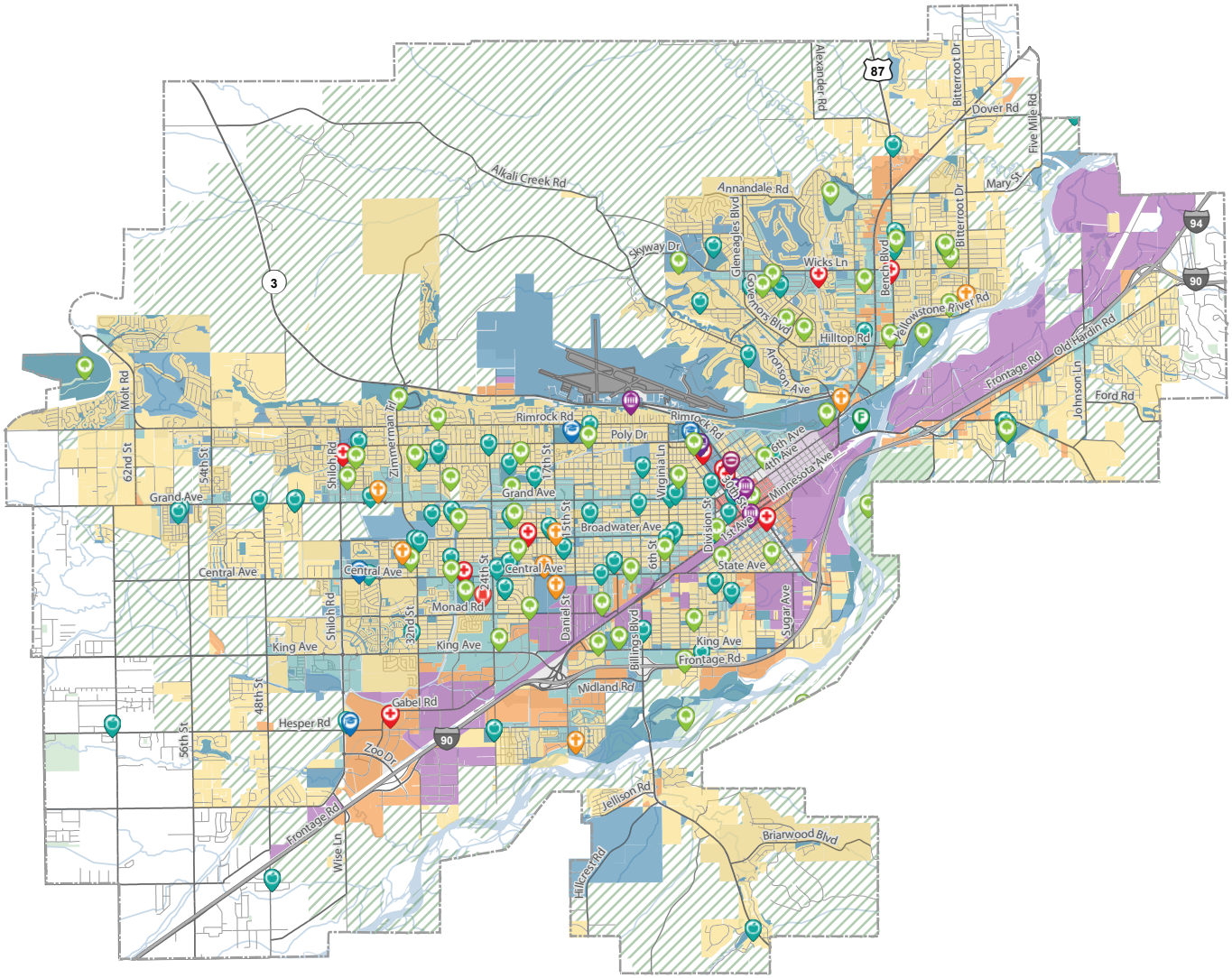
EMPLOYMENT

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



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

FIGURE 8. EXISTING ZONING AND MAJOR ACTIVITY CENTERS



ZONING AND MAJOR ACTIVITY CENTERS

Existing Zoning

- Residential
- Commercial
- Core Business District
- Public
- Mixed Use
- Industrial
- East Billings Urban Renewal District
- Agricultural
- Billings Logan International Airport

Major Activity Centers

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

Data Source: City of Billings, Yellowstone County

FIGURE 9. 2020 POPULATION DENSITY

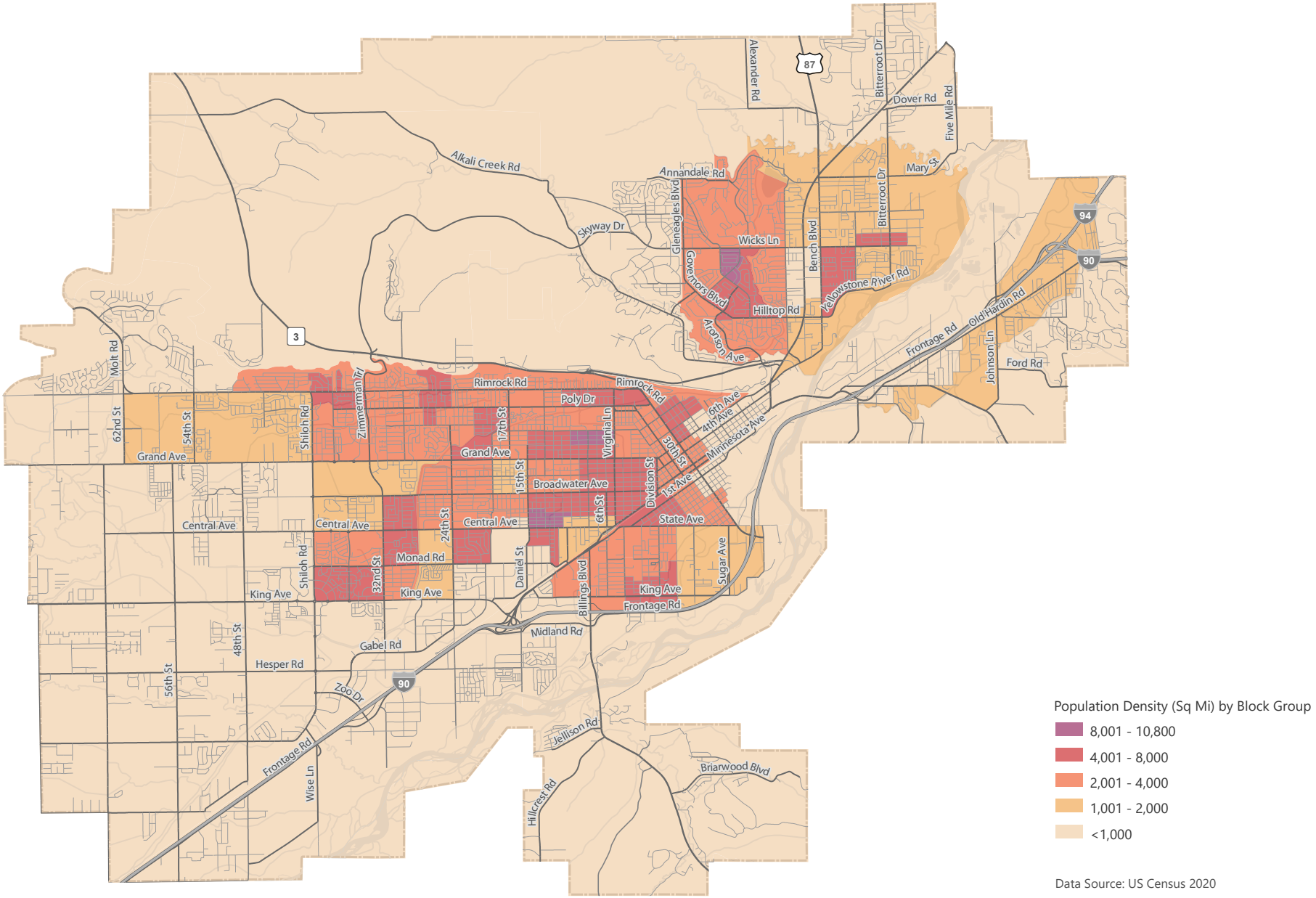


FIGURE 10. 2020 HOUSING DENSITY

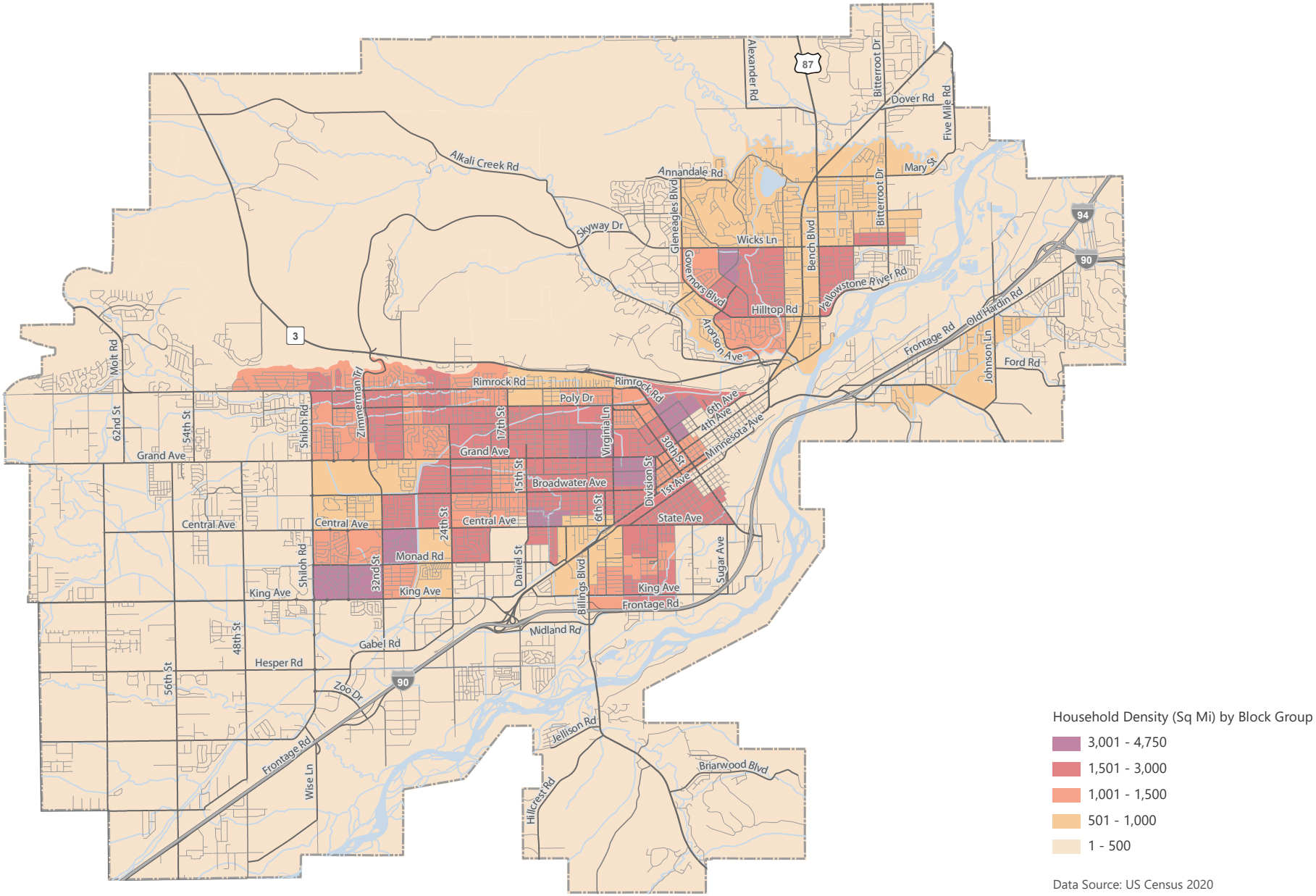
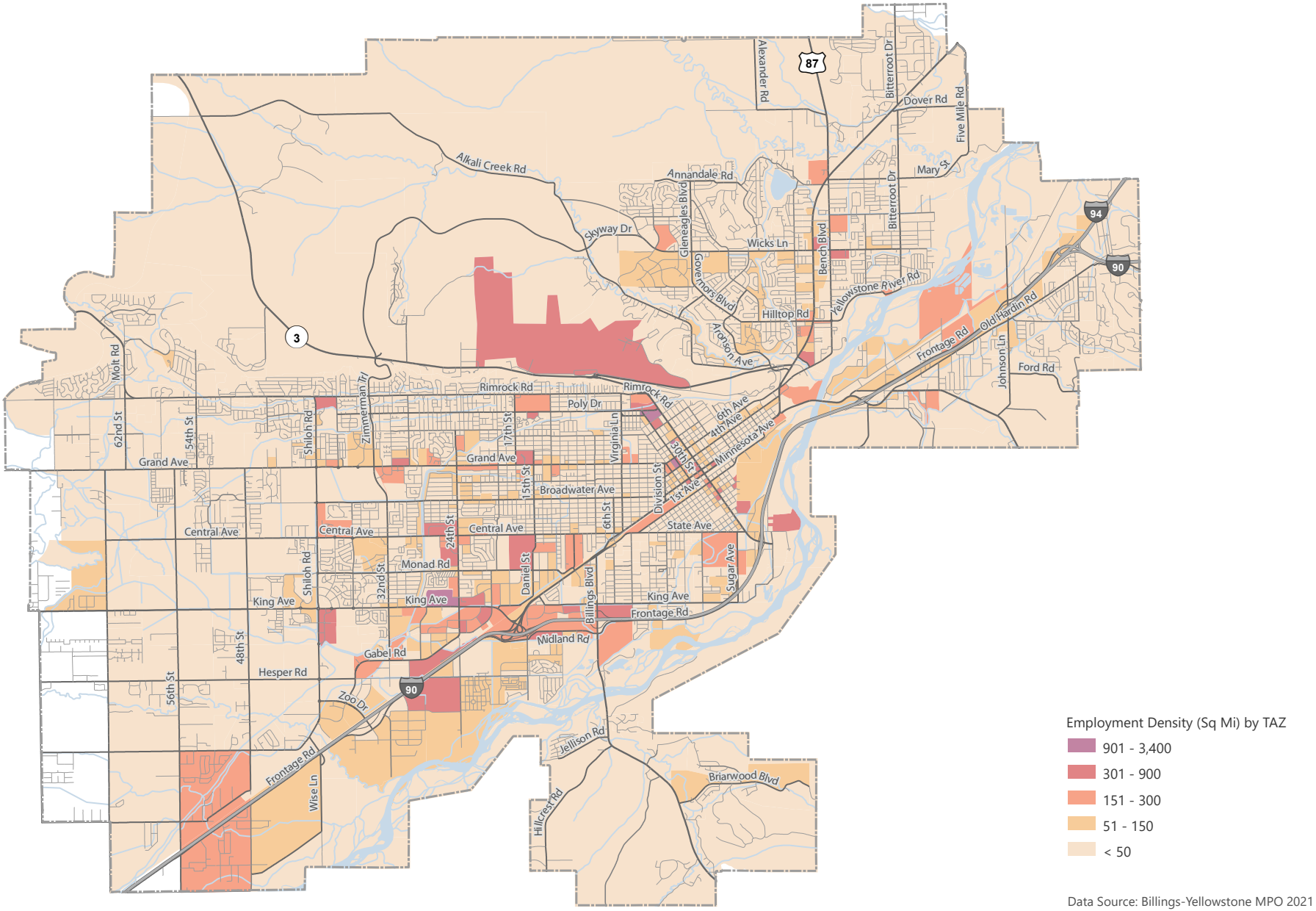


FIGURE 11. 2020 EMPLOYMENT DENSITY



Employment Density (Sq Mi) by TAZ

- 901 - 3,400
- 301 - 900
- 151 - 300
- 51 - 150
- < 50

Data Source: Billings-Yellowstone MPO 2021

COMMUTE MODE SHARE

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

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

In the City of Billings, the 2018 LRTP reported ACS 2016 data, with walk mode share at 3.2% (compared to 2.5% in 2020) and bicycle mode share at 0.8% (compared to 1.5% in 2020), which indicates an increase in bicycling and a decrease in walking to work. Public transit, which relies on the active transportation network for many of its users to begin and end their trips, accounts for 1.0% of commute mode share in 2020, a slight decrease from 1.1% in 2016. Additionally, the City of Billings and Yellowstone County have slightly higher percentages of transit riding than the state of Montana, but lower percentages of telecommuters. In the City of Billings in 2016, 4% of residents reported telecommuting, compared with 4.9% in 2020. Across Montana, the percentage of people reporting telecommuting as their mode to work increased 2%, from 6.4% in 2016 to 8.4% in 2020. Telecommuting increased to 9.6% in 2021.[21] These increases could potentially relate to the increase of telework due to the COVID-19 pandemic.

EQUITY

In accordance with directives from the Justice40 Initiative[22] and guidance from the IIJA passed in November 2021, the US Department of Transportation has adopted a definition and methodology for Areas of Persistent Poverty ("APPs")[23] and Historically Disadvantaged

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

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

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

21 United States Census Bureau. (2021). T*able SO801: Commuting Characteristics by Sex, ACS 1-Year Estimates for the Billings Urban Area.* American Community Survey. https://data.census.gov/table?q=S0801:+COMMUTING+CHARACTERISTICS+BY+SEX&g=400XX00US07705&y=2021&tid=ACSST1Y2021.S0801

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

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

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

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

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

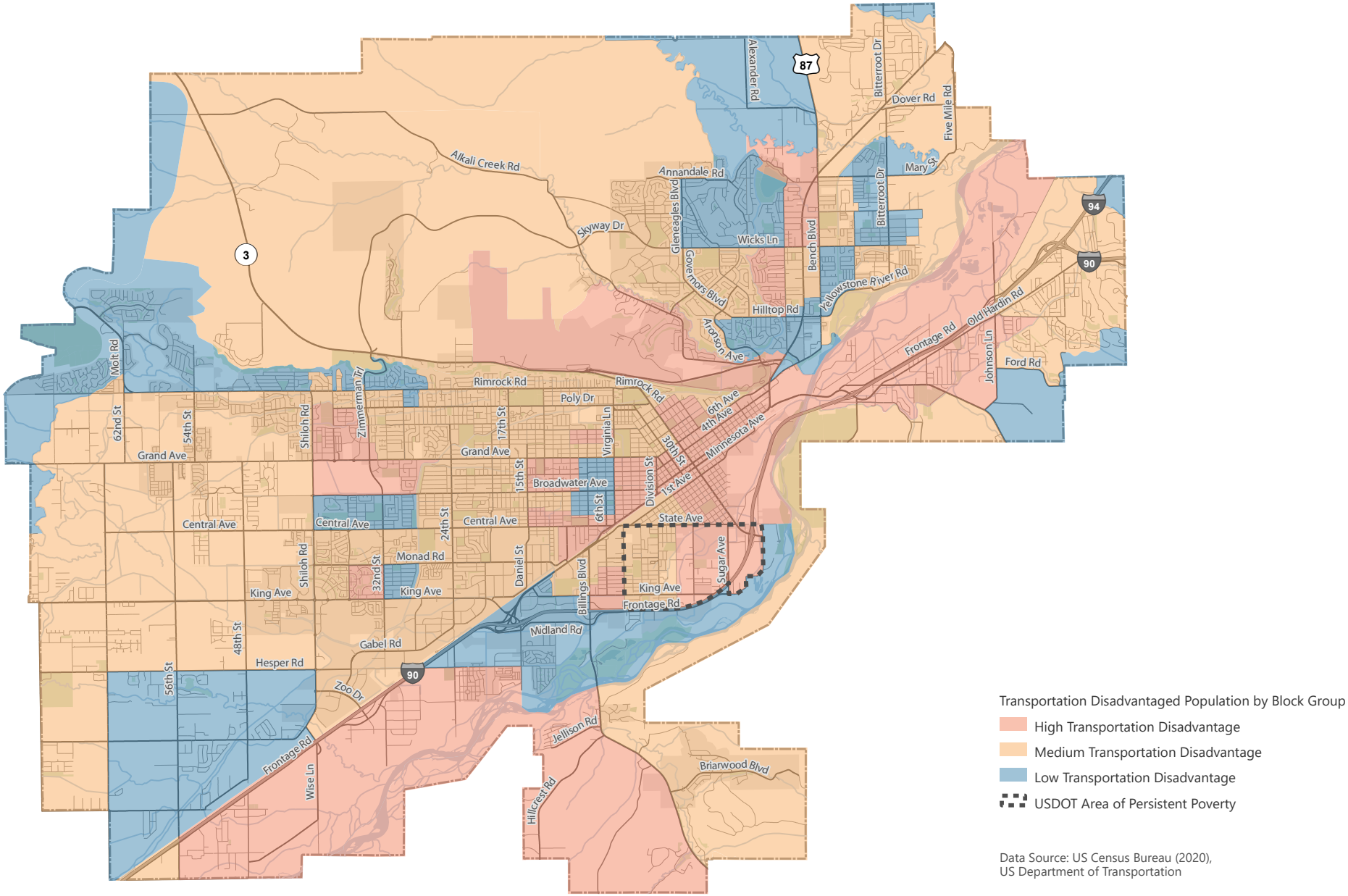
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

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

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

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

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



Data Source: US Census Bureau (2020),
US Department of Transportation

Safety

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

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

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

- TranPlanMT, Montana's Long Range Transportation Plan[25]
- Montana Comprehensive Highway Safety Plan[26]
- Billings Community Transportation Safety Plan[27]
- Billings Safe Routes to School Plan[28]

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

CRASH DATA SUMMARY

Crash data was obtained from the Montana Department of Transportation (MDT) for the period from January 1, 2016, to December 31, 2020, to identify crash trends over the five-year period. Crash data was unavailable for years 2021 and 2022 at the time of plan development. The data used for this analysis corresponds with that used in the *Community Transportation Safety Plan (2022)*. The dataset received was at the "crash" level – meaning that information about the entire crash is included; the "vehicle" level – meaning that information was provided for each motor vehicle (or pedestrian, bicycle, train, or equestrian) involved in a crash; and the "person" level – meaning that information was provided for each person involved in the crash. For this analysis, the "crash" level data was utilized. Crashes are categorized into crash severity levels described below.

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

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

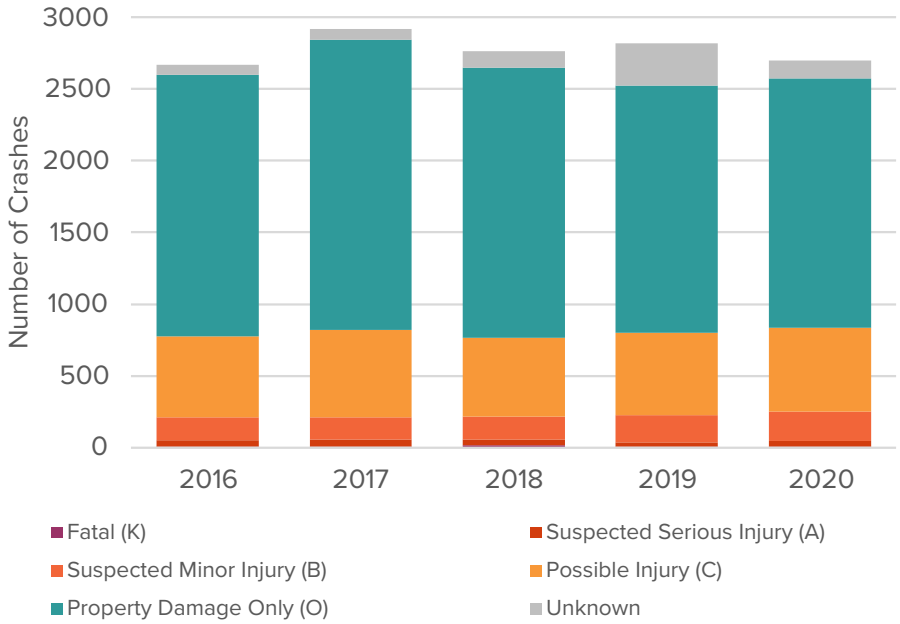
26 Montana Department of Transportation. (2020). *Montana Comprehensive Highway Safety Plan - 2020 Update.* https://www.mdt.mt.gov/visionzero/plans/docs/chsp/current-chsp.pdf

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

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

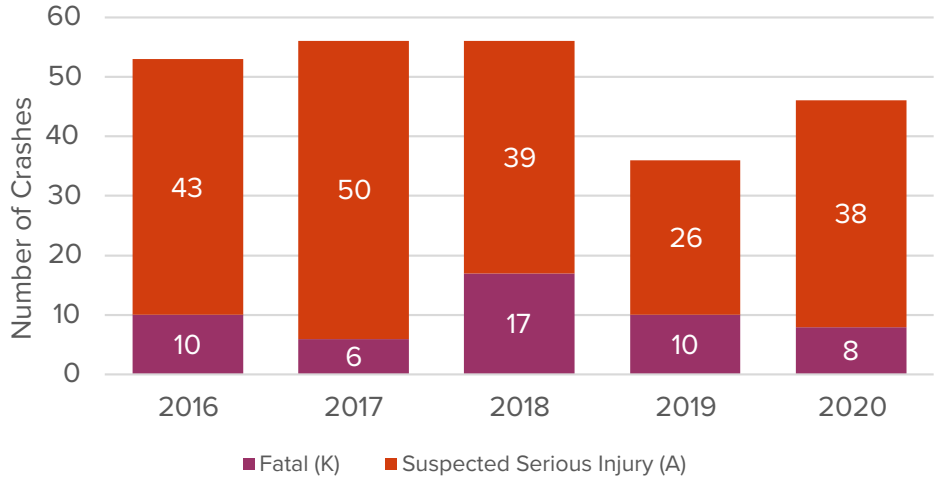
A total of 13,857 crashes occurred in the Billings planning area during the five-year period. A summary of total crashes by severity is shown in Table 11 and displayed in Figure 13. Additionally, these crashes are mapped in Figure 16.

FIGURE 13. CRASHES BY SEVERITY BY YEAR



In the five-year period, the total number of crashes remained relatively steady. However, there was a slight decrease in fatal and serious injury crashes in this time period, as displayed in Figure 14. Both 2019 and 2020 show a decrease in fatal and suspected serious injury crashes, from a high of 56 in 2017 and 2018. These fatal and serious injury crashes are displayed in Figure 17.

FIGURE 14. FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY YEAR



Source: Montana Department of Transportation

TABLE 11. CRASHES BY SEVERITY (2016-2020)

YEAR	FATAL (K)	SUSPECTED SERIOUS INJURY (A)	SUSPECTED MINOR INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (O)	UNKNOWN (U)	TOTAL
2016	10	43	160	562	1,820	73	2,668
2017	6	50	157	606	2,021	76	2,916
2018	17	39	163	547	1,882	115	2,763
2019	10	26	192	571	1,724	293	2,816
2020	8	38	207	581	1,737	123	2,694
Total	51	196	879	2,867	9,184	680	13,857

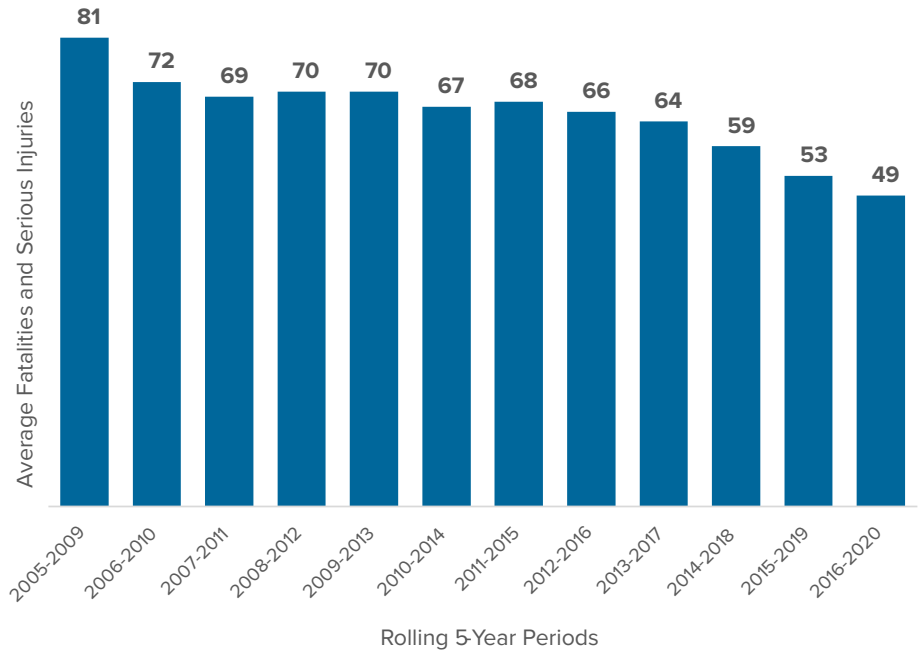
Source: Montana Department of Transportation



The 2016 CTSP set a goal of reducing fatalities and serious injuries by 20% from 70 people in the 2009 – 2013 period to 56 people in the 2016 – 2020 period (based on a five-year rolling average of the planning area at the time) as shown in Figure 15. Since 2018, the five-year rolling average from 2016 – 2020 was 49 total fatalities and serious injuries, which achieves the CTSP goal.

Note that Figure 14 displays data at the crash level, while Figure 15 displays data at the person-level, which corresponds with the CTSP goal. In 2023, the MPO updated the CTSP, and has established a goal of reducing the rolling five-year average number of fatalities and serious injuries by 20% to 39 by the end of 2024.

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



Source: Montana Department of Transportation

FIGURE 16. CRASHES BY SEVERITY (2016-2020)

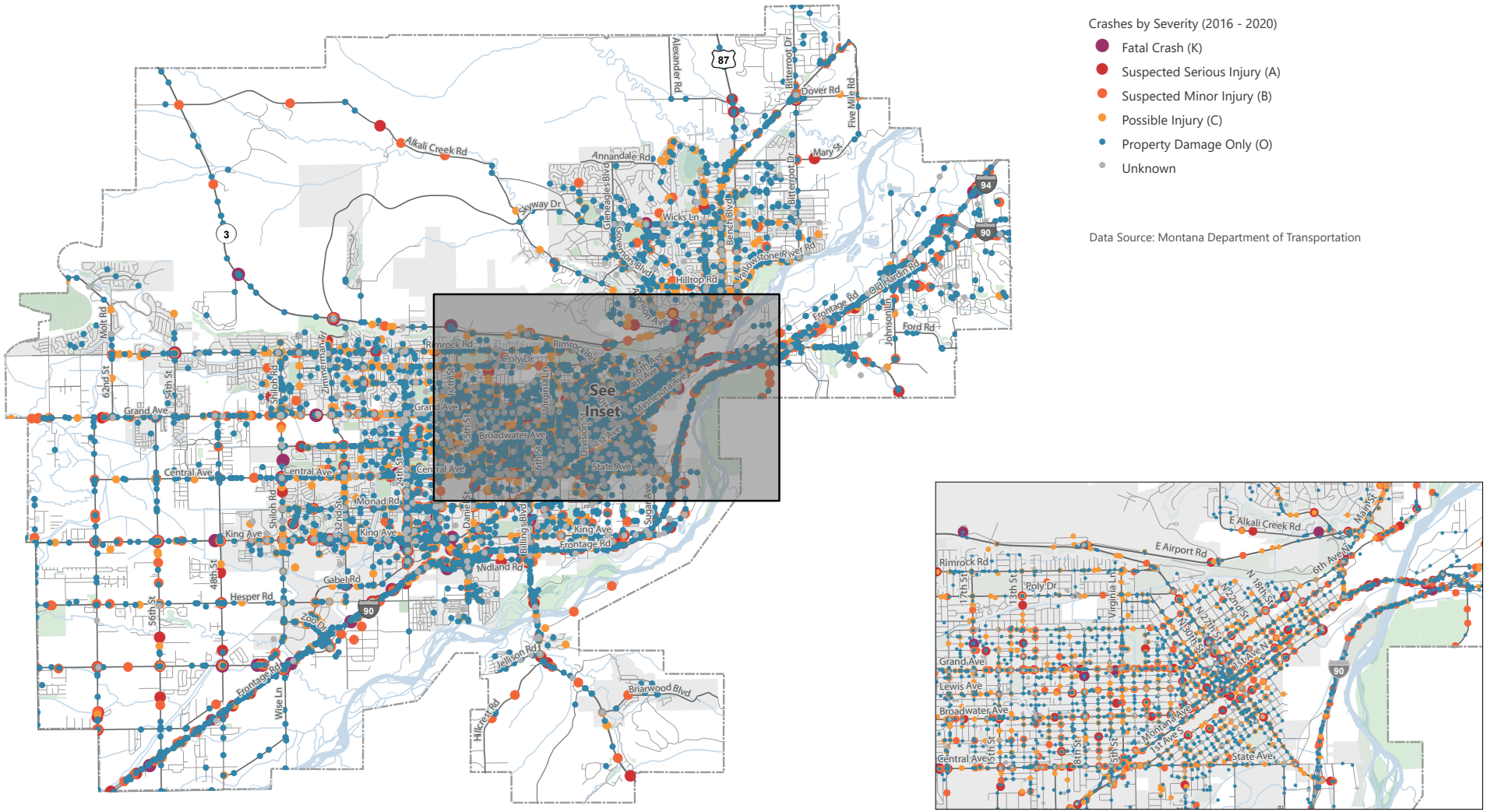
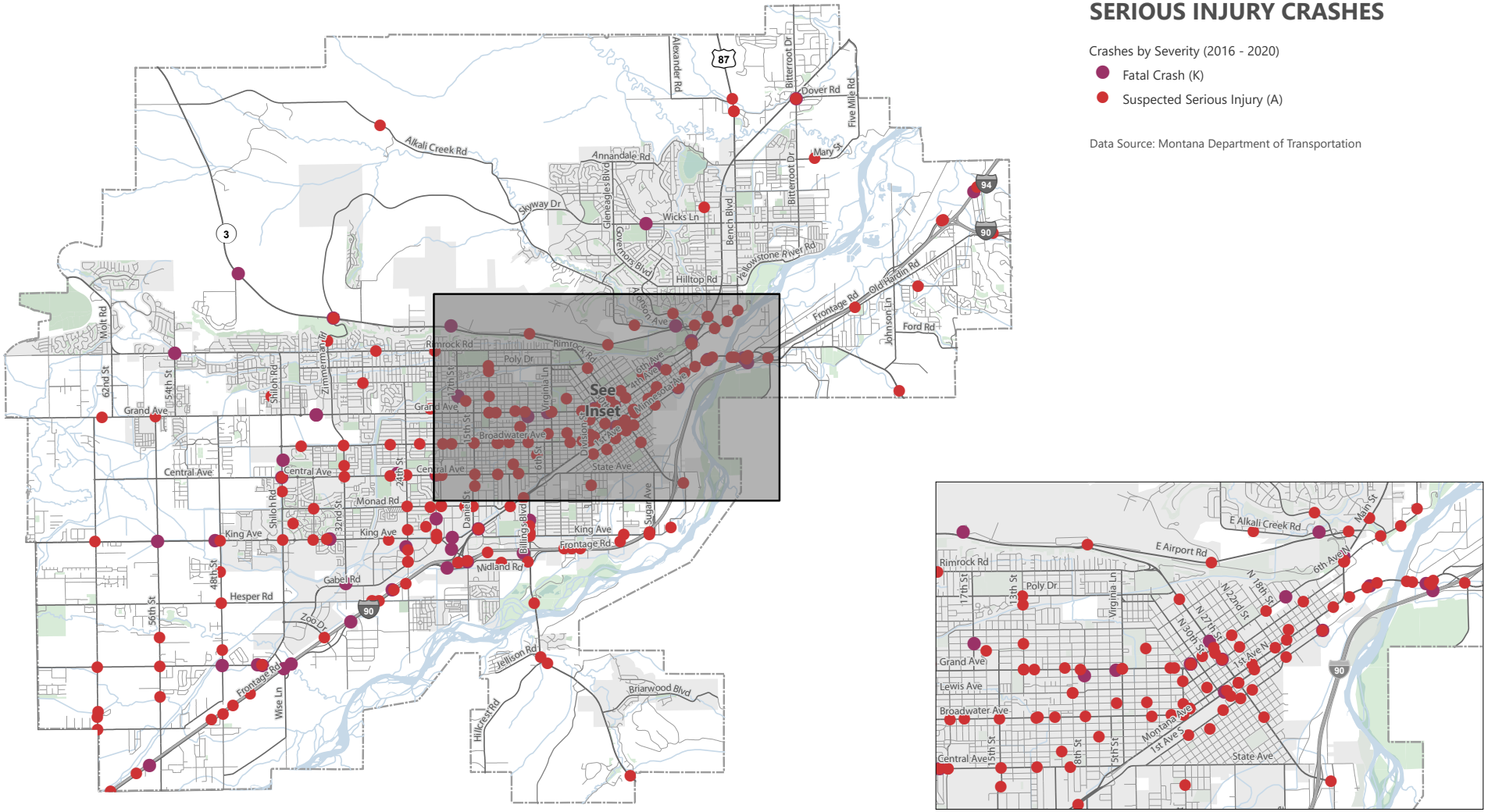


FIGURE 17. FATAL AND SUSPECTED SERIOUS INJURY CRASHES (2016–2020)



Equivalent Property Damage Only (EPDO) Analysis

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

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

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

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

In the Billings planning area, the USDOT-recommended value for Fatal Injury (K) crashes skewed EPDO values upward for any intersection or segment with fatal injury crashes. For purposes of this analysis, the monetized value for (K) and (A) crashes was developed by calculating a weighted average of total Fatal Injury (K) and Suspected Serious Injury (A) crashes over the five-year period.[32] The weighted average reduces the influence of a single fatal injury crash on EPDO values. Additionally, MDT crashes classified as "Unknown" severity were assigned the same monetized value as a PDO crash.

TABLE 12. EPDO VALUES BY SEVERITY

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

Source: US Department of Transportation

The economic costs of crashes in the Billings planning area for the five-year period between 2016 – 2020 is summarized in Figure 18. The average annual EPDO value for the 2016 – 2020 time period was $211.56 million, with the highest annualized EPDO value in 2017 at $233.62 million.

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

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

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

32 Based on crash data within the 2018 planning area boundary.

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



An EPDO analysis was conducted for the Billings planning area in the five-year period[33] at both the intersection- and roadway segment-level, detailed in the following sections.

EPDO ANALYSIS – INTERSECTIONS

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

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

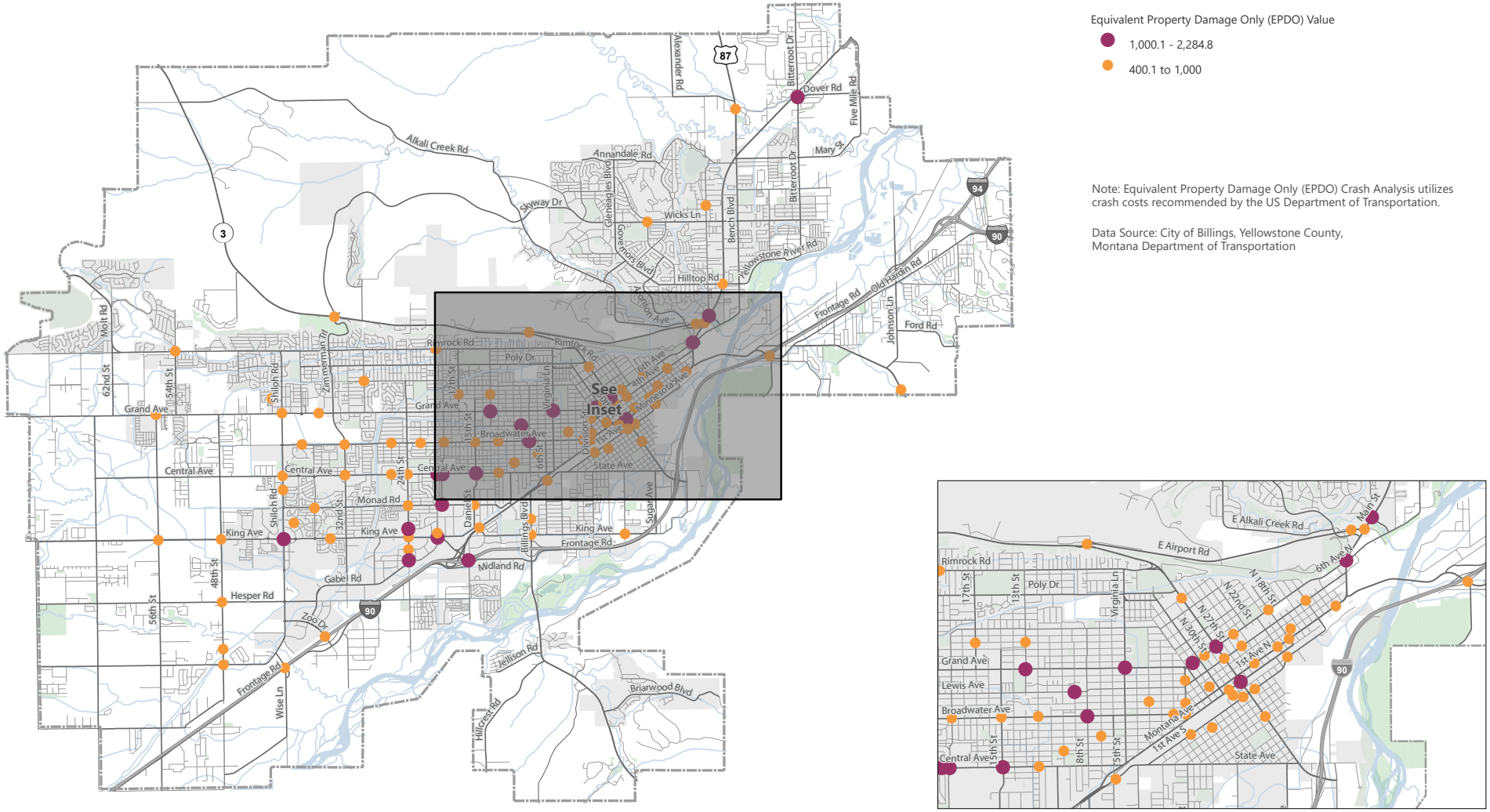
RANK	INTERSECTION	CONTROL TYPE	TOTAL CRASHES	K AND A INJURY CRASHES	EPDO VALUE
1	Main Street & 6th Avenue N	Signal	74	3	2,284.8
2	Lake Elmo Drive & Main Street	Signal	109	2	1,779.5
3	Mullowney Lane & Exit 446	Signal	40	2	1,476.7
4	Grand Avenue & 13th Street W	Signal	47	2	1,467.4
5	Montana Avenue & N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

33 The EPDO assessment was conducted using crash data within the 2018 planning area boundary. An updated safety analysis using the updated planning area boundary will be completed in the next LRTP update.

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



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



EPDO ANALYSIS - ROADWAY SEGMENTS

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

FIGURE 20. EPDO SEGMENT 'SLIDING WINDOW'

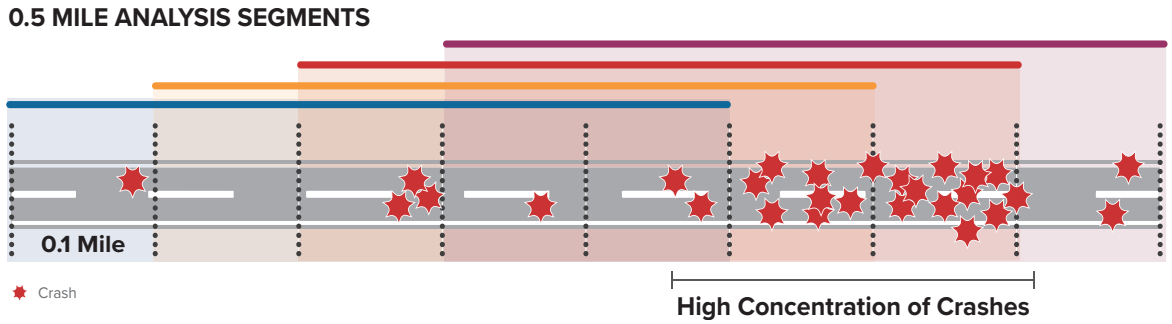


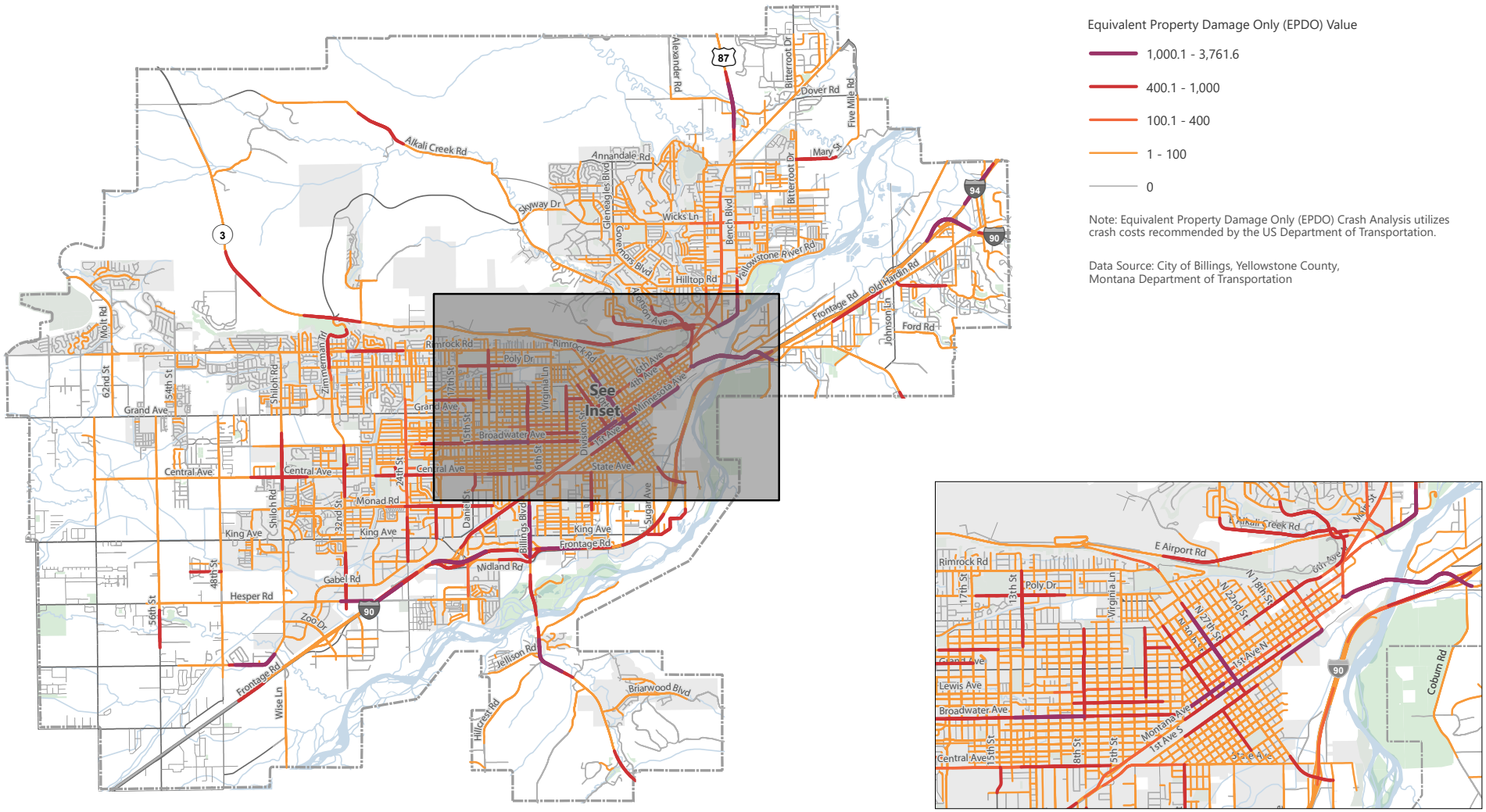
TABLE 14. HIGHEST EPDO VALUE ROADWAY SEGMENTS (2016 – 2020)

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

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

[1]*Average ADT across the high-EPDO segment.*

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



Pedestrian & Bicycle Crashes

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

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

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

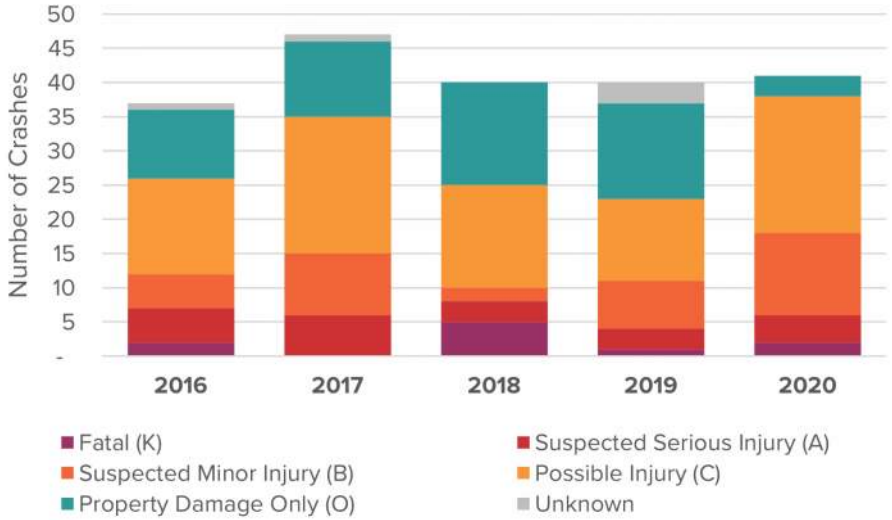


TABLE 15. PEDESTRIAN AND BICYCLE CRASHES BY SEVERITY (2016 – 2020)

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

Source: Montana Department of Transportation

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



Source: Montana Department of Transportation

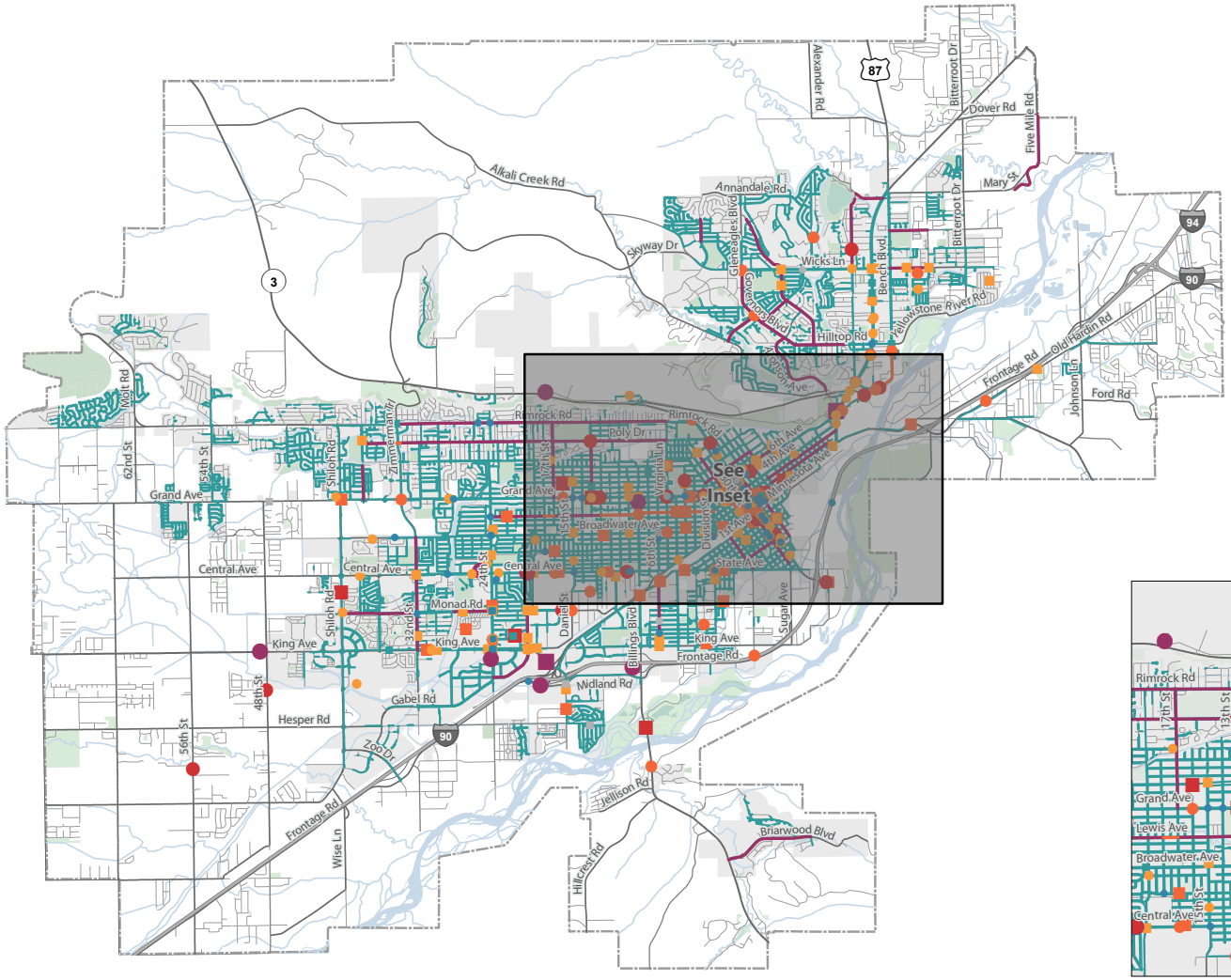
Figure 24 maps pedestrian and bicycle crashes by severity over the five-year period. While both pedestrian and bicycle crashes occur throughout the MPO region, crashes tend to cluster in the downtown Billings area, as well as along Bench Boulevard, 24th Street, Grand Avenue, and Central Avenue.

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



Source: Montana Department of Transportation

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



PEDESTRIAN & BICYCLE CRASHES BY SEVERITY

- Sidewalk
- Bike Lane
- Shared Lane Marking

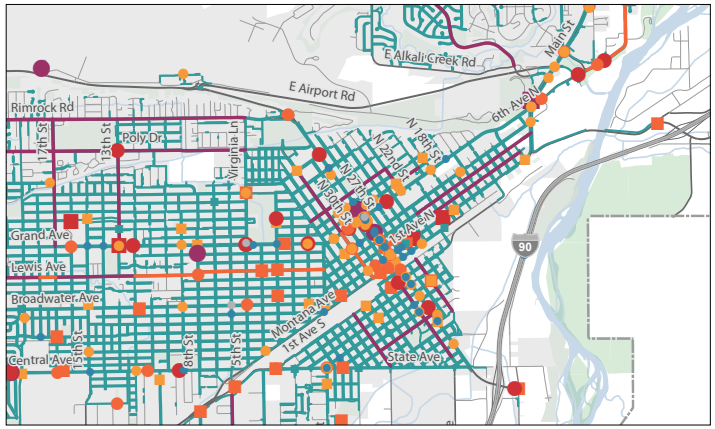
Pedestrian Crashes by Severity (2016 - 2020)

- Fatal Crash (K)
- Suspected Serious Injury (A)
- Suspected Minor Injury (B)
- Possible Injury (C)
- Property Damage Only (O)
- Unknown

Bicycle Crashes by Severity (2016 - 2020)

- Fatal Crash (K)
- Suspected Serious Injury (A)
- Suspected Minor Injury (B)
- Possible Injury (C)
- Property Damage Only (O)
- Unknown

Data Source: Montana Department of Transportation



Heavy Vehicle Crashes

Heavy vehicle crashes are classified as any type of crash involving a vehicle over 9,999 pounds, which were identified utilizing crash details collected by MDT. Table 16 summarizes crashes with heavy vehicles by severity in the five-year period. Of the 449 heavy vehicle crashes, there were four fatal crashes and 10 serious injury crashes between 2016 - 2020. Similar to overall crash trends, heavy vehicle crashes peaked in 2018, and are lower in 2019 and 2020. Figure 25 shows all heavy vehicle crashes in the Billings planning area. Heavy vehicle crashes tend to cluster on freight routes such as I-90, Montana Highway 3, and US Highway 87, in addition to 1st Avenue N, Bench Boulevard, and King Avenue.

Railroad Crashes

Table 17 summarizes crashes located at at-grade rail crossings and with railway vehicles (trains) in the Billings planning area, which were identified utilizing crash details collected by MDT. Between 2016 – 2020, there were four railway vehicle crashes and 10 railroad crossing crashes, for a total of 14 crashes. Two of the thirteen crashes were possible injury (C) crashes, and eleven were property damage only (PDO) crashes. Figure 26 shows crashes with railway vehicles or at at-grade rail crossings in the Billings planning area. Most rail-related crashes occurred in or near downtown Billings, along rail spurs.

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

YEAR	FATAL (K)	SUSPECTED SERIOUS INJURY (A)	SUSPECTED MINOR INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (O)	UNKNOWN (U)	TOTAL
2016	-	3	5	11	62	1	82
2017	1	2	5	8	78	3	97
2018	3	3	6	13	80	3	108
2019	-	2	8	9	57	3	79
2020	-	-	11	11	58	3	83
Total	**4**	**10**	**35**	**52**	**335**	**13**	**449**

Source: Montana Department of Transportation

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

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

Source: Montana Department of Transportation

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

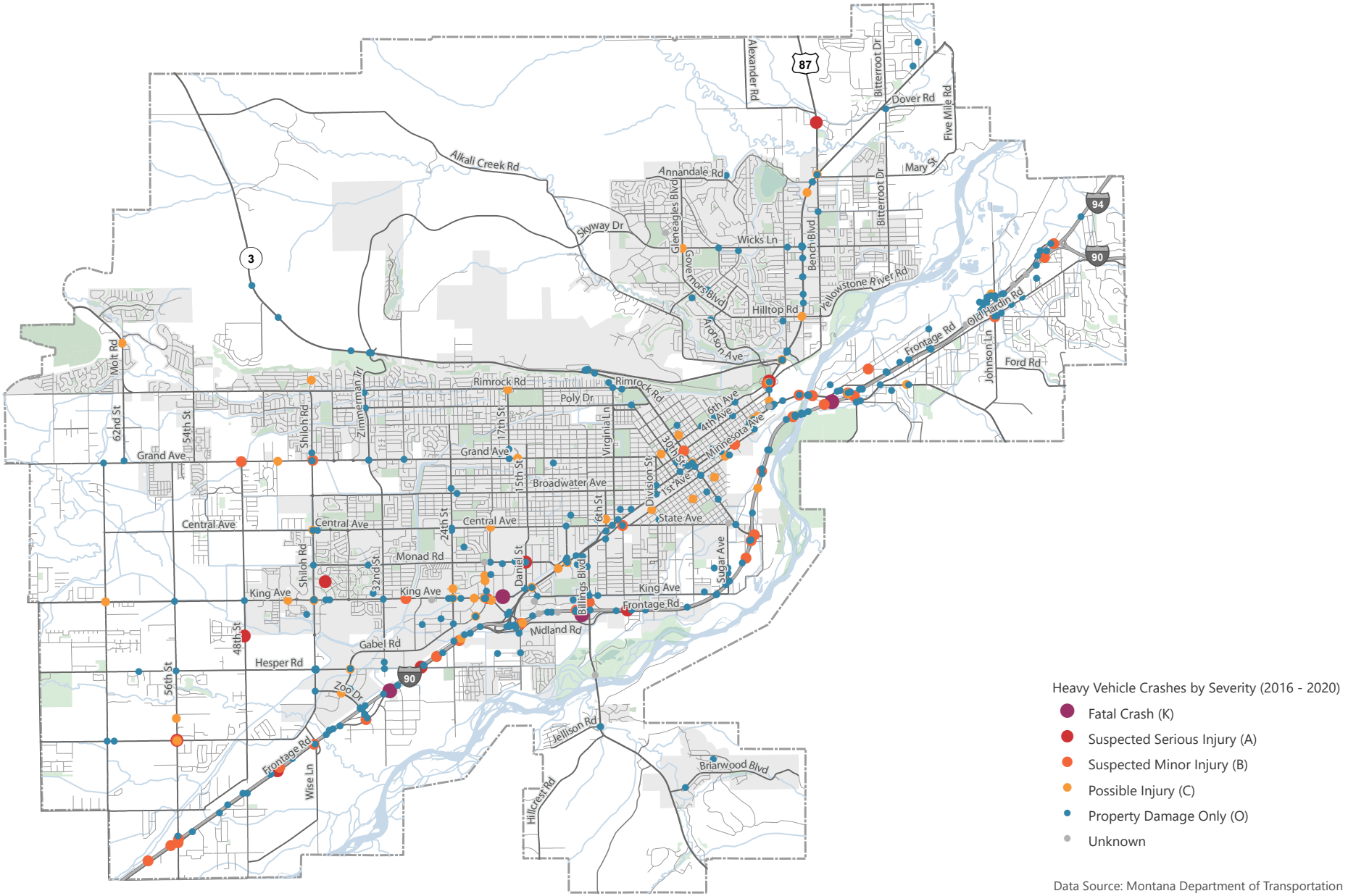
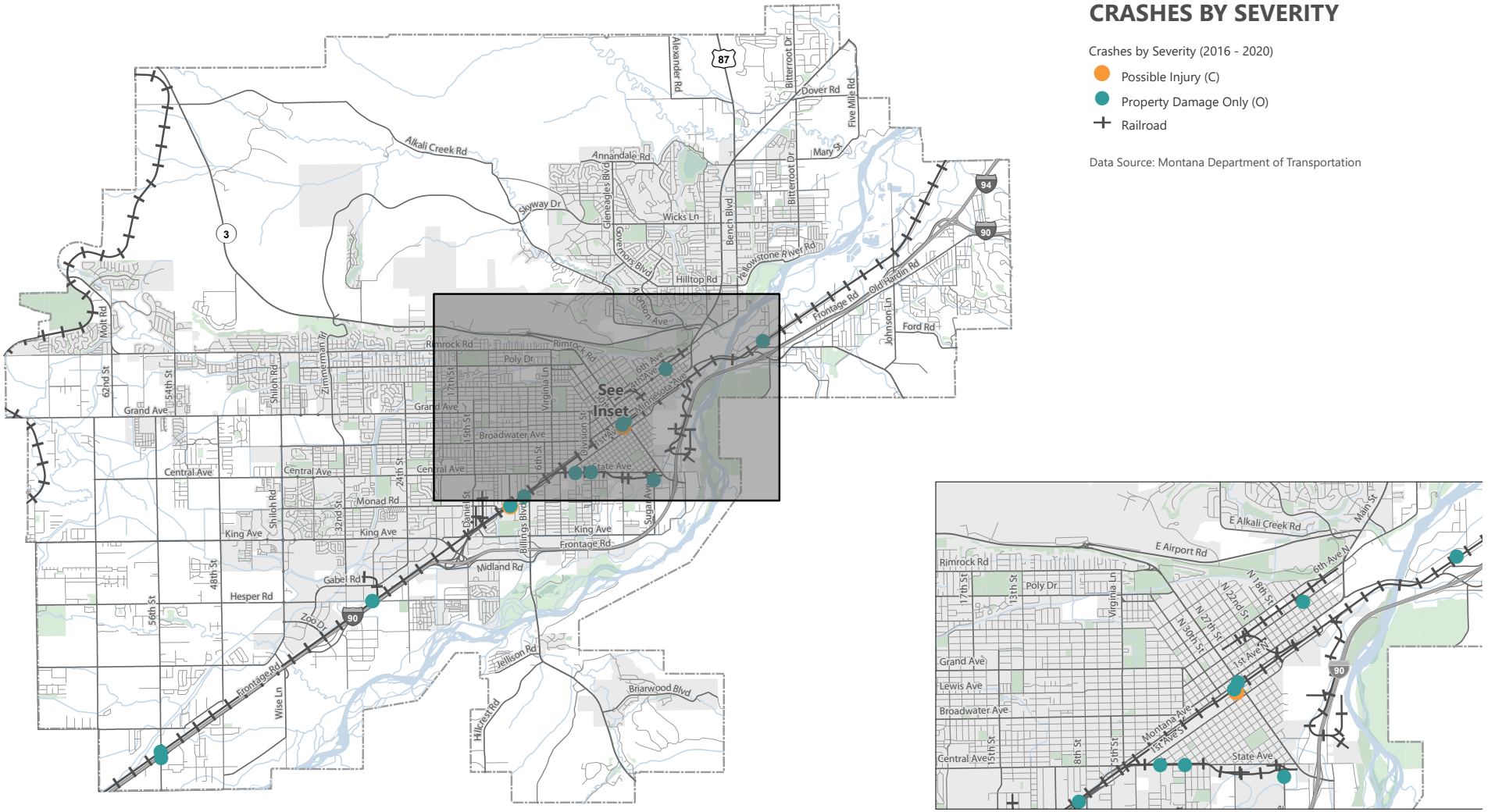


FIGURE 26. AT-GRADE RAIL CROSSING AND RAILWAY VEHICLE CRASHES BY SEVERITY (2016-2020)



Transportation

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



PEDESTRIAN & BICYCLE

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

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

Much of the work completed to date dovetails and supports the goals and strategies outlined in the *Billings Bikeway and Trails Master Plan* goals and strategies:[34]

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

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

Facilities

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

PEDESTRIAN FACILITIES

For people walking and rolling, the Billings planning area has 670 miles of sidewalks, in addition to 85 miles of multi-use trails, depicted in Figure 29.[35] These multi-use trails are delineated by type and length in Table 18. The City of Billings has tracked the expansion of the shared use path network since 1997, starting with just two miles of pathways and growing to 50 miles in 2021, as displayed in Figure 27.

BICYCLE FACILITIES

Development of the City's bicycle facilities has steadily increased and notably mostly occurred over the last ten years, including 8.1 miles of new bicycle lanes constructed between 2017 – 2021, an increase of 31%. The overall rate of bicycle lane implementation has remained essentially constant at a rate of close to two miles per year over this time. The City of Billings currently maintains 40.5 miles of bikeway facilities, classified as bicycle lanes, neighborhood bikeways, and shared roadways.

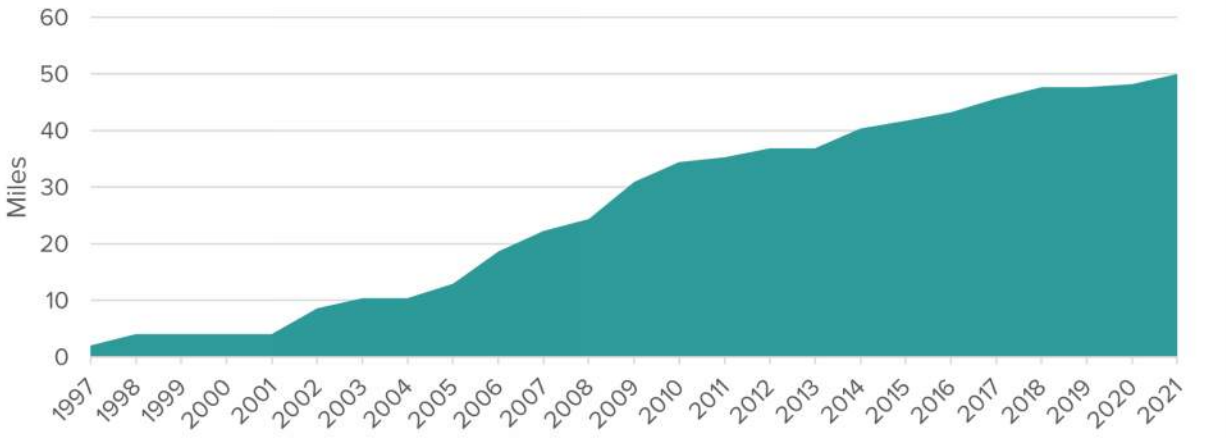
- **Bicycle Lanes:** This type of facility provides a dedicated space within the roadway for bicyclists to travel and uses signage and striping to delineate the right-of-way assigned to bicyclists. Billings currently has 33.5 miles of bicycle lanes in its transportation system.
- **Neighborhood Bikeways:**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

TABLE 18. TYPE AND LENGTH OF EXISTING TRAILS

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

Source: City of Billings

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



Source: City of Billings

35 Sidewalk data was not available for the portions of the planning area added to the 2018 boundary in the 2025 update, but will be collected and incorporated as part of the next LRTP update.



Source: DOWL



Source: City of Billings



Source: DOWL

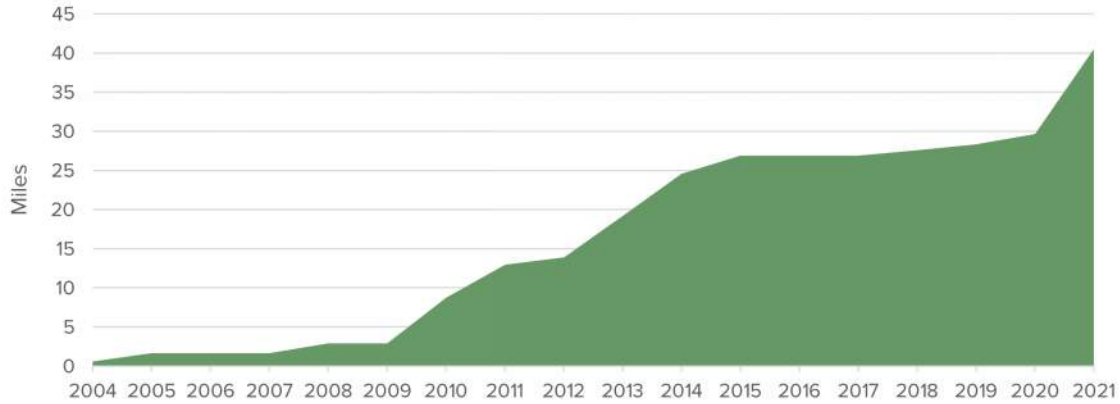
These facilities are delineated in Table 19 and depicted in Figure 30. Existing bikeway and trail facilities work together to provide good connectivity around the city. As shown in Figure 30 the bikeway and trail system almost provide a complete "loop" around Billings, as well as north-south connectivity in the Heights and the west end on Shiloh Road. To promote the construction of consistent facilities, the City of Billings has adopted specific design standards for all types of bikeway facilities, included in their Design Standards for Trails & Bikeways.[36] The City of Billings has constructed bicycle facilities since the early 2000's, with substantial increases in the 2010's, as displayed in Figure 28.

TABLE 19. TYPE AND LENGTH OF BICYCLE LANES

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

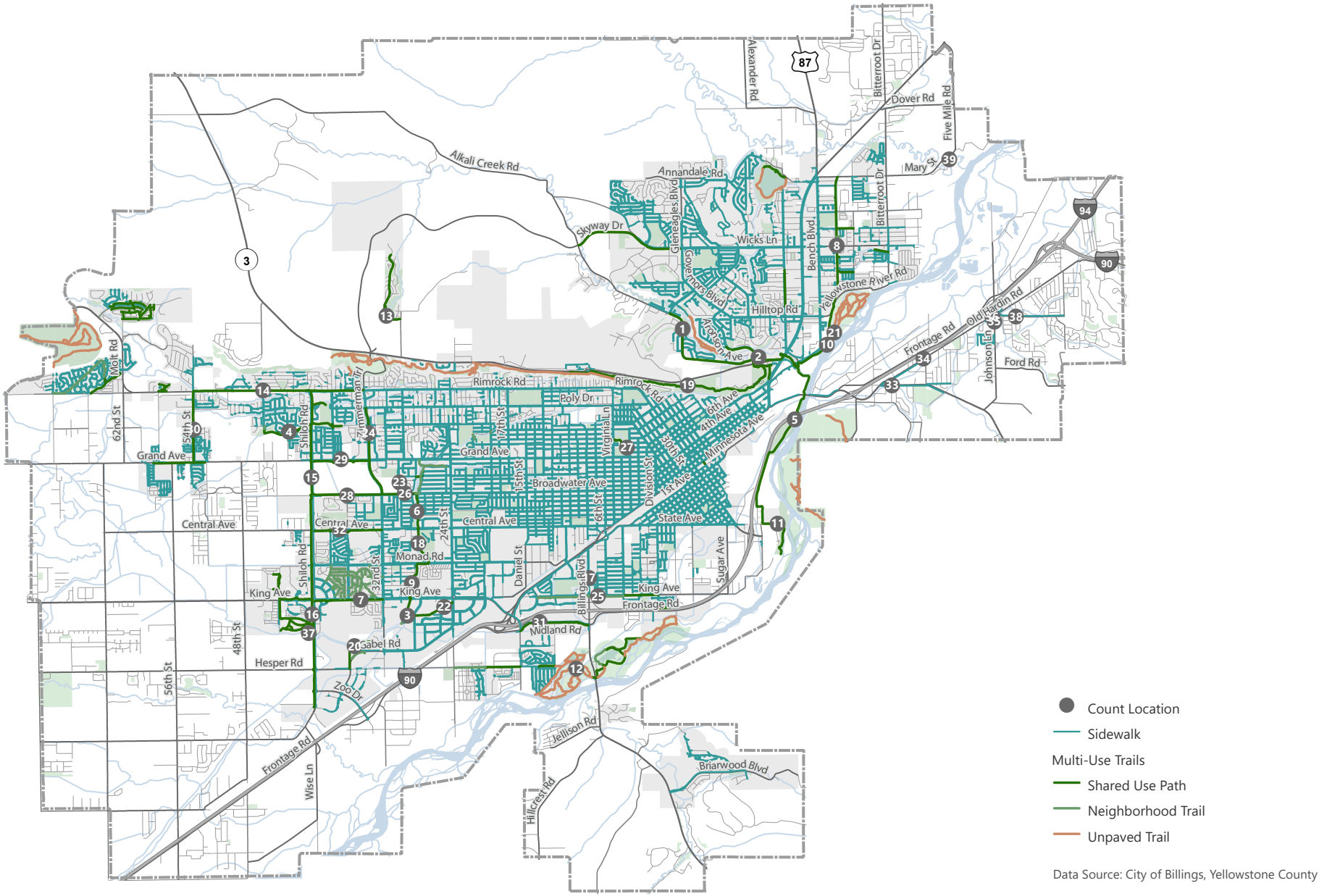
Source: City of Billings

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



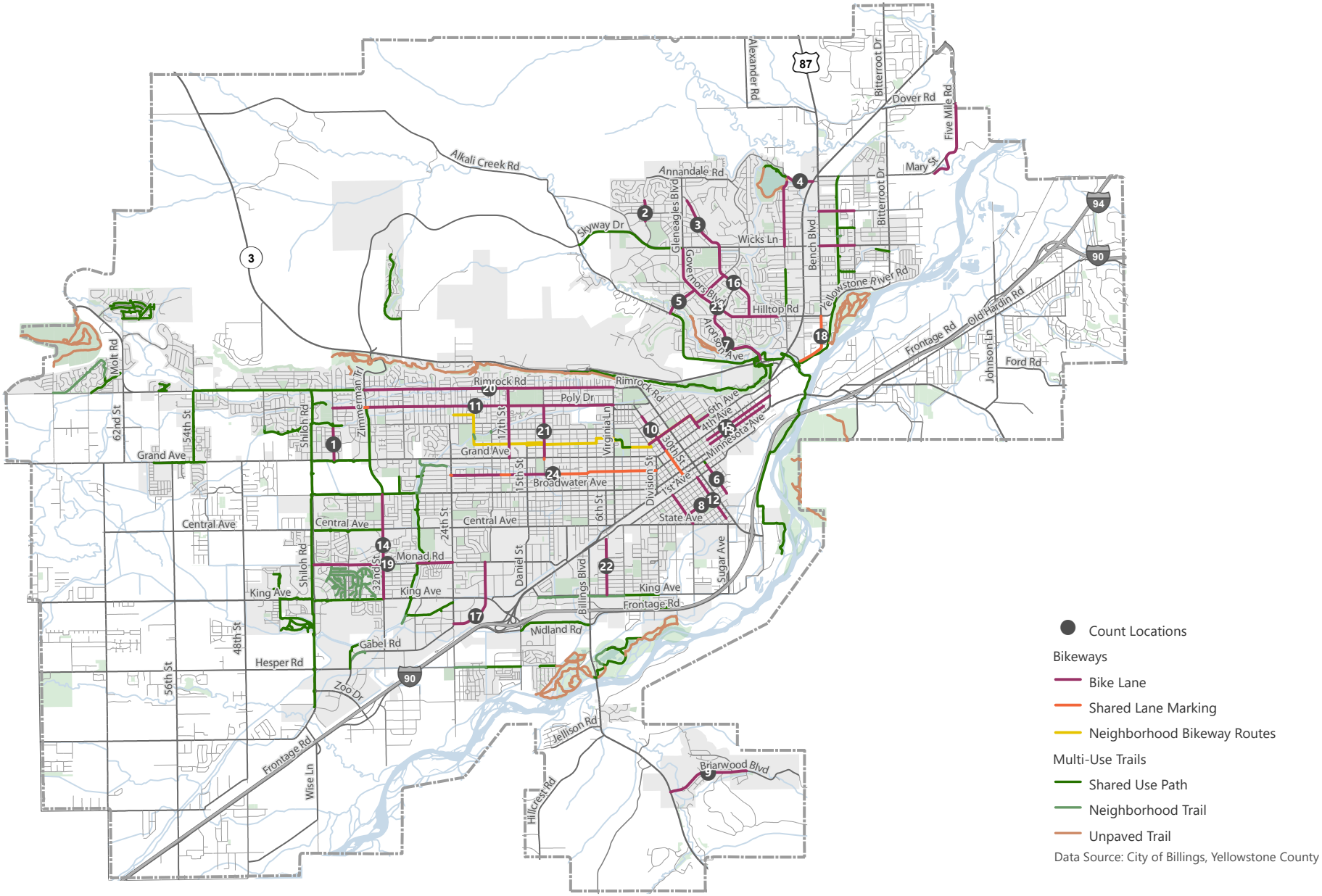
36 City of Billings. (N.D.). *Design Standards for Trails & Bikeways.* https://www.billingsmtpublicworks.gov/DocumentCenter/View/202/Design-Standards-or-Trails-and-Bikeways-PDF?bidId=

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



Data Source: City of Billings, Yellowstone County

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



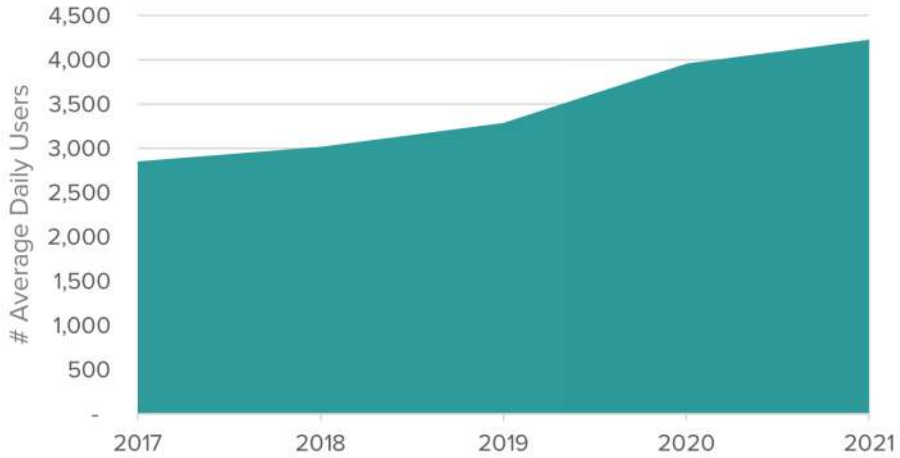
Volumes

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

Safe Routes to School

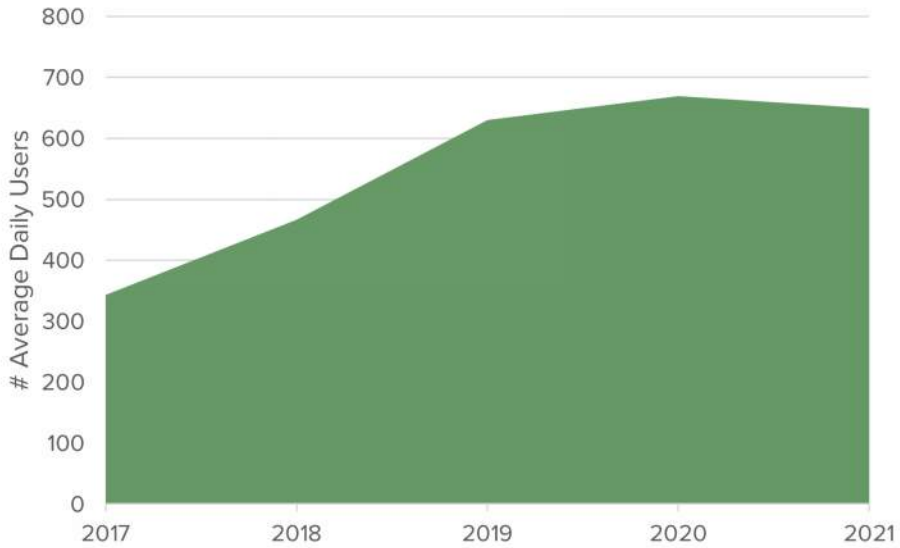
Completed in July 2022, the *Safe Routes to School Plan Update* is a comprehensive analysis of the existing barriers that prevent kids from walking and bicycling to school, coupled with systemic safety treatments to mitigate and remove the barriers. The Billings MPO conducted significant outreach with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

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



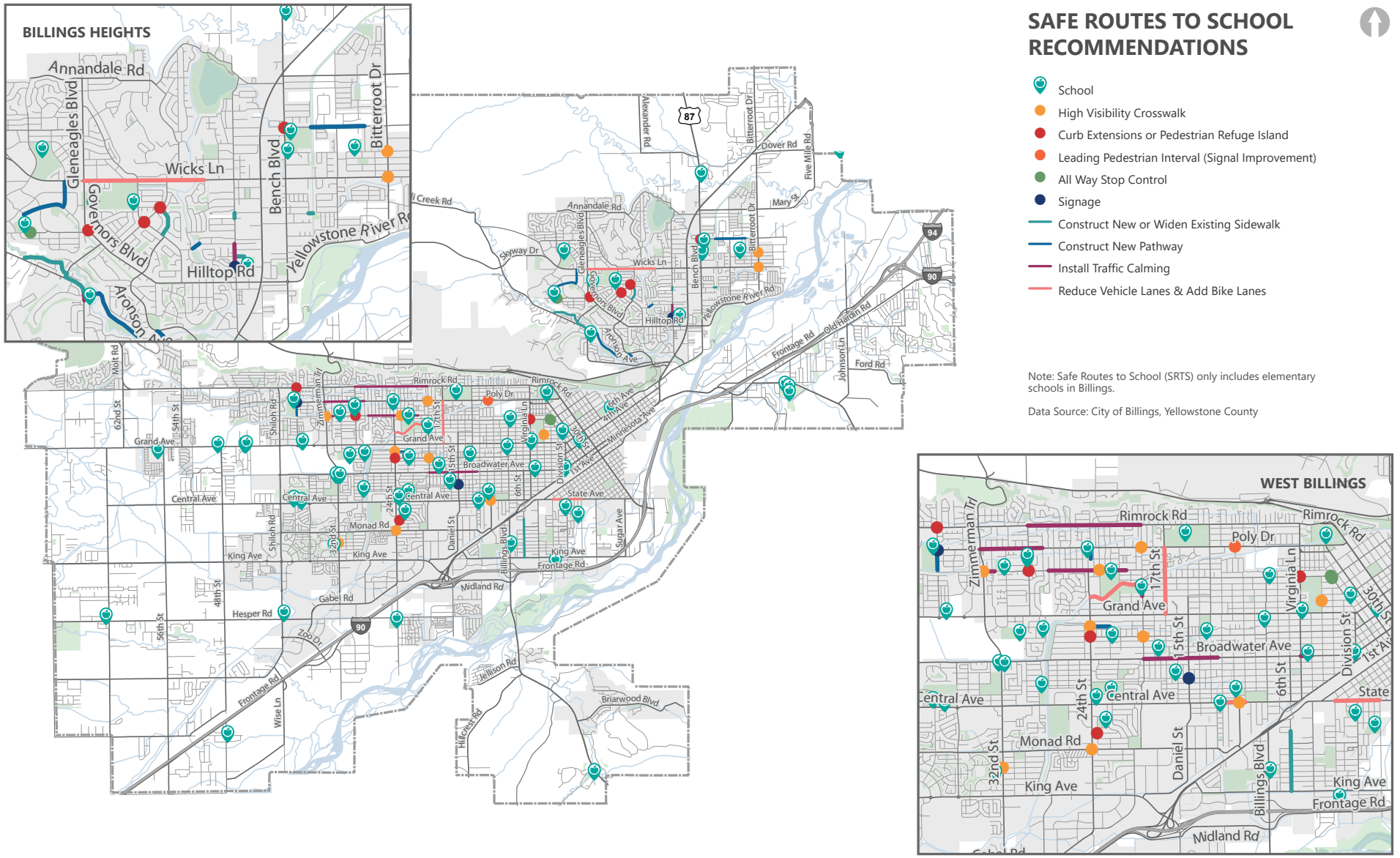
Source: City of Billings

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



Source: City of Billings

FIGURE 33. SAFE ROUTES TO SCHOOL PLAN RECOMMENDATIONS



SAFE ROUTES TO SCHOOL RECOMMENDATIONS

- School
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island
- Leading Pedestrian Interval (Signal Improvement)
- All Way Stop Control
- Signage
- Construct New or Widen Existing Sidewalk
- Construct New Pathway
- Install Traffic Calming
- Reduce Vehicle Lanes & Add Bike Lanes

Note: Safe Routes to School (SRTS) only includes elementary schools in Billings.

Data Source: City of Billings, Yellowstone County

STREETS & HIGHWAYS

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

Functional Classification

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

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

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

FIGURE 34. SUMMARY OF ROADWAYS BY FUNCTIONAL CLASSIFICATION

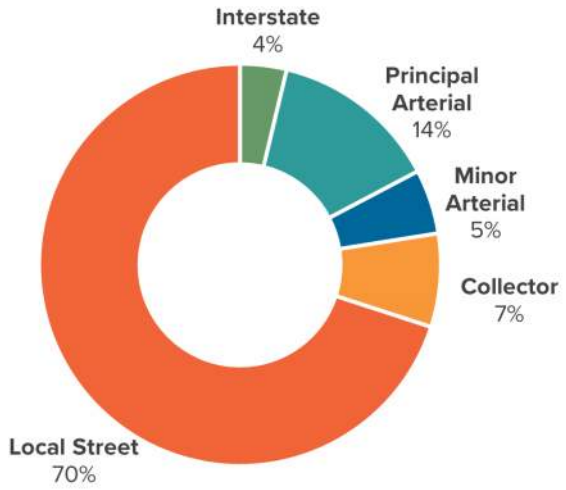
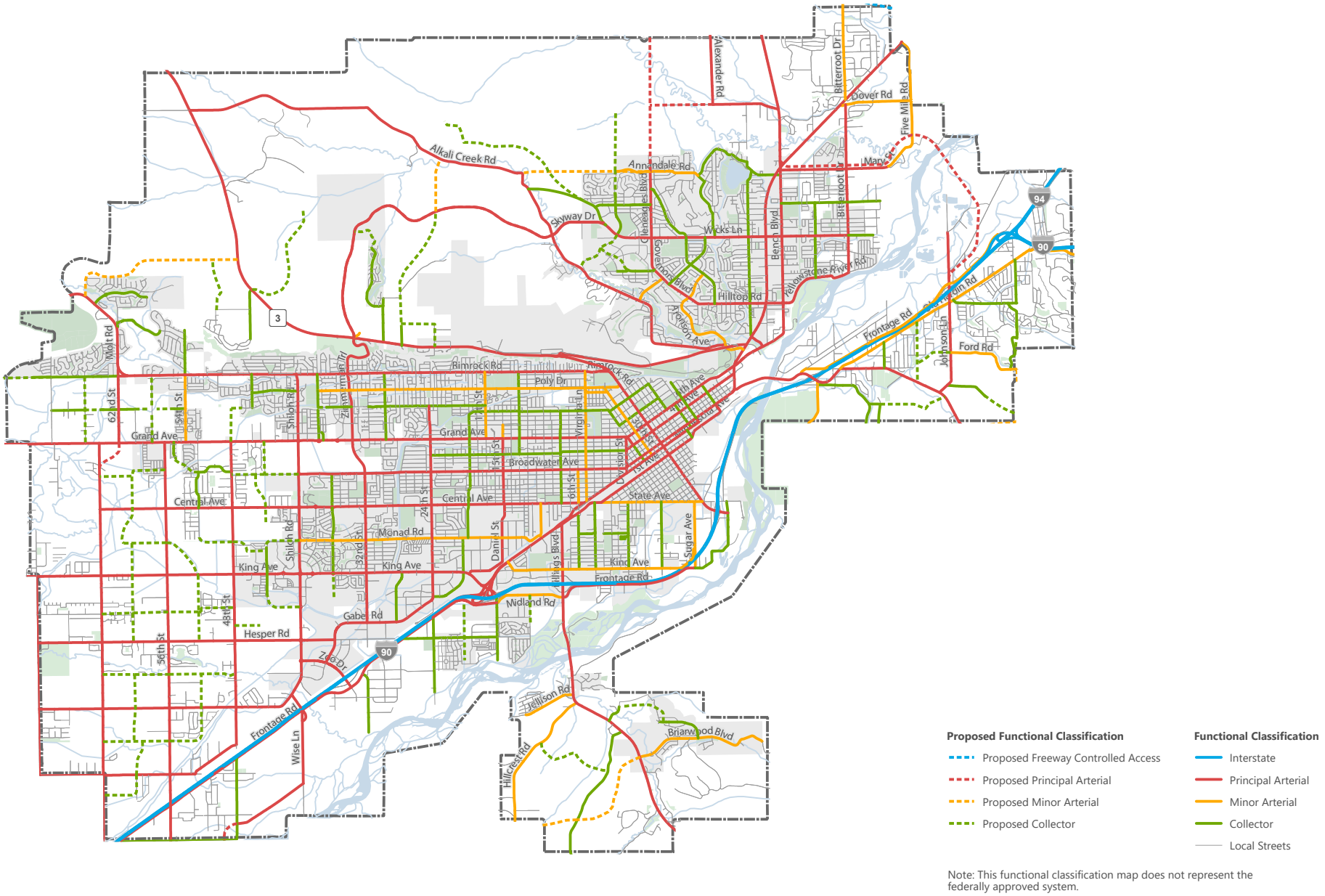


FIGURE 35. FUNCTIONAL CLASSIFICATION



Proposed Functional Classification

- Proposed Freeway Controlled Access
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector

Functional Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local Streets

Note: This functional classification map does not represent the federally approved system.

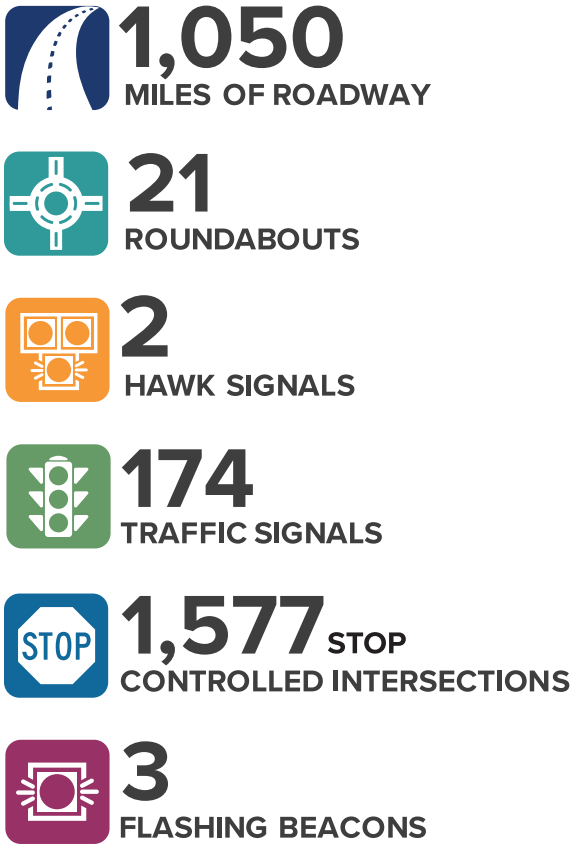
Facilities

Several major highways and roadways serve the Billings planning area, including Interstate 90, Interstate 94, US Route 87, and Montana Highway 3. Billings also lies along the Camino Real Corridor, a high priority corridor on the National Highway System and part of the North American Free Trade Agreement (NAFTA) that connects Canada, the United States, and Mexico. In total, the Billings planning area encompasses 1,050 miles of roadway, 174 signalized intersections, and 21 roundabouts. As shown in Figure 37, Interstate 90, Montana Highway 3, and US Route 87 are the three major roadways that converge near downtown Billings. Critical roadways that are part of the National Highway System (NHS) in the Billings planning area include:

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

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

FIGURE 36. SUMMARY OF ROADWAY FACILITY TYPES[37]



Traffic Volumes

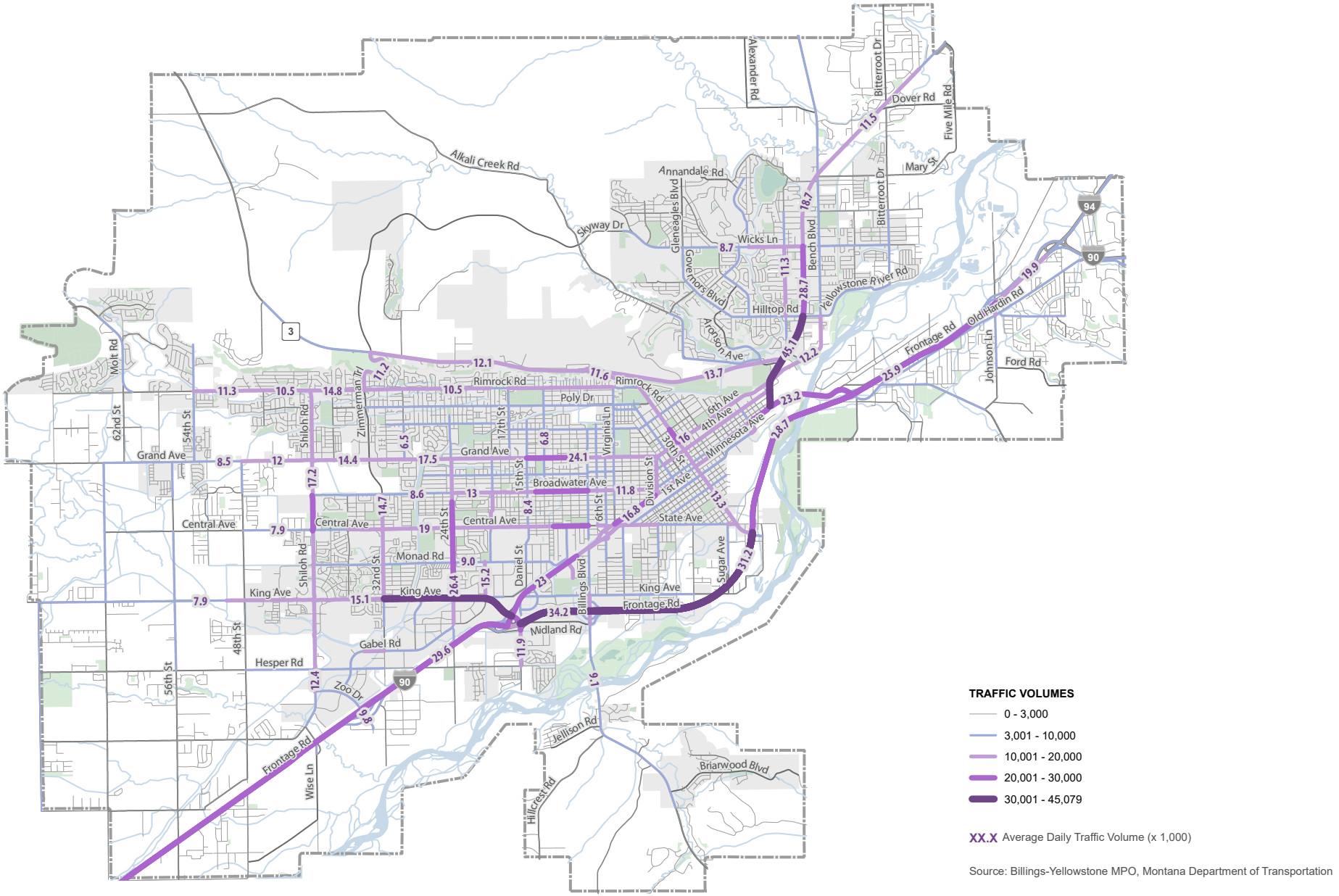
Figure 37 shows average annual daily traffic (AADT) volumes on roadways in the study area for year 2021 conditions. MDT collects traffic counts on roadways and provides an estimated AADT annually. These estimates are based on seasonally adjusted 48 hour sample counts. In the event a traffic count is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

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

In conjunction with the 2018 LRTP, the MPO developed a travel model for use in estimating traffic volumes and travel mode splits within the Billings planning area. The Billings travel model is a conventional travel demand forecasting model that is similar in structure to most other current area-wide models used for traffic forecasting. The model uses socioeconomic, land use, and network data to estimate travel patterns and roadway traffic volumes. The planning area is represented by 21 gateway zones at major road crossings of the planning area. For the 2023 LRTP, the travel demand model has been updated from the base year of 2017 to a base year of 2021, and the future year has been updated from 2040 to 2045.[38]

37 Miles of roadway includes roadways that are part of the areas added to the 2018 boundary. Intersection and traffic control data will be assessed as part of the next LRTP update.
38 Billings-Yellowstone Metropolitan Planning Organization. (2022). *Billings Urban Area Travel Demand Model Update Report*.

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



TRAFFIC VOLUMES

- 0 - 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 - 45,079

XX.X Average Daily Traffic Volume (x 1,000)

Source: Billings-Yellowstone MPO, Montana Department of Transportation

Traffic Operations

Intersection turning movement count data from a variety of sources[39] informed evening (4 - 6pm) peak hour level of service estimates at approximately 365 intersections throughout the Billings planning area. The traffic operations analysis was conducted utilizing *Highway Capacity Manual (HCM) 6th Edition and 2000* methodology[40,41]. The *Highway Capacity Manual* methodology calculates average vehicle delay (which corresponds with level of service) and capacity at intersections based on traffic volume patterns. The level of service estimates included most intersections featuring both approaches with collector or higher roadway functional classification. Turning movement counts were normalized to 2022 levels by assuming a 1.3% annual, compounding growth rate. Turning movement counts located on Shiloh Road (north of King Avenue) and to the west of Shiloh Road were normalized to 2022 levels by assuming a 3.0% annual, compounding growth rate due to higher growth occurring in this area based on review of historical traffic count data. Figure 38 shows existing intersection PM peak hour level of service. Intersections operating at a critical peak hour level of service E or F are shown in Table 20.

Level of service (LOS) has traditionally been the primary metric for evaluating roadway performance and impacts to transportation users. More recently, there's been an increased focus on reevaluating traditional metrics such as LOS that are used to assess the performance of transportation systems due to the limitations of those metrics for capturing multiple factors across the entire transportation network. LOS is focused on evaluating performance of motorized vehicles and does not consider alternative modes of transportation, which can lead to adverse consequences in long-term planning when LOS is used as the primary performance measure. Active transportation projects such as bicycle lanes or separated pedestrian paths do not result in a significant change in LOS despite the benefits of such facilities to the overall transportation network, particularly related to safety and accessibility. Additionally, roadway projects that are necessary to improve LOS can be very costly and could potentially induce demand, increase speeds, and ultimately compromise safety of all transportation modes.

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

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

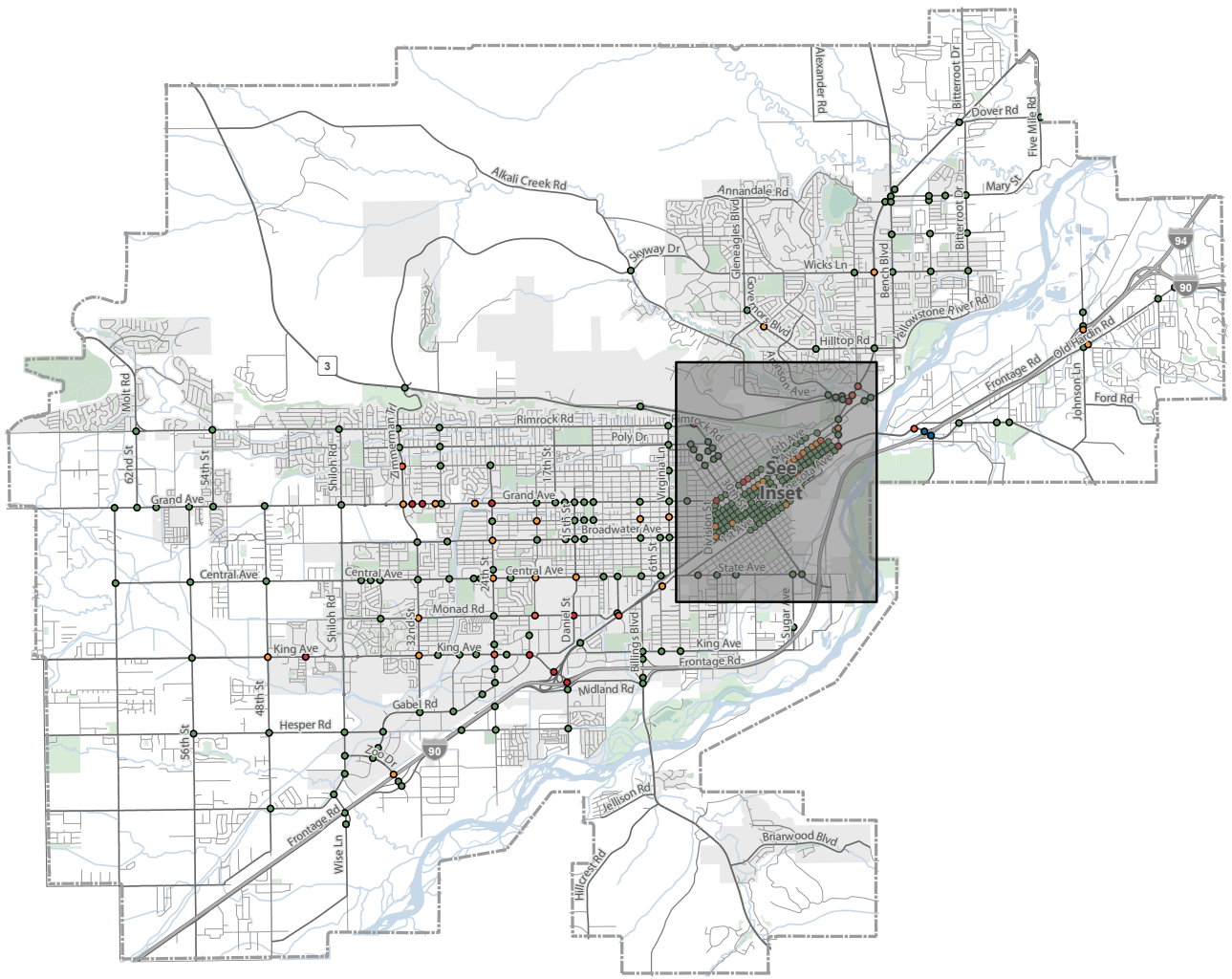
Intersections Operating at LOS E	Intersections Operating at LOS F
1st Ave N & 16th St (Stop Controlled)	1st Ave N & Main St (Traffic Signal)
1st Ave N & 17th St (Stop Controlled)	6th Ave N & 26th St (Stop Controlled)
4th Ave N & 10th St (Stop Controlled)	Aronson Ave & Main St (Stop Controlled)
4th Ave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

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

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

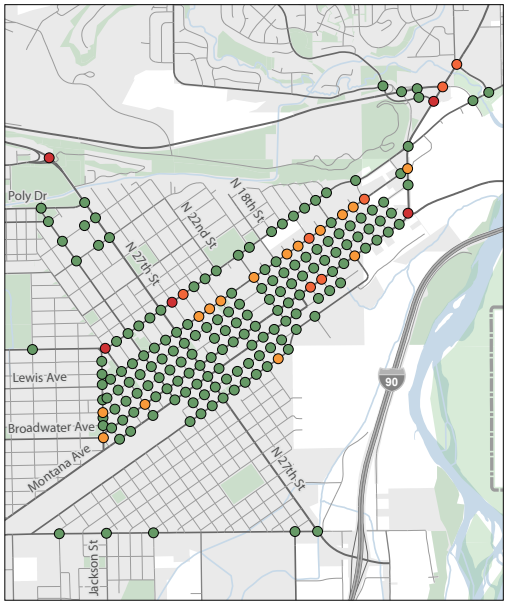
41 Transportation Research Board. *Highway Capacity Manual 2000*. 2000.

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



YEAR 2022 INTERSECTION LEVEL-OF-SERVICE (LOS)

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



TRANSIT

Service Overview

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



Source: DOWL

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

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

FLEET

MET directly owns and operates a fleet of twenty-five buses to provide service on its fifteen fixed routes.[42] Seventeen of MET’s fixed-route fleet are recently purchased 32-foot buses to replace the aging fleet using federal grants and other sources (in 2021). MET’s fleet also includes 15 body-on-chassis small buses to provide service on 10 paratransit demand-response routes. MET’s fleet is delineated in Table 21.

TABLE 21. MET FIXED ROUTE FLEET

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

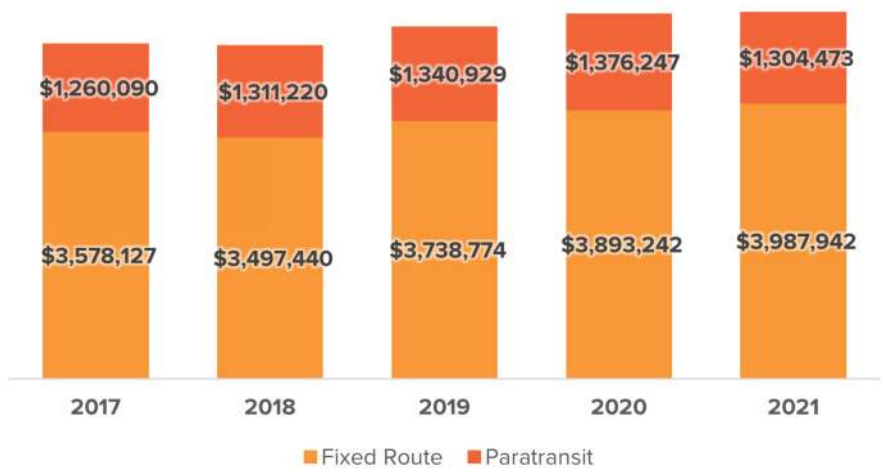
Source: MET Transit

FINANCES

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

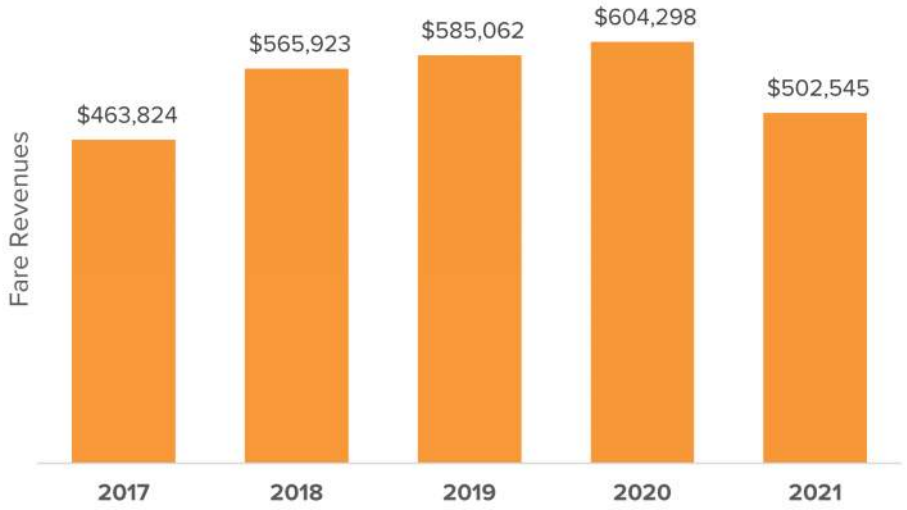
42 Data from MET was not updated during the 2025 amendment.

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



Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

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

COVID-19 IMPACTS & RESPONSE

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

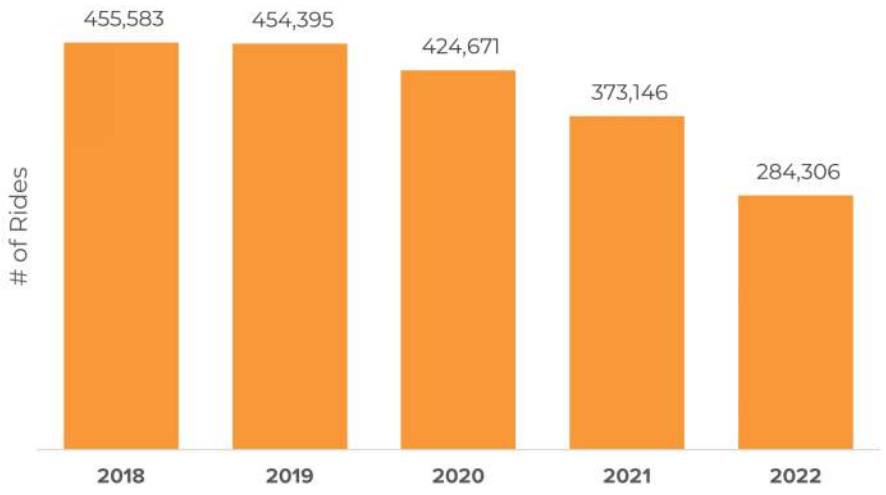
- Fare free operation from mid-March 2020 – May 2020.
- Creation of Transit Police to ensure rider safety.
- Rear door boarding during business closures (MET has since returned to front door boarding).
- On existing fleet vehicles, driver barriers were installed (newly purchased vehicles do not include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

Fixed Route Transit Service

MET offers fifteen routes on weekdays (service hours between 5:50 AM – 6:40 PM), and seven routes on Saturdays (8:10 AM – 6:10 PM). Figure 43 displays MET routes and transfer centers. Most routes operate at one-hour service frequency in a "pulse" setup with buses simultaneously arriving to and departing from the two MET Transit Transfer Center locations: Downtown Transfer Center and Stewart Park Transfer Center. MET operates a modified flag stop system, with 101 designated bus stops and a ridership that can flag down buses at any intersection along the route deemed safe enough to board or alight. Twenty-four of these stops have bus shelters – mostly along higher ridership routes, and many have benches. All fixed route buses are equipped with automated passenger counters (APCs) to collect data on popular boarding and alighting locations. MET is currently working with the Billings MPO to improve the coordination and development of pedestrian and bicycle infrastructure that connects with MET routes.[43]

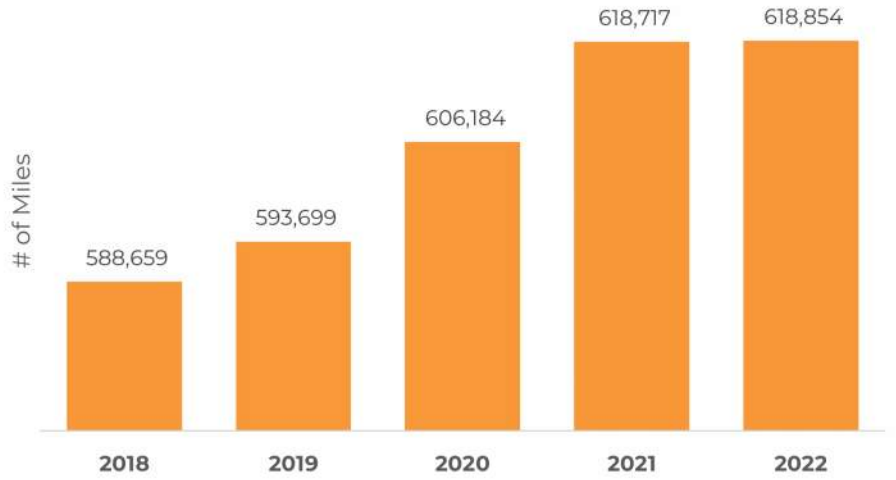
Figure 41 depicts the fixed route ridership between 2018 – 2022, which shows a steady decrease over the past five years, with a substantial decline in 2020 (likely due to the COVID-19 pandemic). Figure 42 shows the service miles for fixed routes, which have steadily increased over the past five years,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

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



Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

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

FIGURE 43. MET ROUTES AND TRANSFER CENTERS

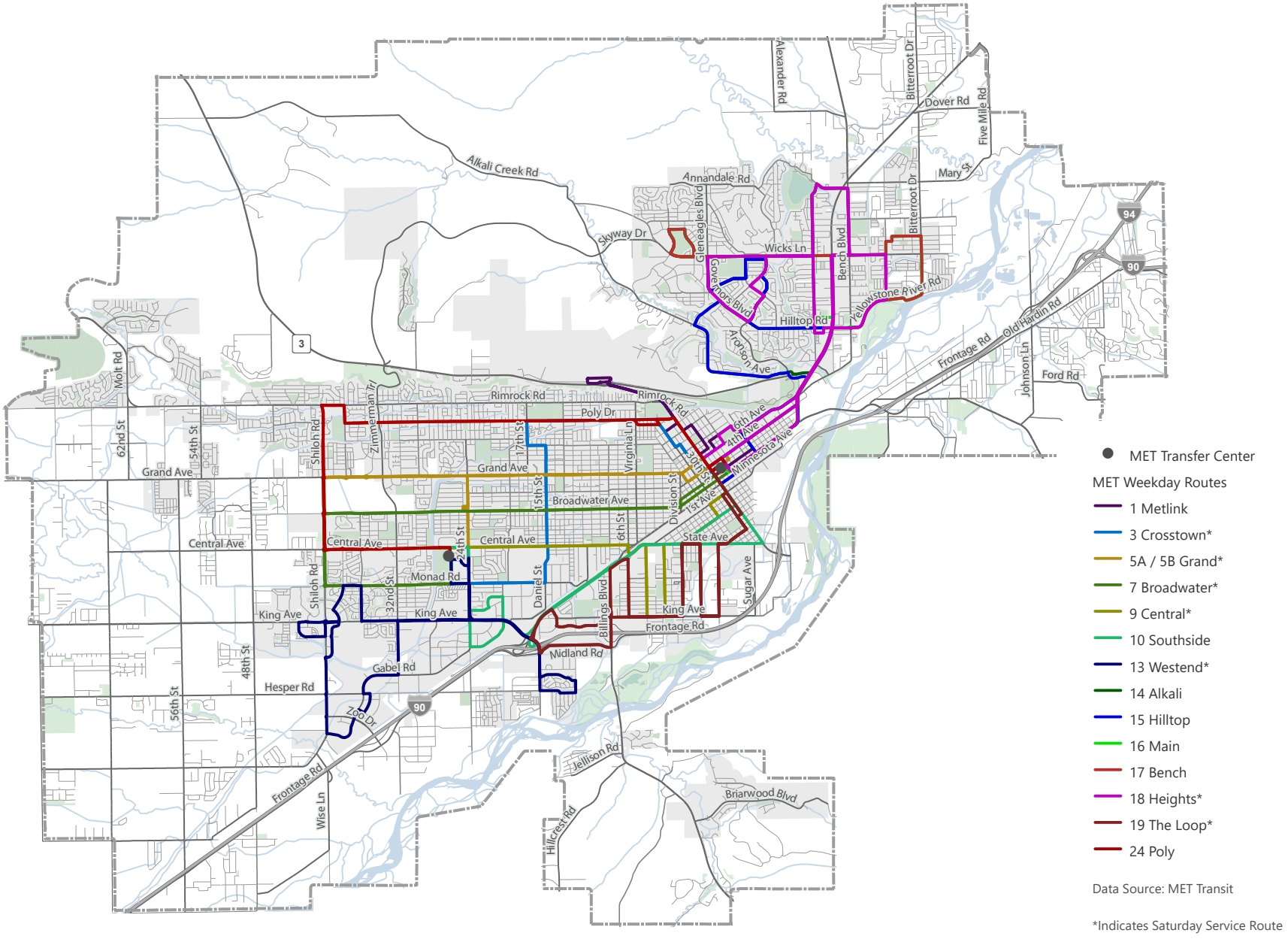
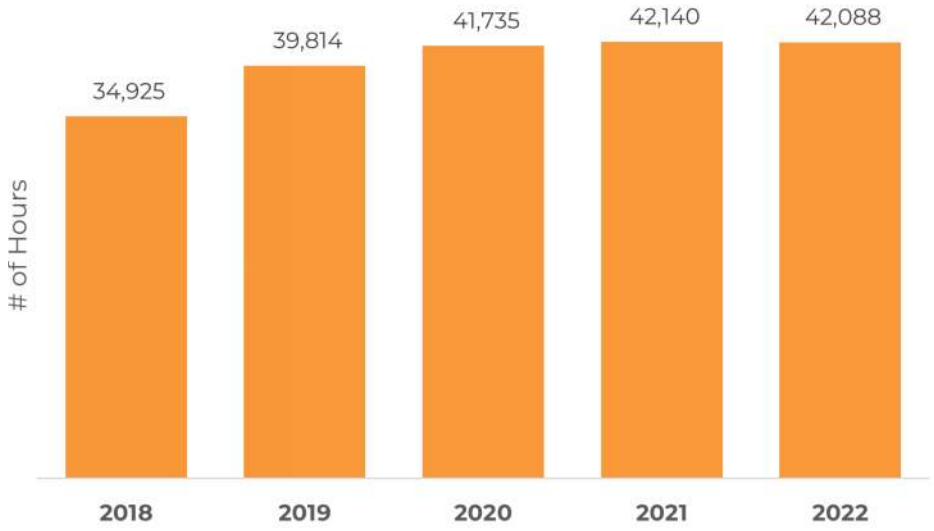


FIGURE 44. MET FIXED ROUTE SERVICE HOURS (2018 - 2022)

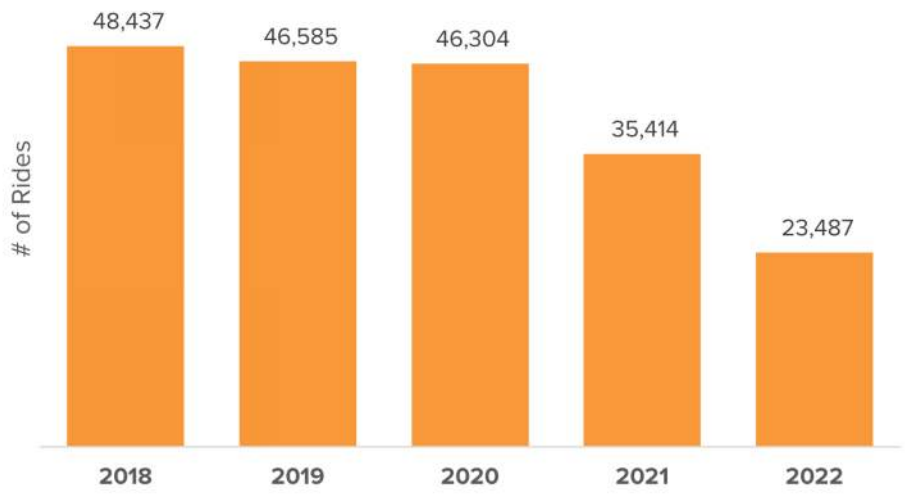


Paratransit Service (MET Plus)

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

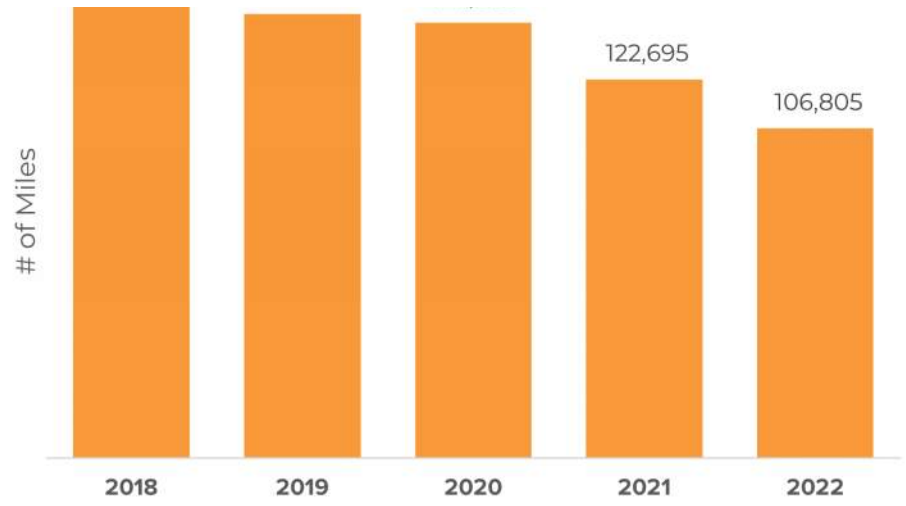
Figure 45 depicts paratransit ridership between 2018 – 2022, which shows a steady decrease over the past five years, with a substantial decline in 2020 (likely due to the COVID-19 pandemic). Figure 46 shows the service miles for fixed routes, which have also steadily decreased over the past five years. Figure 47 displays fixed route service hours, which have remained relatively steady over the past four years, with a substantial decline in 2020.

FIGURE 45. MET PARATRANSIT RIDES (2018 – 2022)



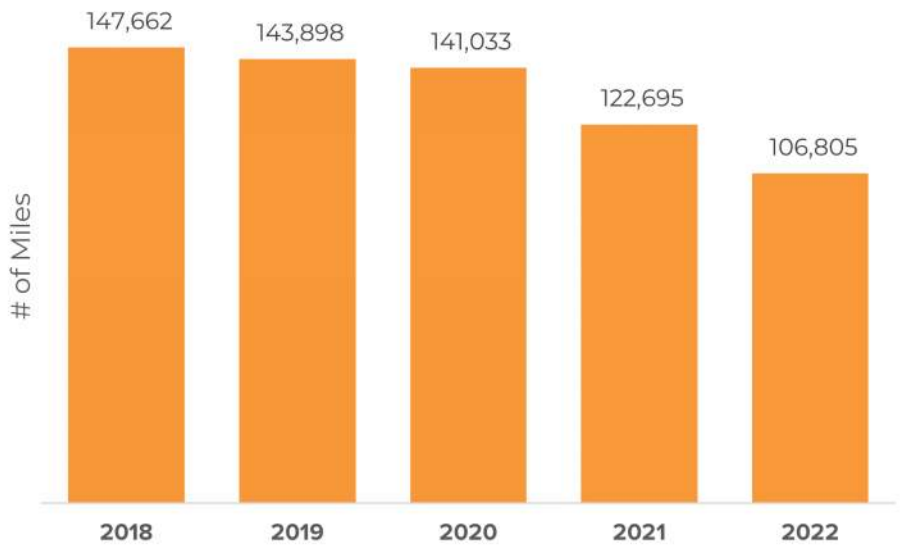
Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

Private Transit Service

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

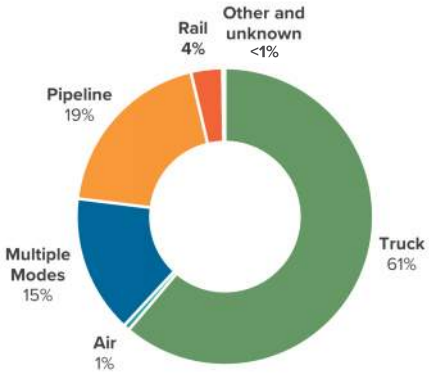
- Uber
- Lyft
- Billings Yellow Cab
- Total Transportation (A Plus Limos)
- Billings Limousine Service
- Red Lodge Tour and Taxi

FREIGHT

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

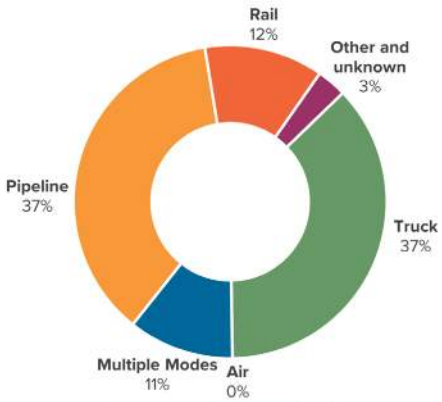
Utilizing the Federal Highway Administration Freight Analysis Framework, 5th Edition (FAF5), the existing (Year 2020) multimodal freight movement for the state of Montana is shown by value and by tonnage in Figure 48 and Figure 49. Trucking accounted for 61% of freight by value and 37% by tonnage in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

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

Trucking

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

- Interstate 90
- Interstate 94

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

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

FACILITIES

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

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

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

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

FREIGHT MOVEMENT

Billings

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

Montana

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

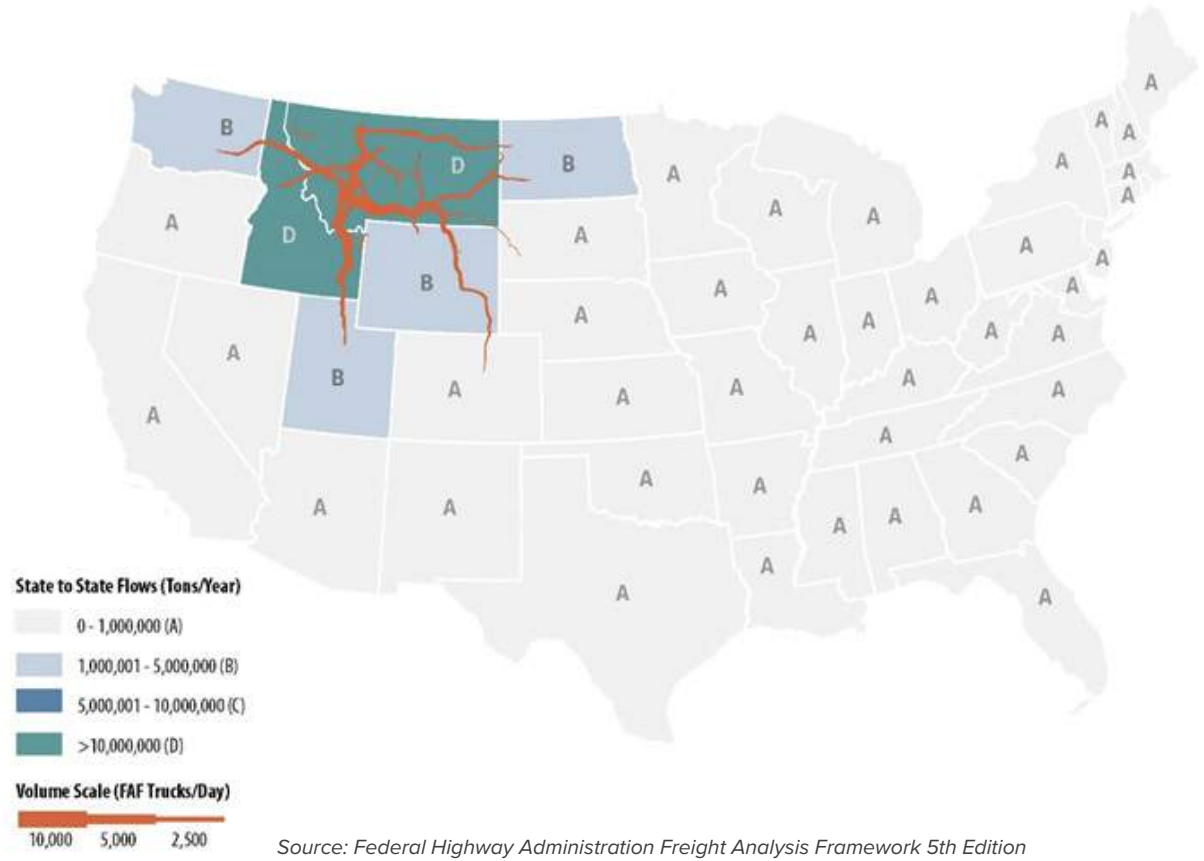
Utilizing regional FAF5 data, the major freight flows by truck for Year 2017 are depicted in Figure 50. As a statewide hub, Billings is expected to continue serving the highest volumes of trucking traffic in the state. As demand continues to increase in the state and region, it is important for Billings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

TABLE 22. YEAR 2020 TOTAL FREIGHT MOVED BY TRUCK

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

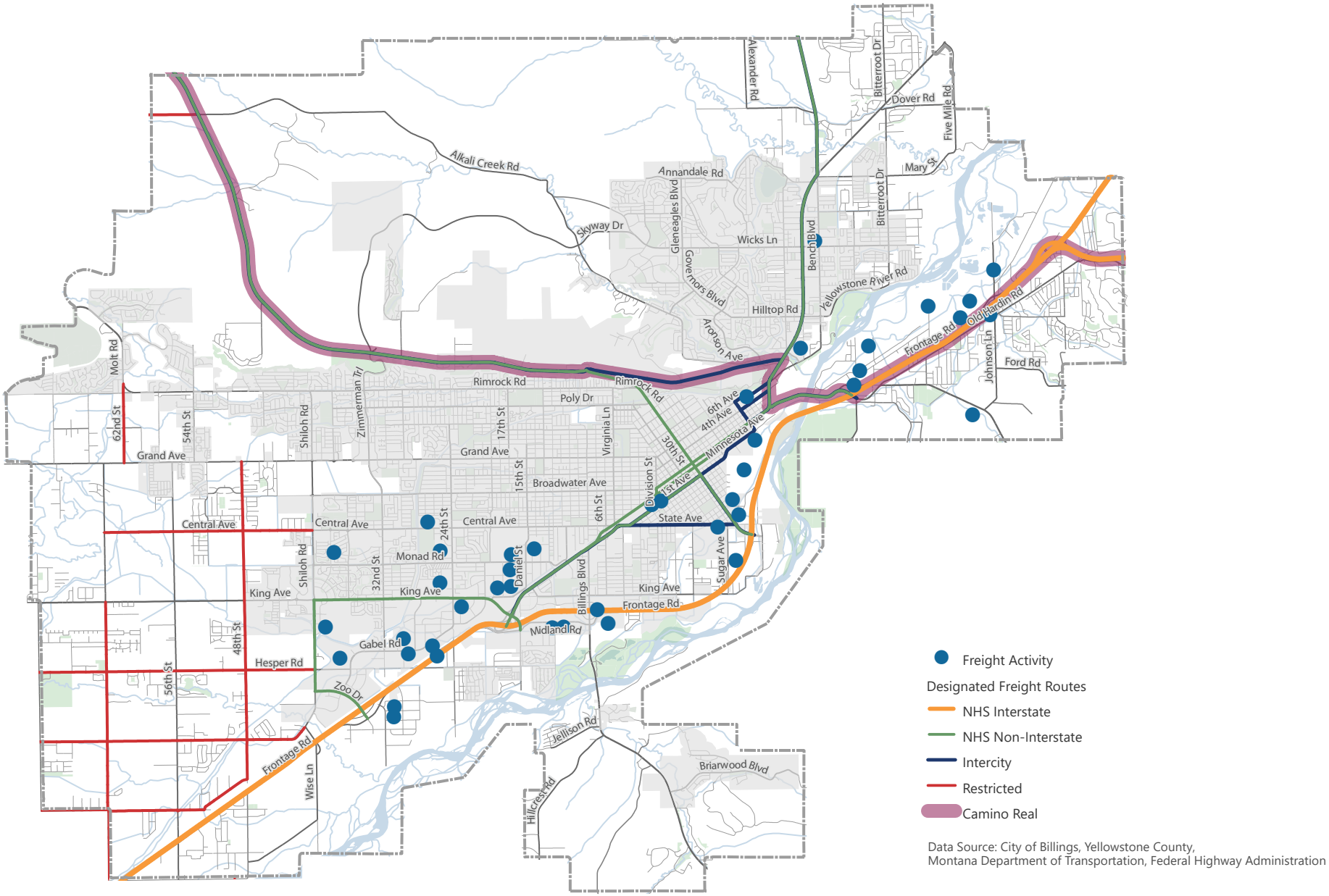
Source: Federal Highway Administration Freight Analysis Framework 5th Edition

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

FIGURE 51. TRUCK ROUTES, RESTRICTIONS, AND LOCAL GENERATORS



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

Aviation

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

FIGURE 52. BIL DIRECT COMMERCIAL AIR SERVICES



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



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

SERVICE

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

TABLE 23. PRIVATE OPERATOR CONNECTIONS

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

Source: Billings Logan International Airport as of July 2022

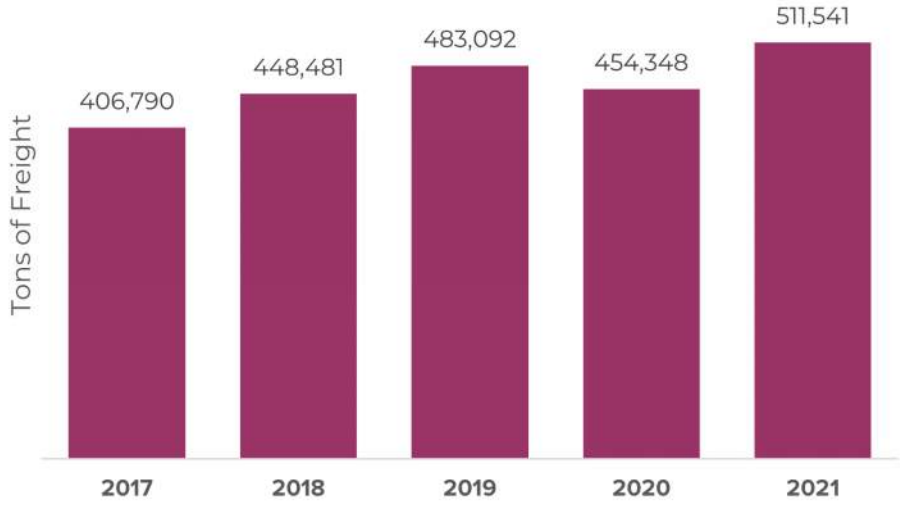
FREIGHT MOVEMENT

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

PASSENGER ENPLANEMENTS

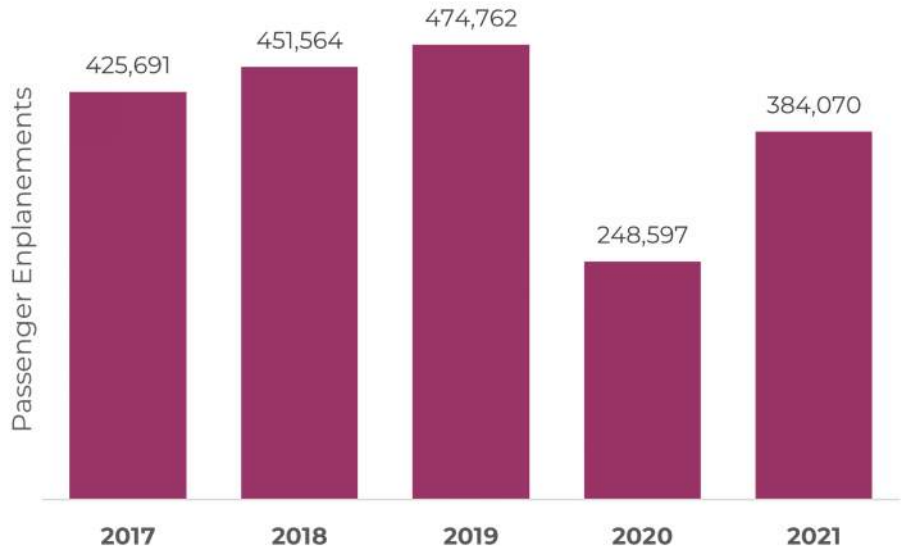
Annual passenger enplanements at BIL are shown in Figure 54. In 2019, annual passenger enplanements reached a peak of 474,762 enplanements, however, in 2020, enplanements decreased by nearly half (248,597) due to a significant decrease in air passenger travel because of the COVID-19 pandemic. In 2021,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

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



Source: Billings Logan International Airport

FIGURE 54. BIL ANNUAL PASSENGER ENPLANEMENTS



Source: Billings Logan International Airport



Rail

FACILITIES AND OPERATORS

At present, Burlington Northern Santa Fe Corporation (BNSF) operates all rail lines in the planning area, except for multiple privately operated spurs for industrial use, as shown in Figure 55. At the close of 2022, BNSF and MRL ended the existing lease on MRL-operated rail lines. This change eliminates the need for interchange between different railroads and does not impact operations and maintenance of railroads in the Billings planning area.[44]

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

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

FREIGHT MOVEMENT

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

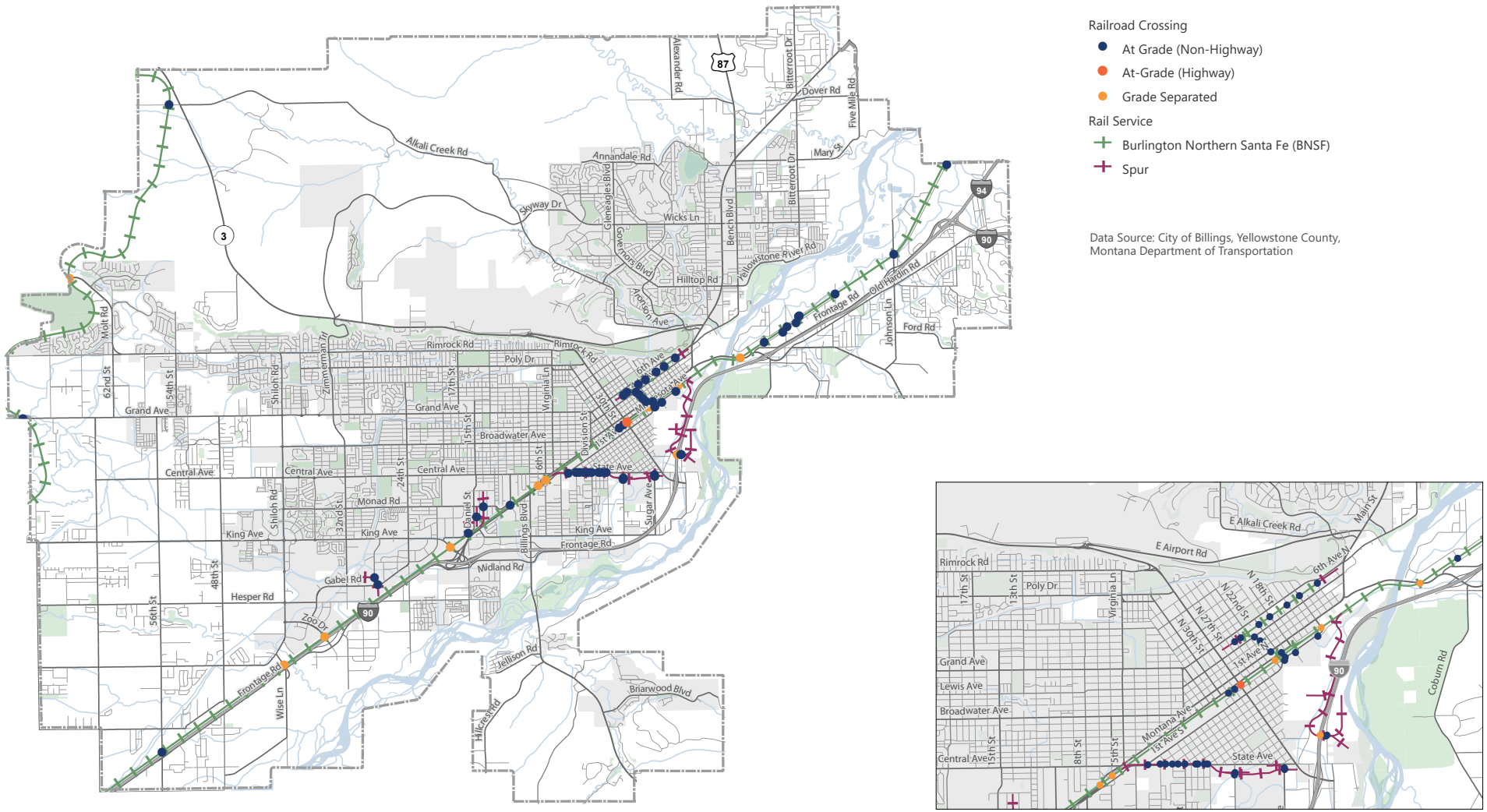
TABLE 24. YEAR 2020 TOTAL FREIGHT MOVED BY RAIL

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

Source: Federal Highway Administration Freight Analysis Framework 5th Edition

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

FIGURE 55. EXISTING RAILROAD FACILITIES

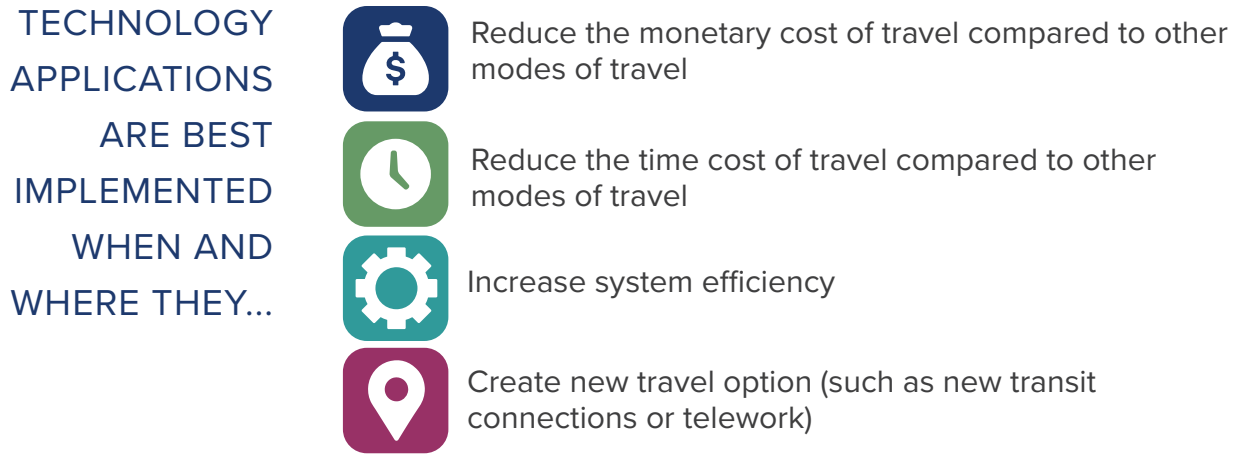


Emerging Technology Readiness

Emerging transportation technologies encompass a broad range of evolving applications of science, engineering, and social organization that have the potential to transform how people and institutions use land and transportation systems in urban and rural settings.[45] Examples of emerging technologies include fiber optic networks and 5G communications, connected and automated vehicles, mobility as a service, big data analytics, and electrification. Individually and together, these emerging technologies are changing the ways people, goods, and information move.

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

FIGURE 56. EMERGING TECHNOLOGY BEST PRACTICES



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

ELECTRIC VEHICLES

The passage of the IIJA placed a big spotlight on electric vehicles (EVs) and the role they will play in mitigating climate change in the coming years. In Yellowstone County, there were 299 EVs on the road in 2022, which represents about 10% of the statewide total (2,895).[46] The state of Montana is expected to receive $43 million over the next five years to expand the state's EV charging network. Along I-90 and I-94, the designated Alternate Fuel Corridors (AFCs) that traverse the Billings planning area, there are no locations in the planning area that have been identified by the Montana DEQ for National Electric Vehicle Infrastructure (NEVI) formula funding in FY2022. However, the existing charging infrastructure in Billings has been identified as lacking NEVI-compliant station locations, and will likely be included in subsequent funding rounds. Table 25 details the existing charging infrastructure in the Billings planning area.

45 Transportation Research Board (2019). *NCHRP Report 924: Foreseeing the Impact of Transformational Technologies on Land Use and Transportation.*
46 Atlas EV Hub. (October 2022). *State EV Registration Data. Open Vehicle Registration Initiative*. https://www.atlasevhub.com/materials/state-ev-registration-data/

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

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

Source: Montana Electric Vehicle Infrastructure Deployment Plan

Security & Resiliency

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

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

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

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



CRITICAL INFRASTRUCTURE

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

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

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

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

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

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

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

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

POTENTIAL HAZARDS

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

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

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

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

2018 RANK	HAZARD	IMPACTS TO TRANSPORTATION IN YELLOWSTONE COUNTY
1	Severe Weather and Drought	■ Unprecedented precipitation events or sudden warming of snow in the spring could induce significant flooding events that impact drainage and damage transportation assets. ■ Extreme heat or cold could significantly impact alternative modes of transportation such as walking, bicycling and transit since they require users to travel outside. ■ Severe wind could damage or knock down power lines which are typically located along roadways.
2	Wildfire	Damage to transportation assets; road closures during wildfire events impact mobility.
3	Ditch and Drain Failure	Damage to transportation assets; road closures due to flooding impact mobility.
4	Haz-Mat and Transportation Incidents	Billings is a major transportation hub and industrial base within the region which puts the area at a higher risk for these human-caused incidents; Risks of transportation incidents and haz-mat incidents will increase as the population of the Billings planning area continues to increase; Damage to transportation infrastructure by the secondary effects of other potential hazards (storms, flooding, earthquakes, landslides, etc.) could contribute to increased risks of future transportation/mobile incidents
5	Terrorism / Violence / Civil Unrest / Cyber Security	Human-caused events could disrupt transportation services and put roadway, transit, rail, and active transportation users at risk of harm; Cyber security
6	Flooding and Dam Failure	The Yellowstone River is a major physiographic feature that flows east to west in south-central Montana. In recent years, flooding events along the Yellowstone River led to significant damage to roads, bridges, stormwater systems, and other critical infrastructure throughout Montana.
7	Communicable Disease	In 2020, the COVID-19 pandemic led to significant uncertainty in long-term transportation planning, performance, and funding. Public health concerns significantly disrupted air and transit ridership during the pandemic.
8	Landslide / Rock Fall	Damage to transportation assets; road closures due to flooding impact mobility.

Source: Yellowstone County Multi-Hazard Mitigation Plan

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

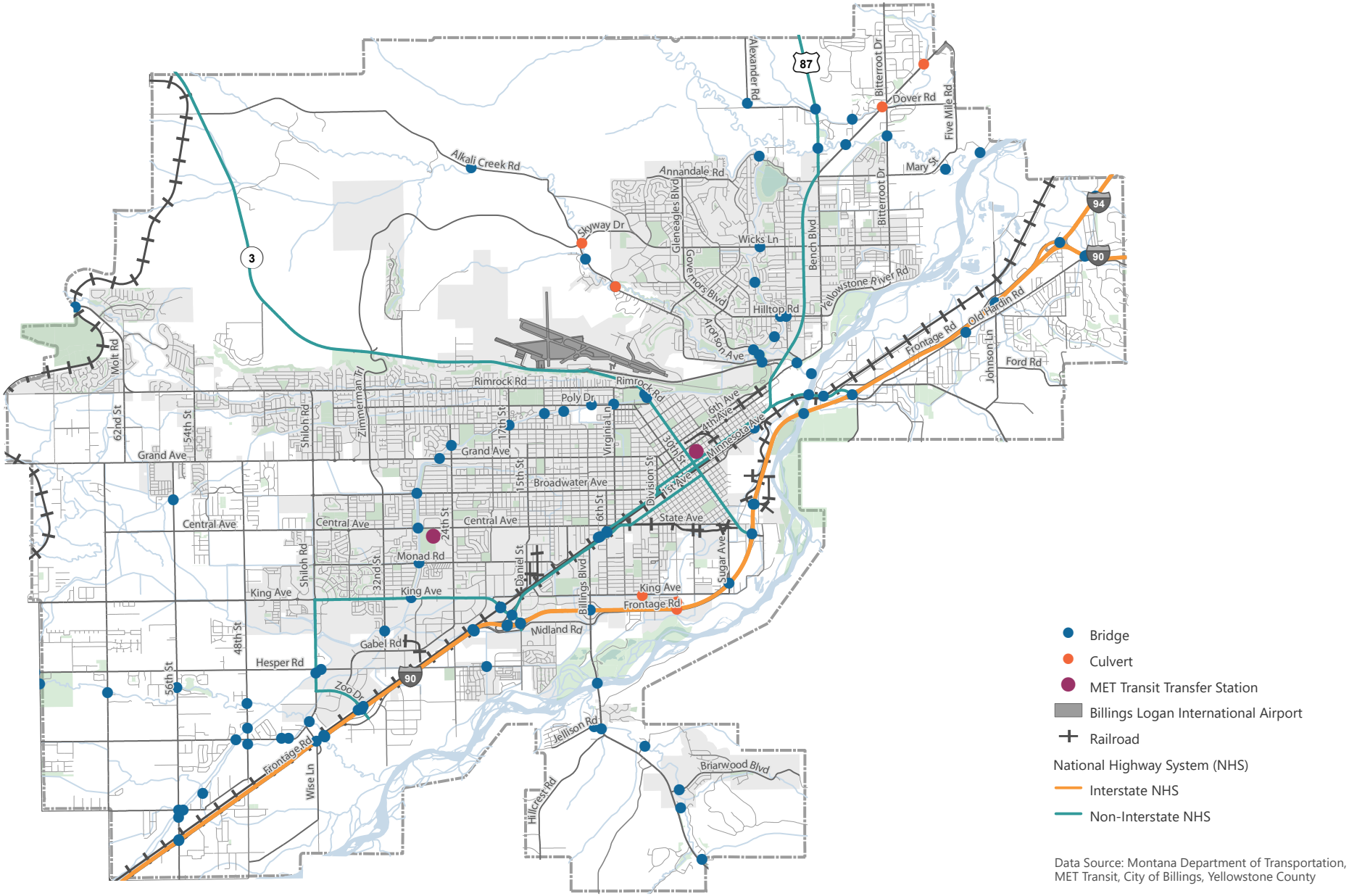
- National Research Council (NRC)

RESILIENCY

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

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

FIGURE 57. CRITICAL INFRASTRUCTURE



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

05 WHAT COULD THE TRANSPORTATION SYSTEM BE LIKE IN 2045?

Planning Horizon: 2045

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

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

Land Use

Changes in population and land use over time place greater demand on public services and infrastructure, including the multimodal transportation system. The planning area for the Long Range Transportation Plan encompasses the City of Billings, the community of Lockwood, and adjacent portions of Yellowstone County. This area encompasses approximately 143 square miles. Since the 2018 LRTP, the planning area of the Billings-Yellowstone MPO has grown to over 140,000 people, an increase of 10% over the 2018 population of 127,000. In 2016, both the City of Billings and the Lockwood community adopted Growth Policies to outline the urban area's approach to managing growth in a manner that aligns with community values.[47]

BILLINGS GROWTH POLICY (2016)

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

LOCKWOOD GROWTH POLICY (2016)

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

47 Based on data from the travel demand model developed for the 2018 boundary. Population estimates for the updated boundary will be updated as part of the next LRTP update.

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

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

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

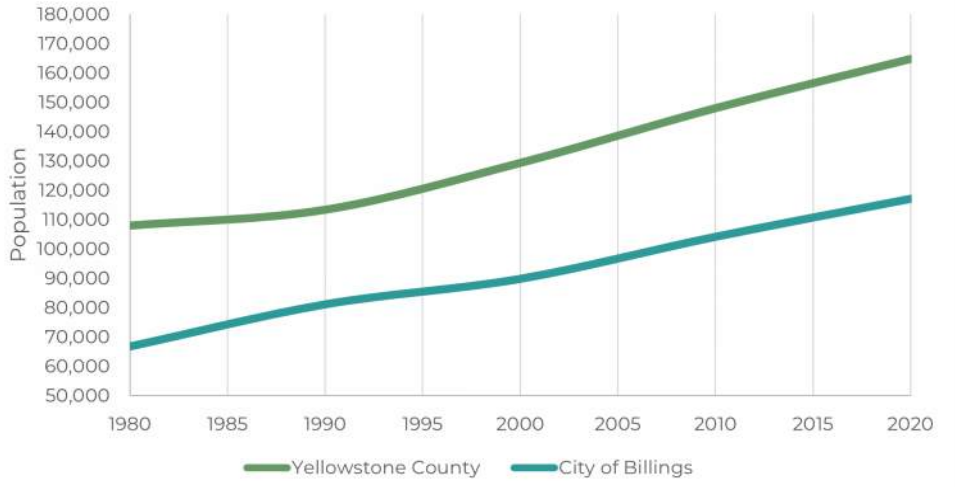
FORECAST DEMOGRAPHICS

Using historical growth patterns and discussions with the MPO and Steering Committee (SC), future population, housing, and employment concentrations were developed for the horizon year 2045 to help determine where future travel demand may occur on the roadway network.[48]

Historical Population Growth

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

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



Source: Billings-Yellowstone Metropolitan Planning Organization

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

Population & Housing Projections

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

48 Planning area population, housing, and employment values provided in this section were developed based on data from the travel demand model developed for the 2018 boundary. Estimates for the updated boundary will be developed as part of the next LRTP update.

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

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

Source: Billings-Yellowstone Metropolitan Planning Organization

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

Future Employment

With growth in population, the employment sector within the Billings planning area is also expected to grow. As of 2021, the estimated total employment in the Billings planning area was approximately 74,848 jobs. By 2045, employment is projected to add another 32,171 jobs to result in an approximate 107,019 jobs in the Billings planning area. Table 28 summarizes the projected employment growth from 2021 to 2045.

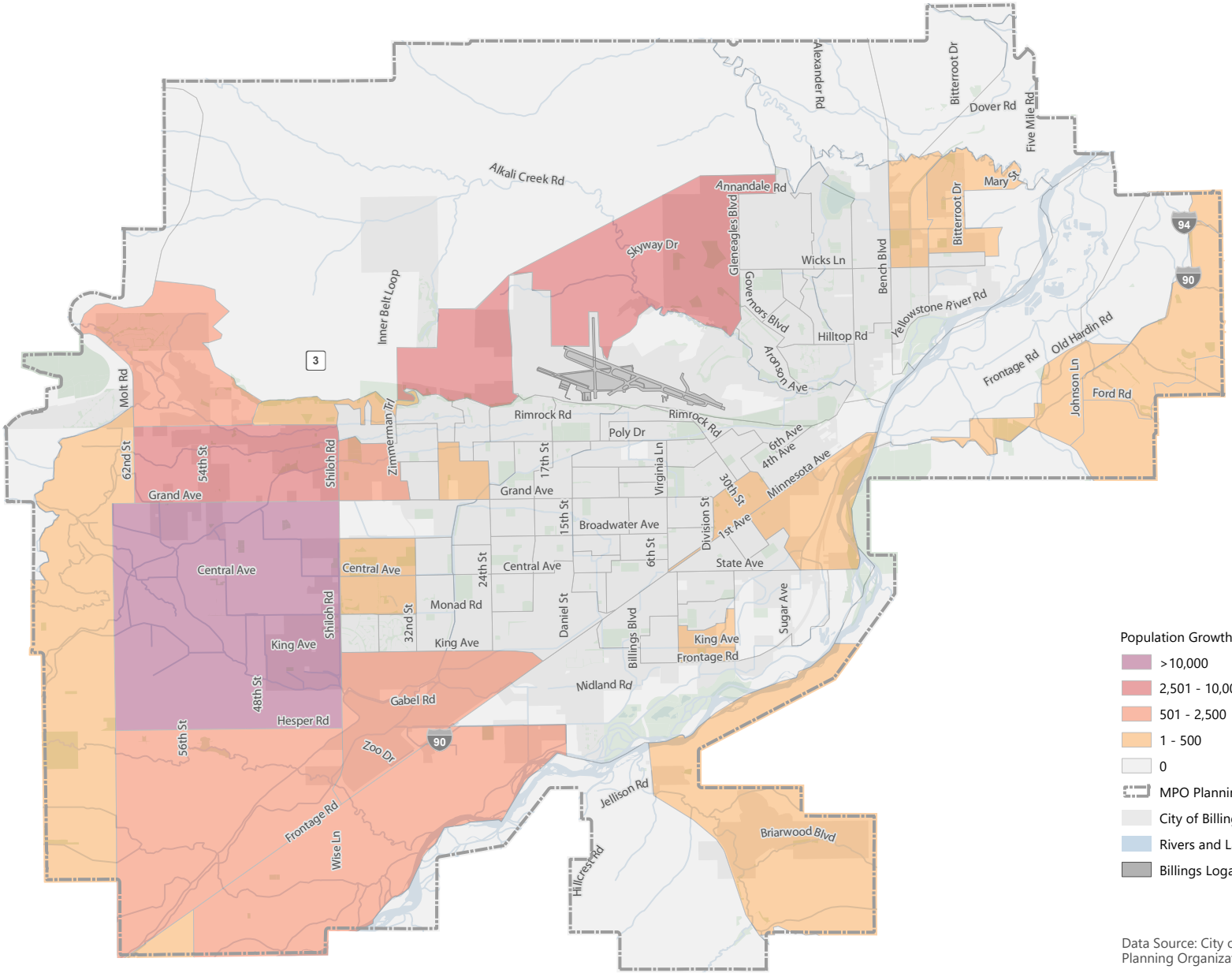
TABLE 28. BILLINGS PLANNING AREA EMPLOYMENT (2021 – 2045)

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

Source: Billings-Yellowstone Metropolitan Planning Organization

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

FIGURE 59. POPULATION GROWTH (2021 – 2045)

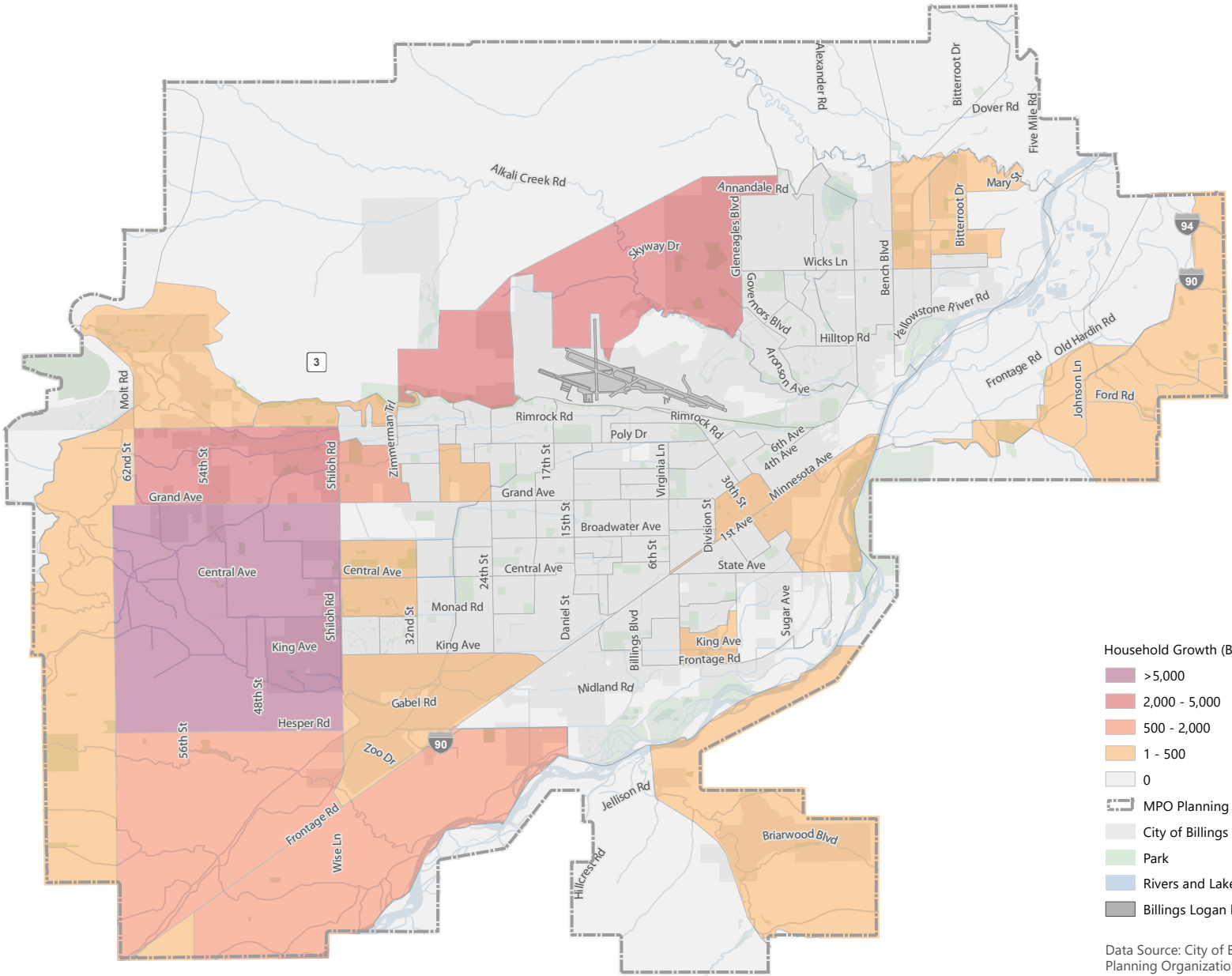


Population Growth (By Census Block Group)

- >10,000
- 2,501 - 10,000
- 501 - 2,500
- 1 - 500
- 0
- MPO Planning Boundary
- City of Billings
- Rivers and Lakes
- Billings Logan International Airport

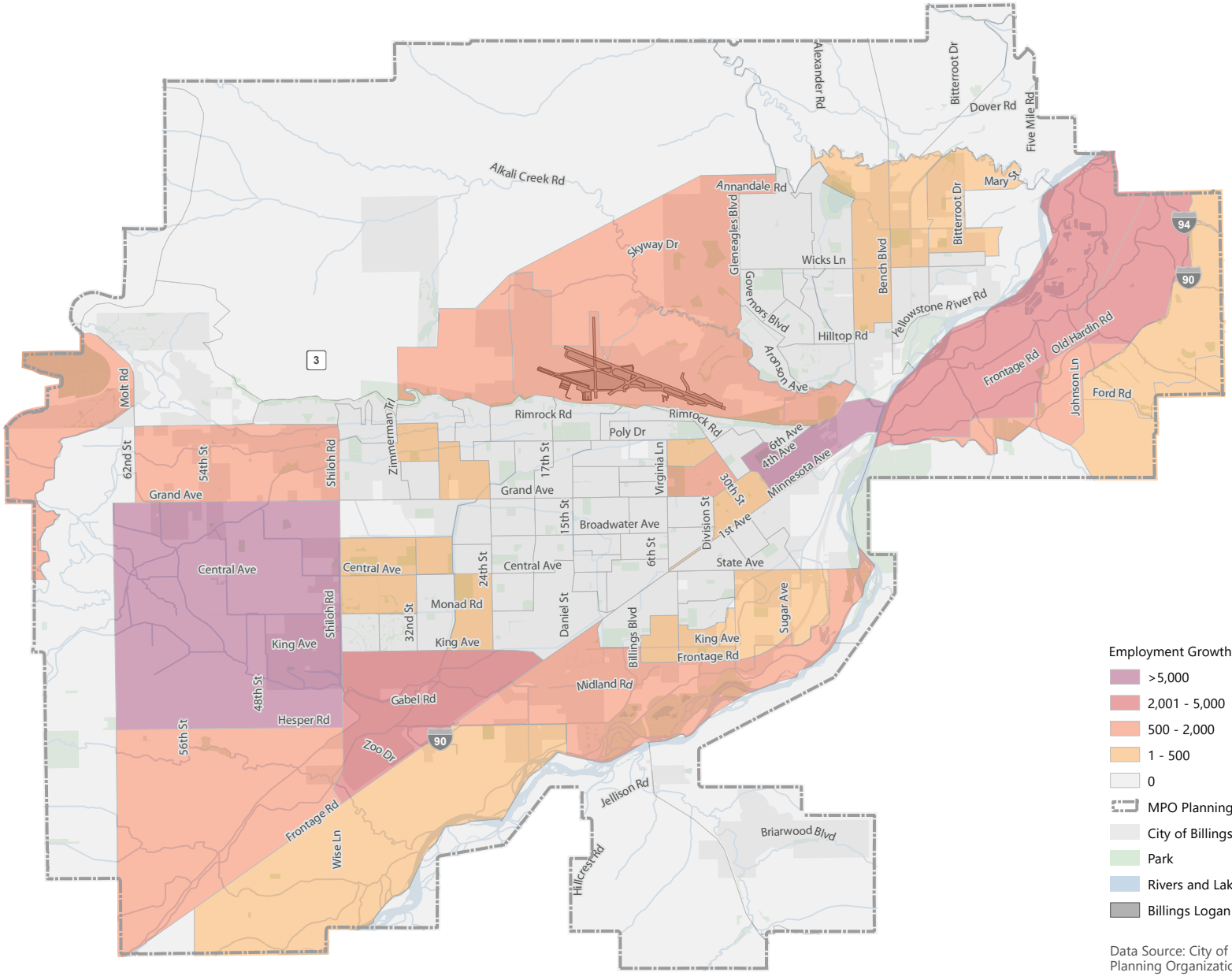
Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

FIGURE 60. HOUSING GROWTH (2021 – 2045)



Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

FIGURE 61. EMPLOYMENT GROWTH (2021 – 2045)



Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

POTENTIAL EFFECTS OF GROWTH ON THE MULTIMODAL TRANSPORTATION SYSTEM

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

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

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

Safety

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

As outlined in *NCHRP Report 1036,* developing a transportation network with safety as the top priority goes beyond the physical design of transportation facilities.[49] A clear decision-making framework structured with a vision that encompasses community priorities is necessary to achieve a safe system for all users. Additionally, robust community engagement, aligned leadership, quantitative performance measures, and strong policy enable communities to achieve long-term visions of transforming communities into safe, livable, and accessible networks for all users. As the Billings planning area continues to work towards a safer multimodal system, incorporating these national best practices will continue to be important.

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

Transportation

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

FUTURE TRAFFIC VOLUMES

The Billings-Yellowstone County MPO travel demand model was utilized to forecast vehicular traffic volumes for year 2045. To develop the forecast volumes, the travel demand model was updated to include roadway modifications anticipated to be implemented by year 2045 within the Billings planning area. The roadway modifications were identified based on major, committed projects or projects that would be anticipated to coincide with the forecasted growth outlined in the previous sections. The year 2045 roadway network in the travel demand model was confirmed with the SC and is available in the Future Conditions Supporting Figures & Content Appendix G.[50]

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

50 The year 2045 roadway network was developed for the 2018 planning area boundary. Future conditions analysis for the updated boundary will be developed with the next LRTP update.



Modifications to the roadway network for year 2045 include:

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

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

FUTURE VEHICULAR LEVEL OF SERVICE

Based on a comparison between year 2022 and 2045 traffic volume projections from the travel demand model, growth rates were identified for regions of the Billings planning area and then applied to the existing peak hour intersection volumes to calculate year 2045 peak hour turning movement projections at the intersections. Growth rates ranged between 1-2% per year based off the results of the travel demand model. The year 2045 intersection volumes were used to calculate year 2045 level of service (LOS) at each intersection.

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

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

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

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

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

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

INTERSECTIONS PROJECTED TO OPERATE AT LOS F
Zimmerman Trail & Colton Blvd (Stop Controlled)
Zoo Dr & Gabel Rd/Pierce Pkwy (Traffic Signal)
I-90 EB Ramps & King Ave W (Traffic Signal)
I-90 WB Ramps & Zoo Dr (Traffic Signal)
I-90 Ramps & US-87 (Traffic Signal)

Source: Billings-Yellowstone MPO

*Note: **Bolded** text indicates intersections operating at LOS E or LOS F under existing conditions (Year 2023).*

FIGURE 62. FUTURE CONDITIONS AVERAGE DAILY TRAFFIC (2045)

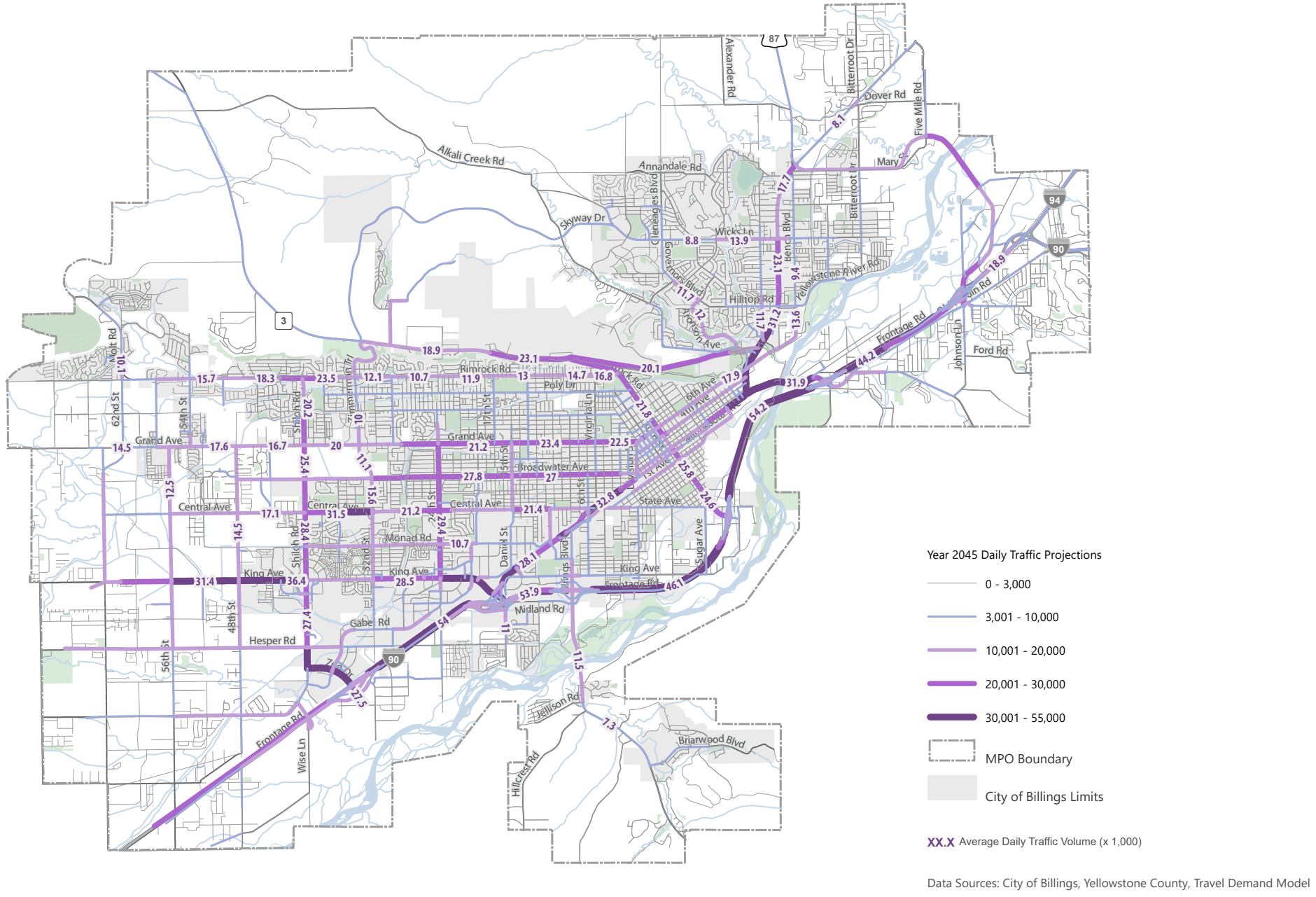
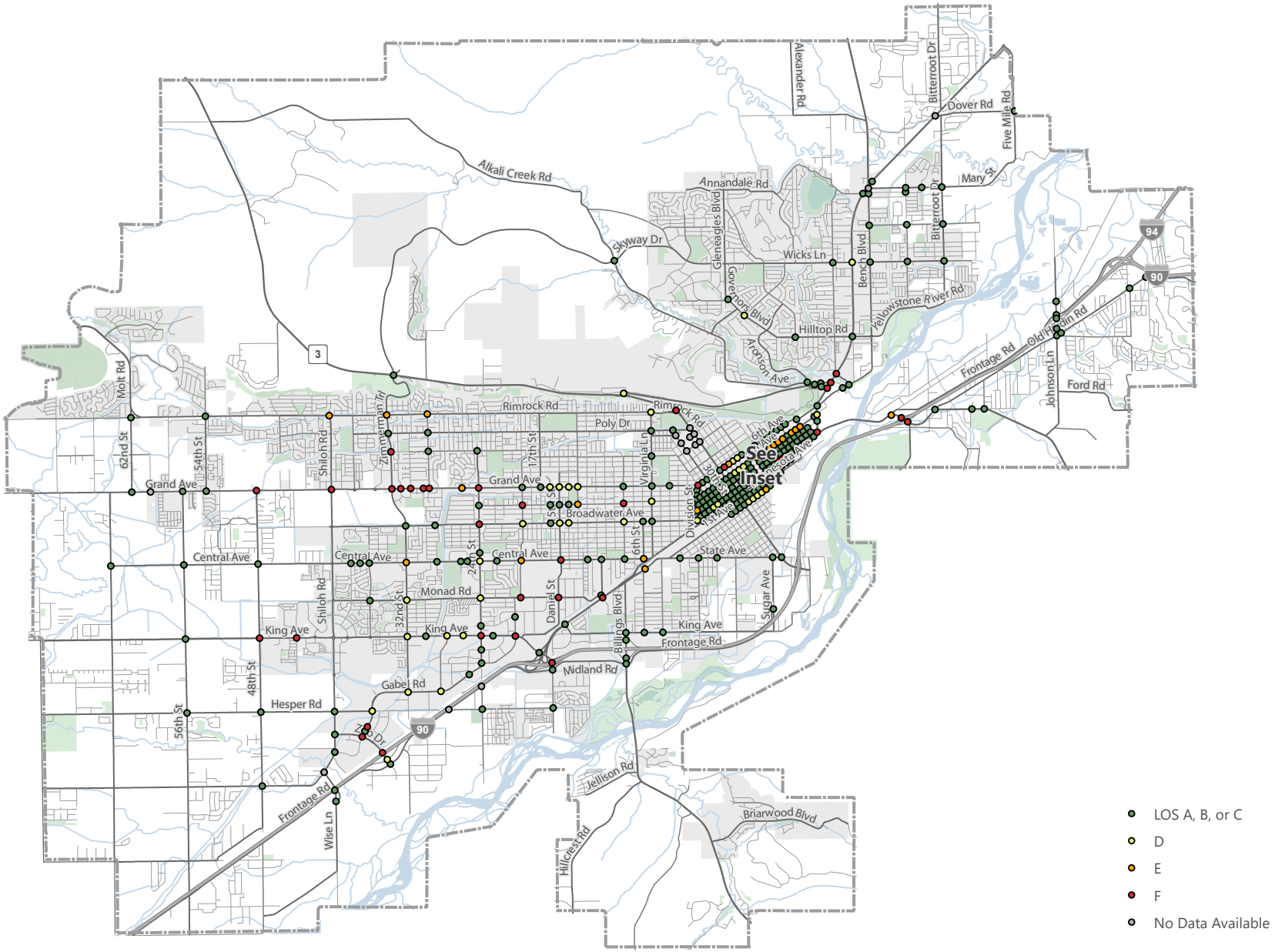


FIGURE 63. FUTURE CONDITIONS VEHICULAR LEVEL OF SERVICE (2045)



FUTURE PEDESTRIAN, BICYCLE, & TRAIL SYSTEM

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

Pedestrian Facility Types

Recommended pedestrian improvements were identified from the Lockwood Pedestrian Safety District *Pedestrian & Bicycle Plan (2023)*[51], the Billings MPO *2016 Billings Area Bikeway and Trails Master Plan Update*[52], and the Billings *Safe Routes to School (SRTS) Plan Update*[53]. These focus areas, which include new sidewalks, enhanced crossings, and maintenance needs, are shown in Figure 63.[54] The Lockwood Pedestrian Safety District has identified several locations in the Lockwood area for additional sidewalks to enhance pedestrian safety and connectivity, including pedestrian facilities along the new Billings Bypass. The *SRTS Plan Update* identifies improvements near all 22 elementary schools in the City of Billings to enhance pedestrian and bicycle safety. These projects include new and enhanced sidewalks along identified segments as well as spot-specific treatments such as:

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



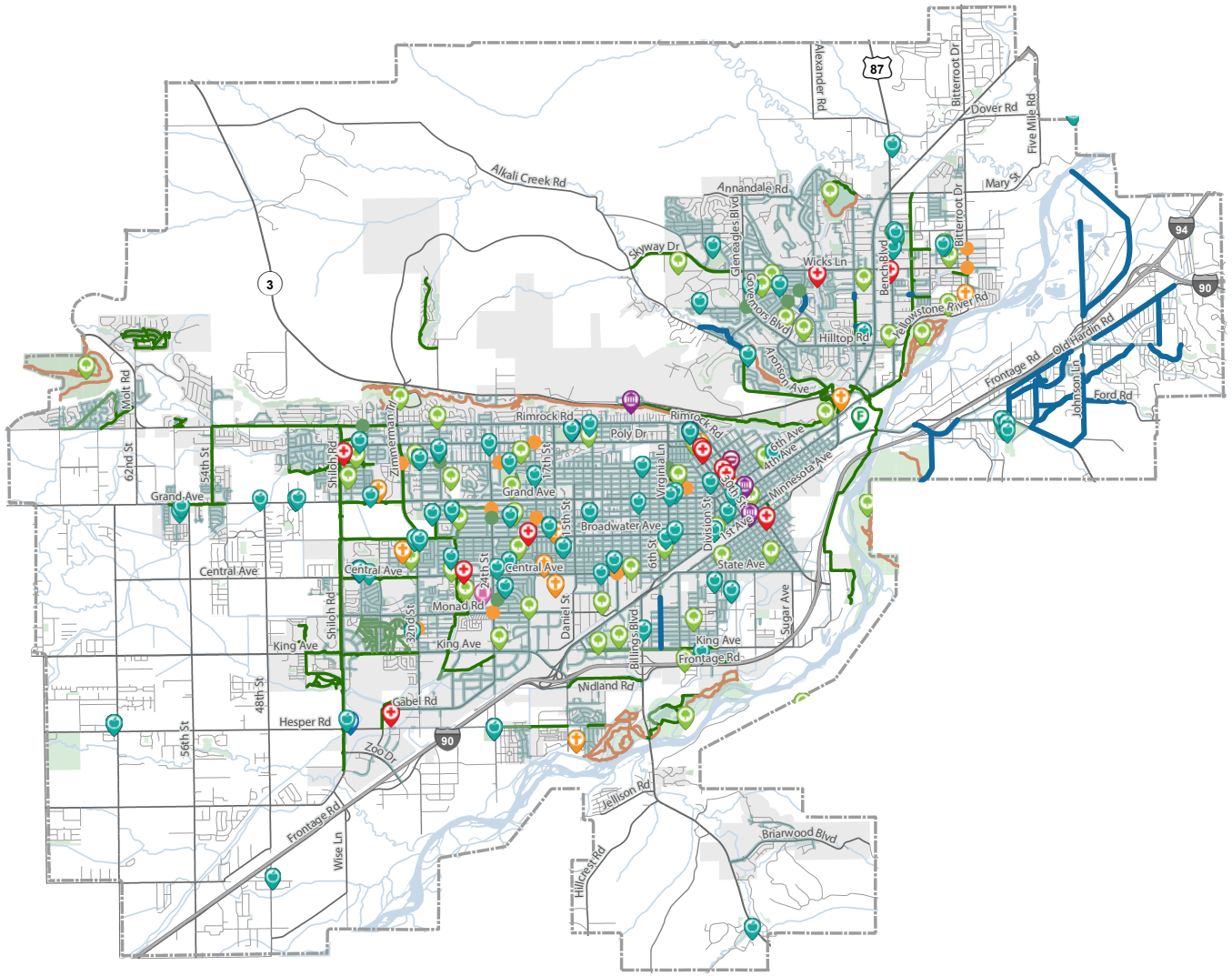
Rectangular Rapid Flashing Beacon (RRFB). Source: City of Billings



Pedestrian Hybrid Beacon (PHB). Source: DOWL

51 Lockwood Pedestrian Safety District. (2023). *Pedestrian & Bicycle Plan*.
52 Billings-Yellowstone County Metropolitan Planning Organization. (2016). *Billings Area Bikeway and Trails Master Plan Update*.
53 Billings-Yellowstone County Metropolitan Planning Organization. (2022). *Billings Safe Routes to School Plan Update*.
54 Future sidewalks and sidewalk needs in portions of the planning area added to the 2018 boundary are not included. This area will be assessed as part of the next LRTP update.

FIGURE 64. FUTURE PEDESTRIAN FACILITIES



FUTURE PEDESTRIAN FACILITIES

Existing Infrastructure

- Sidewalk
- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

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

Recommended Projects from SRTS & LPSD

- New or Enhanced Sidewalk
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island

Data Source: City of Billings, Billings-Yellowstone MPO, Lockwood Pedestrian Safety District

Note: SRTS is the Safe Routes to School Plan Update (2022) and LPSD is the Lockwood Pedestrian Safety District Pedestrian and Bicycle Draft Plan (2022)



Buffered bicycle lane. Source: DOWL



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

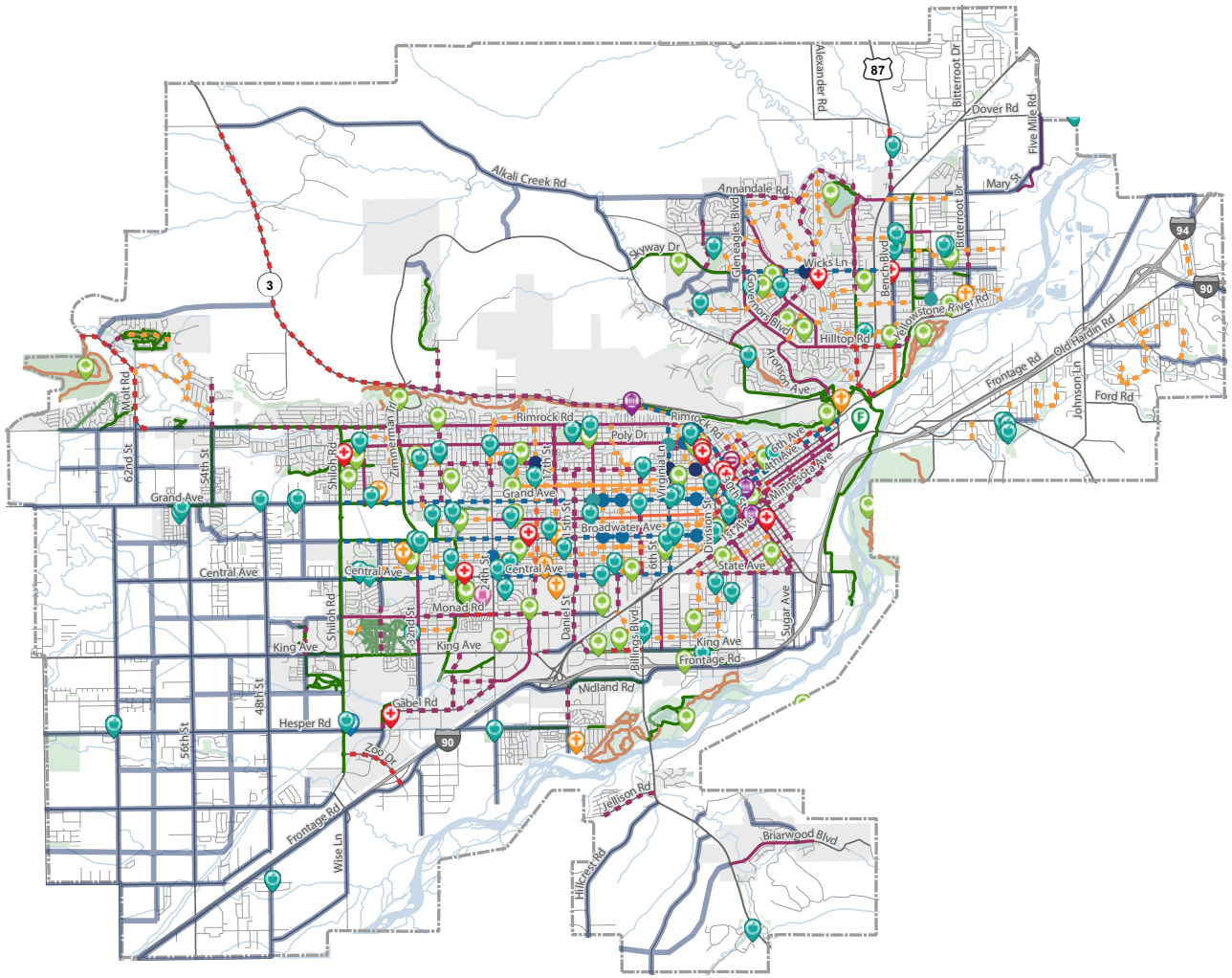
Bicycle Facility Types

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

- **Spot Treatments:** There is a range of spot treatments that can be implemented to facilitate safer facilities for bicyclists. These include intersection treatments, enhanced crossings, or bicycle facility maintenance.
  - **Intersection Treatments:** Bicycle boxes or enhanced traffic control.
  - **Enhanced Crossings:** Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) with striped bicycle crossings
  - **Bicycle Facility Maintenance:** Paving or striping treatments
- **Neighborhood Bikeways (Bicycle Boulevards):** Neighborhood bikeways are local streets with low motorized traffic volumes and speeds that have been designated as bicycle routes.
- **Buffered Bicycle Lanes:** Buffered bicycle lanes are conventional bicycle lanes that are enhances the application of a diagonally striped buffer space. While not providing physical separation, this creates a wider buffer area between vehicles and bicyclists than a conventional six-inch bicycle lane stripe.
- **Separated Bicycle Lanes:** Bicycle facilities that are physically separated from motor vehicle traffic by a painted buffer and physical barriers such as flexible delineators, curbs, or planters. Eight feet is the minimum recommended total width for a protected bicycle lane (5 feet of bicycle lane and 3 feet of physical buffer zone). At this time, this treatment is not recommended for any roadways based on the 2016 Billings Area Bikeway and Trails Master Plan Update. However, it is identified as a viable treatment that is to be considered as future bicycle lanes are developed in Billings and in future updated to the Billings Area Bikeway and Trails Master Plan.
- **Visionary Bikeway:** Constrained corridors where future conditions would need to change to permit implementation.

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

FIGURE 65. FUTURE BICYCLE FACILITIES



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

FUTURE BICYCLE FACILITIES

Existing Infrastructure

- Shared Lane Marking
- Bike Lane
- Neighborhood Bikeway
- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

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

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance
- Buffered Bike Lane
- Bike Lane
- Shared Lane Marking
- Neighborhood Bikeway
- Visionary Long-Range Bikeway
- Bike Facilitiy Upon Roadway Widening or Construction

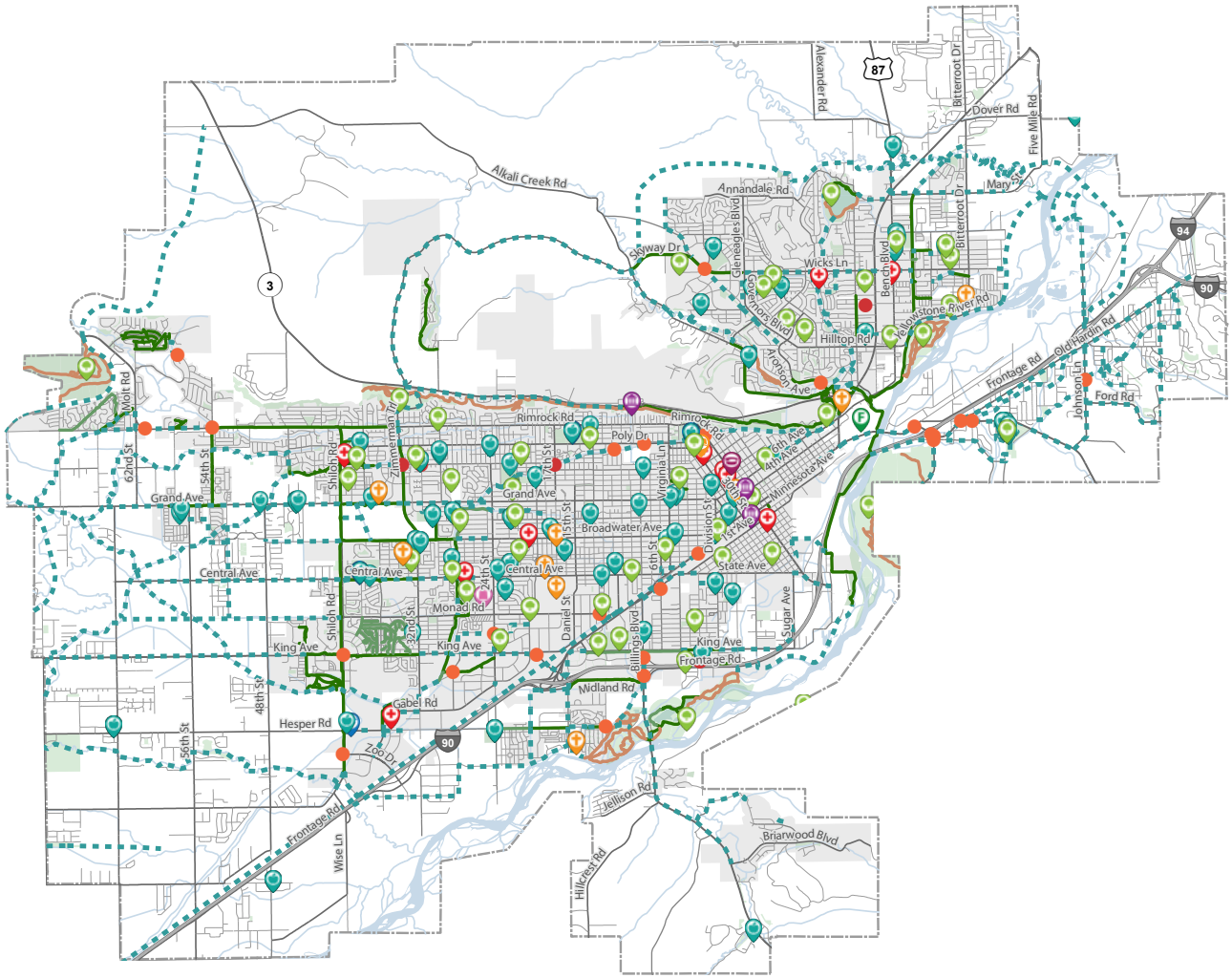


Trail Facility Types

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

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

FIGURE 66. FUTURE TRAIL FACILITIES



FUTURE TRAIL FACILITIES

Existing Infrastructure

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

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

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

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

Data Source: Billings-Yellowstone County MPO

FUTURE TRANSIT SYSTEM

As discussed in the *Transit Development Plan 2022*, MET Transit has begun transitioning its current service to a redesigned system that includes fixed stops along each route.[55] The intent of this redesign is to continue to grow ridership while improving efficiency, convenience, and sustainability of the transit system. This redesigned system is outlined in the Future Conditions Supporting Figures & Content Appendix, and displayed in Figure 66. MET is also actively working towards implementing a stop-based system for its fixed routes. In addition to these redesign changes, MET Transit will continue to work with stakeholders in the Lockwood community to evaluate and implement transit service to Lockwood. The *Transit Development Plan* studied potential alternatives and recommended a concept route that would traverse 1St Avenue N in Billings, I-90 across the Yellowstone River, and north along Old Hardin Road to service the residential neighborhoods along Noblewood Drive and Becraft Lane.

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

Passenger Rail Service

The Federal Rail Administration (FRA) is currently studying the feasibility of implementing or re-implementing a variety of Amtrak routes throughout the United States, due to funding provided by the Infrastructure Investment & Jobs Act (IIJA).[56] The Amtrak North Coast Hiawatha Route is one of the routes under study by the FRA, as it was discontinued in 1979. The North Coast Hiawatha Route could provide passenger rail service from Chicago to Seattle/Portland through southern Montana. Locally, to support this study, the Big Sky Passenger Rail Authority (BSRPA) was formed via the joint resolution of multiple Montana counties, cities, and tribal nations.[57]

FUTURE FREIGHT DEMAND

Future freight demand by truck, rail, air, and pipeline was assessed using the most recent data for the state of Montana from the FHWA FAF5 base scenarios.[58] The FAF5 also analyzes other freight modes that are not within the scope of the LRTP (such as mail and other unknown modes), and so are not included in this report. Figure 68 summarizes expected changes in freight demand by location-destination category between Year 2020 and Year 2050.

55 MET Transit. (September 2022). *Transit Development Plan 2022*. https://www.billingsmt.gov/DocumentCenter/View/47800/Billings-TDP_Draft_081112022
56 Congressional Research Service. (February 2022). *Passenger Rail Expansion in the Infrastructure Investment and Jobs Act (IIJA)*. https://crsreports.congress.gov/product/pdf/IF/IF11920
57 Big Sky Passenger Rail Authority. (N.D.). *Who We Are*. https://www.bigskyrail.org/whoweare
58 Federal Highway Administration. (July 2022). *Freight Analysis Framework 5th Edition.* https://ops.fhwa.dot.gov/freight/freight_analysis/faf/faf5/FAF5FHWAWebinarJuly282022final.pdf

FIGURE 67. FUTURE MET TRANSIT SYSTEM

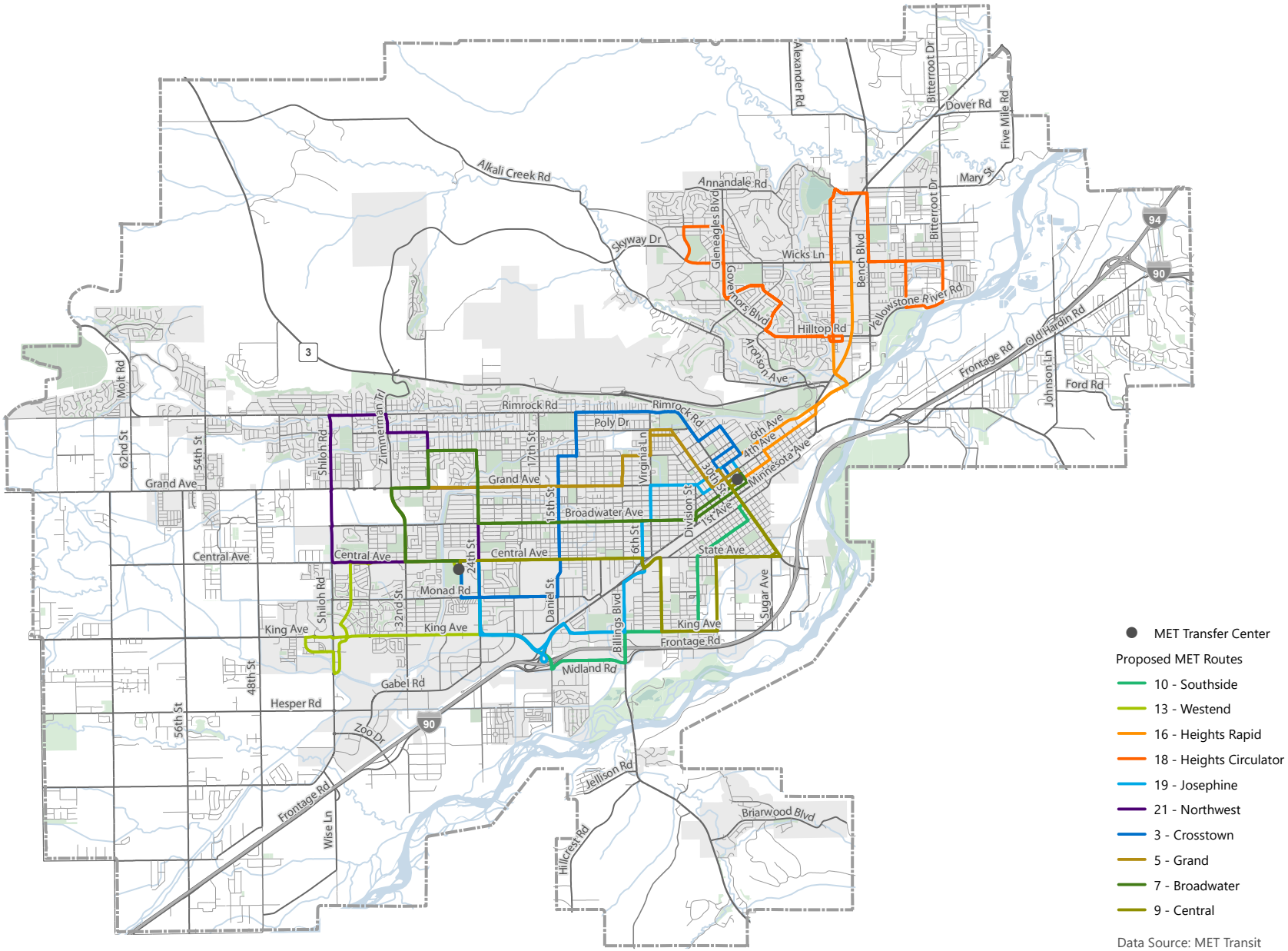


TABLE 30. YEAR 2020 AND YEAR 2050 TOTAL FREIGHT MOVED BY MODE

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

Source: Federal Highway Administration Freight Analysis Framework 5

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

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

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

FIGURE 68. INTERSTATE TRUCK FLOWS IN 2050

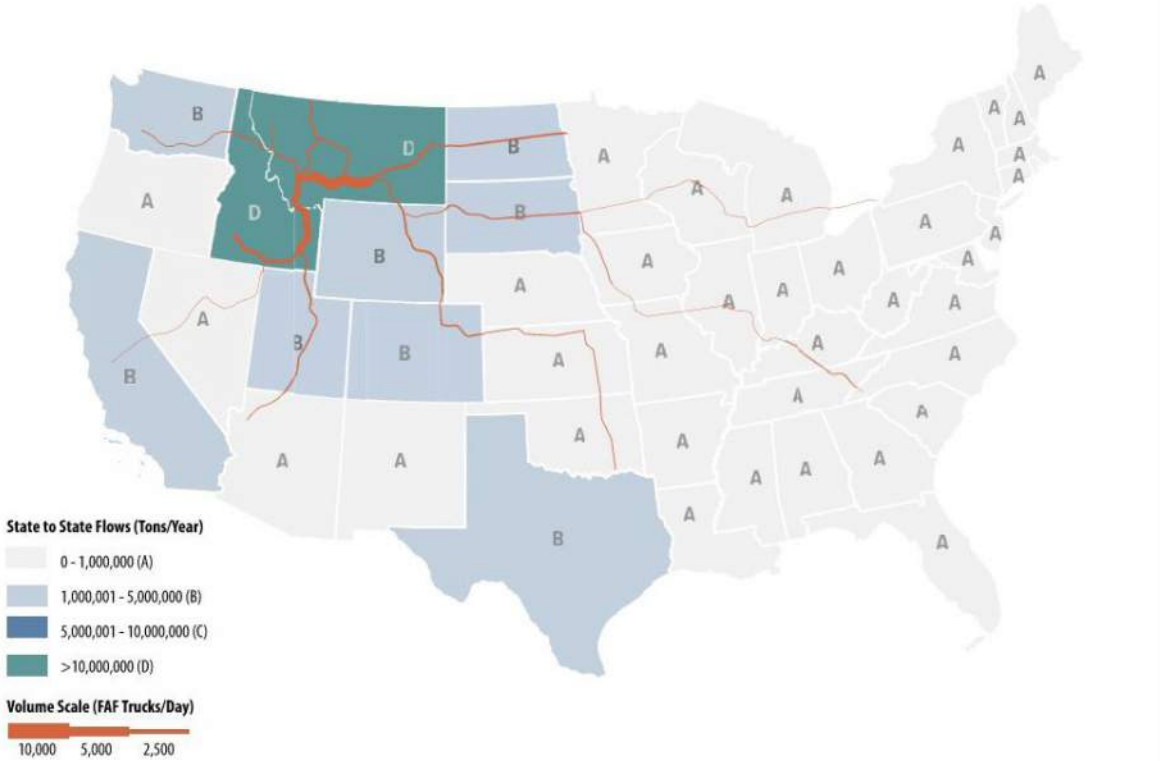


Figure 68 shows the projected weight (in thousands of tons) and value (in millions of dollars) of freight moving within, to, and from Montana. Overall, total freight volume for all modes by weight is expected to increase by 32% from 178,348 to 235,444 (in thousand tons) between 2020 and 2050. Total freight volume by monetary value is expected to increase by 81% from $83,646 to $151,781 (in millions of dollars) in this period. The expected increase in tonnage and monetary value of freight moved throughout the state of Montana is an important consideration for long-term transportation planning and project prioritization in the City of Billings. The construction of the Billings Bypass will introduce additional links to the freight network in the City of Billings. As such, the current freight network within the urban area may potentially change upon completion of the project. Additionally, working with state and federal partners to ensure that the best freight routes are designated through the Billings planning area will be important.

The *2022 Montana Freight Plan*[59] provides guidance for long-term freight investments and projects and identifies statewide freight system needs, strategies, and innovative technologies that could support the increasing movement of freight. Some of the innovative technologies proposed in the Plan include the implementation of Intelligent Transportation Systems (ITS) technologies to support credentials and vehicle clearance, ramp screening, road condition monitoring, route planning, traffic control, emergency response, and safety aspects of road, rail, and air transport. Partnerships between the City of Billings, Yellowstone-Billings MPO, MDT, in addition to other local, regional, and national agencies will be critical to supporting the efficient and safe movement of freight throughout Montana.

Emerging Technology

The past twenty years have brought a variety of technologies to the cityscapes and transportation systems across the country, including in the Billings planning area. While it is impossible to predict which types of technologies will shape the landscape in the future, understanding the developments occurring today will help the community prepare for tomorrow and beyond. This section explores a few transportation technology topics and is by no means exhaustive (further details are provided in the Future Conditions Supporting Figures & Content Appendix). To best prepare the Billings planning area for emerging technologies, a readiness and feasibility study would help guide decision making in the coming years.

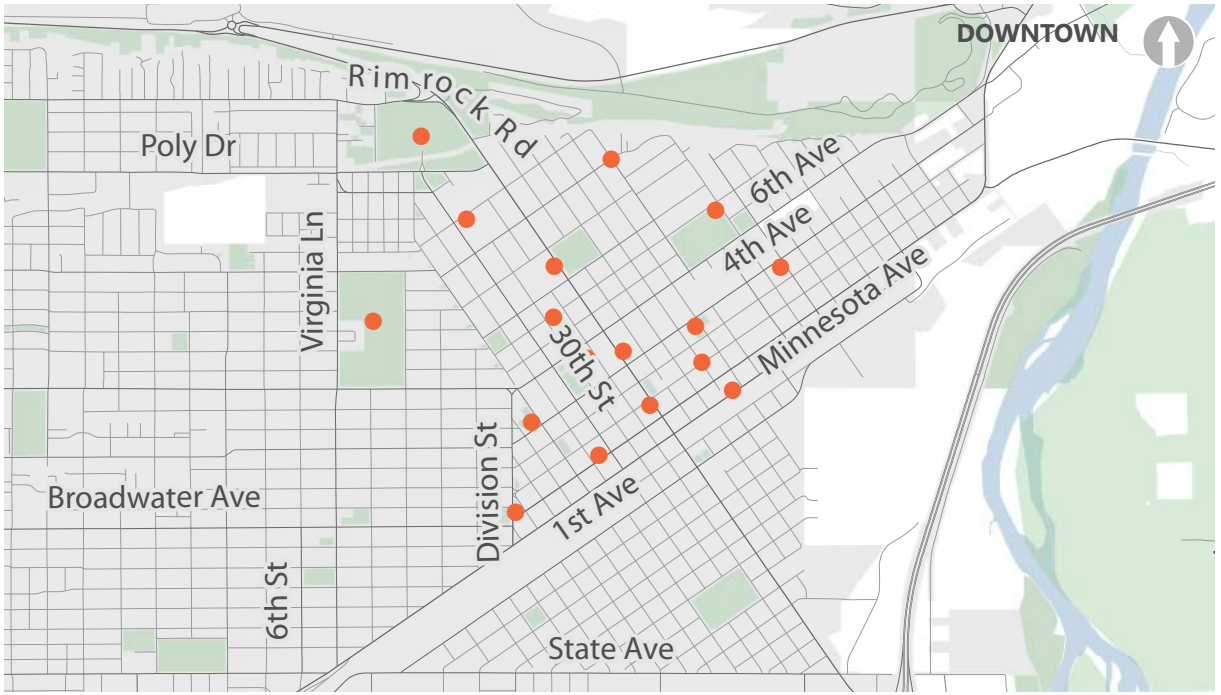
59 Montana Department of Transportation. (2022). *2022 Montana Freight Plan*. https://www.mdt.mt.gov/freightplan/docs/2022-Montana-Freight-Plan.pdf

SHARED MOBILITY & MICROMOBILITY

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

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

FIGURE 69. RECOMMENDED BIKESHARE AND SCOOTERSHARE STATION LOCATIONS



ELECTRIC VEHICLES

In the *Electric Vehicle Infrastructure Prioritization Study,* the Montana Department of Environmental Quality (DEQ) estimates that by 2040, 9% of registered vehicles in Montana will be electric vehicles (~87,000 vehicles). This would equate to about 8,700 EVs in Billings in 2040, which will likely require substantial local investments in charging infrastructure.[60] To prepare for the charging needs of EV drivers and EV fleets, working with partner agencies such as the Montana Department of Transportation, the Montana Department of Environmental Quality, and local energy providers to complete a charging infrastructure assessment will be key towards successfully competing for National Electric Vehicle Infrastructure funding and implementing infrastructure in the Billings planning area. In addition to locally driven EVs, the DEQ also anticipates that most of the EVs travelling in Montana in 2040 will be driven by out-of-state visitors, which indicates the importance of charging infrastructure to support tourism and recreation in the area while boosting the local and regional economy.

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

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

This chapter summarizes the multimodal transportation system needs and deficiencies of the Billings planning area. To better understand the barriers and issues faced by Billings planning area residents, the consultant team reviewed existing plans, held discussions with stakeholders, and collected public input. Additionally, this summary includes findings from both the Existing Conditions and Future Conditions analyses to paint a full picture of the needed improvements to the regional infrastructure looking forward to 2045. These high-level needs, opportunities, and deficiencies are delineated in Table 31 and depicted in Figure 70.[61]

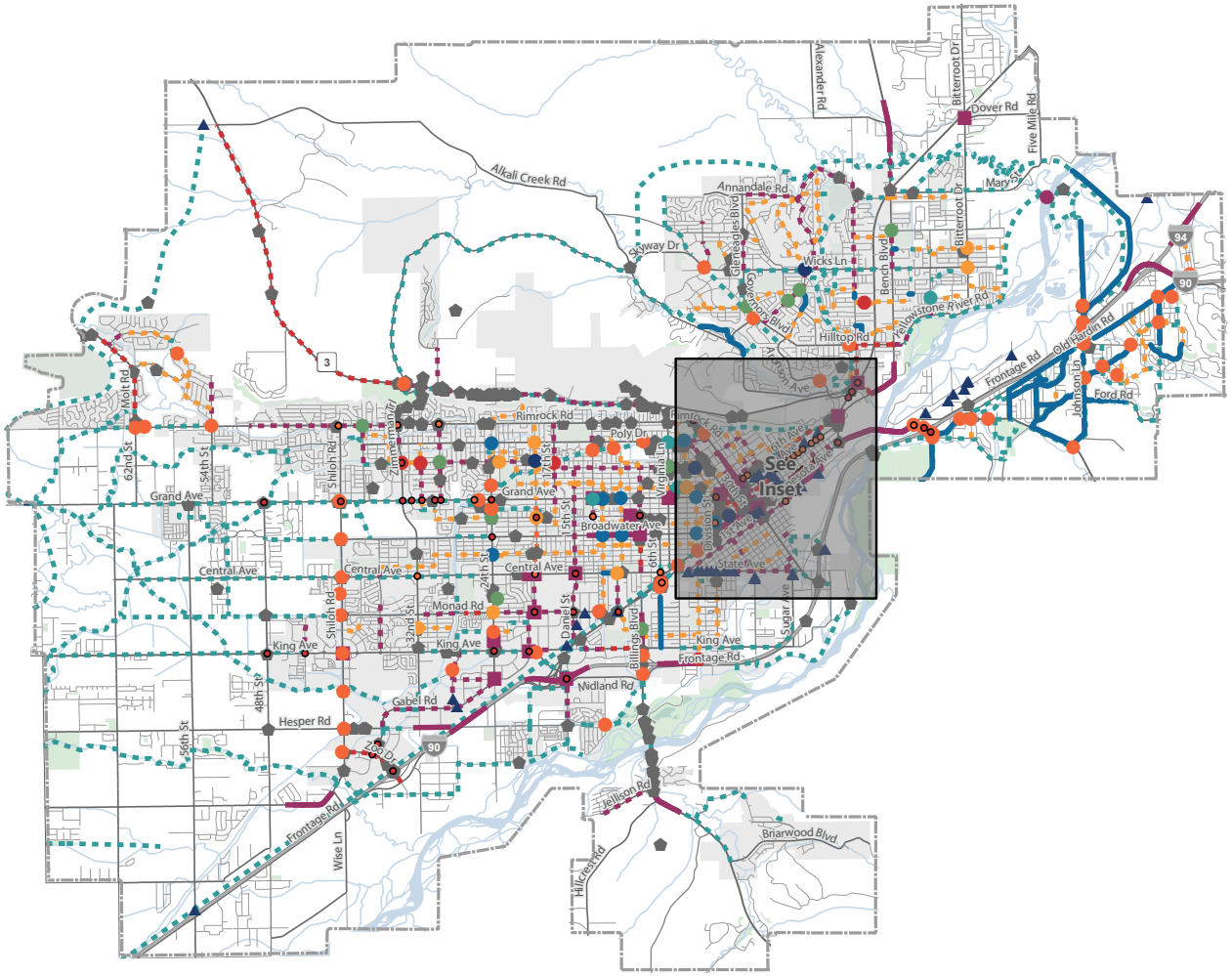
Figure 70 informed discussions with stakeholders, the public, and the Steering Committee in developing the Project List for the 2023 LRTP.

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

MODE / AREA	NEEDS, OPPORTUNITIES, & DEFICIENCIES
Safety	■ Address High Equivalent Property Damage Only (EPDO) Intersections ■ Address High EPDO Segments ■ Address ADA Issues
Pedestrian	■ Construct New Sidewalks ■ Maintain Existing Sidewalks ■ Enhance Crossings ■ Implement Safe Routes to Schools
Bicycle	■ Construct New Bikeways ■ Enhance Crossings ■ Implement Safe Routes to Schools
Trail	■ Build New Trails ■ Implement Safe Routes to Schools
Transit	■ Implement Stop-Based Fixed Route Service ■ Partner with MET Transit to Improve Pedestrian and Bicycle Access to Transit Stops
Congestion	■ Address LOS E Intersections ■ Address LOS F Intersections
Freight	■ Explore At-Grade Railroad Crossing Elimination ■ Explore Freight Route Designation
Emerging Technology	■ Explore Scooter and Bikeshare Pilot Program ■ Partner with MDT on Electric Vehicle Charging Infrastructure

61 Areas added to the 2018 boundary as part of the planning area update are not included in the needs and deficiencies assessment, and therefore were not considered as part of the project list development. Projects in these areas will be assessed as part of the next LRTP update.

FIGURE 70. NEEDS, DEFICIENCIES, & OPPORTUNITIES



NEEDS, DEFICIENCIES, & OPPORTUNITIES

Other Identified Concerns
- Public Comment Location
- At-Grade Railroad Crossing

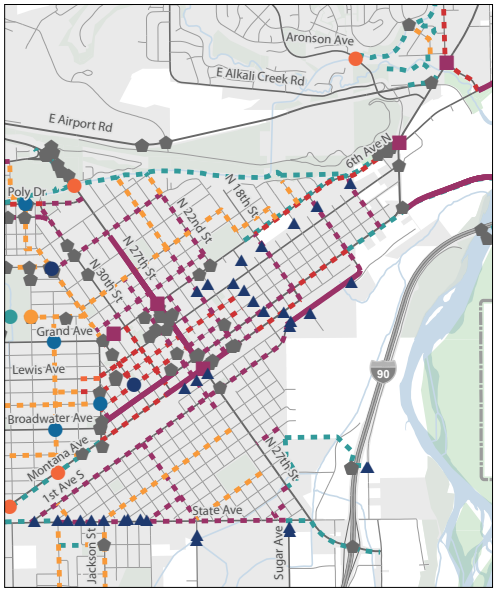
Safety
- High EPDO Intersection
- High EPDO Segment

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

Recommended Pedestrian Projects
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island
- New or Enhanced Sidewalk

Recommended Bike Projects
- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance
- Buffered Bike Lane
- Bike Lane
- Shared Lane Marking
- Neighborhood Bikeway

Projected 2045 Intersection Operations
- LOS E
- LOS F



07 WHAT ARE THE FUNDING OPTIONS?

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

Federal regulations establish the requirements for the financial plan in Title 23, Section 450.324(f)(11), of the Code of Federal Regulations.[62] To summarize, the regulations state that the financial plan should include the following:

- Estimates of costs and revenue sources needed to operate and maintain federal-aid highways and public transportation.
- Estimates of funds that will be available to support the LRTP implementation and that are agreed upon by the MPO, public transportation operator(s), and the state.
- Recommendations on any additional financing strategies to fund projects and programs included in the LRTP.
- Account for all projects and strategies proposed for funding under Title 23 U.S.C., Title 49 U.S.C. Chapter 53 or with other Federal funds, State assistance, local sources, and private participation.
- Revenue and cost estimates that use an inflation rate to reflect "year of expenditure dollars" and that have been developed cooperatively by the MPO, state, and public transportation operator.

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

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

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

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

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

HOW IS THE PROJECT LIST FUNDED?

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

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

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



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



Each project has a cost estimate that includes the anticipated costs of studying, planning, designing, and/or building the project.

The Project List is sorted into categories based on eligibility for each revenue source.

The MPO revenues are matched to project costs of the prioritized projects.

Resulting in a spending plan that is fiscally constrained.

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

Federal Funding

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

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)[63]

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

1. Providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters' is now a programmatic purpose of the NHPP.
2. 'Prioritizing Safety in All Investments and Projects' is now the stated safety goal of the NHPP through the FHWA National Roadway Safety Strategy.[64]
3. The program now encourages the Design and Construction of 'Complete Streets' , which provide comfortable and safe multimodal facilities for people of all ages and abilities.
4. Program funds can and should be used to implement ADA Transition Plans to ensure accessibility of pedestrian facilities in public right-of-way.
5. NHPP funds can be used to support the Justice40 Initiative, to meet the goal that at least 40% of the benefits of federal investments are distributed to disadvantaged communities.

Related MDT programs include:

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

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)[65]

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



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

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

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

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

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



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP)[66, 67]

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

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

Related MDT programs include:

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

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)[68, 69]

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

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

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

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

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

Since the 2018 LRTP, updates to this program include:

1. The IIJA does not extend the FAST Act prohibition (FAST Act § 1401) on using HSIP funds to purchase, operate, or maintain an automated traffic enforcement system.
2. The program is authorized to include additional eligible safety projects including multimodal roundabouts, railway-highway grade separation, traffic calming, multimodal traffic signals, separated bicycle and pedestrian facilities.
3. The program requires States to complete a Vulnerable Road User Safety Assessment. Montana Department of Transportation has not yet completed this assessment. Federal guidance was released in October 2022.[70]
4. The program specifies the eligibility of both roads and trail facilities.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)[71]

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

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

Related MDT programs include:

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



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

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





TRANSPORTATION ALTERNATIVES PROGRAM (TA)[72,73]

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

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

MONTANA FISH AND WILDLIFE PROGRAM (FWP)

FWP administers the Recreational Trails Program (RTP)[74], a federally funded grants program that supports Montana's trails. The RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from nonhighway recreational fuel use. Approximately $1.5 million is made available for the RTP each year, with a maximum award amount of $100,00 and a 20% match requirement.

TRANSIT CAPITAL AND OPERATING ASSISTANCE

The MDT Transit Section provides federal and state funding to eligible recipients through Federal and state programs. Federal funding is provided through the Section 5307,[75] Section 5310,[76] Section 5311,[77] and Section 5339[78] transit programs and state funding is provided through the TransADE program. There are no other related MDT programs included with this funding source. While these programs have been updated since the 2018 LRTP, there are no relevant updates for the MPO's purposes.

NEW FEDERAL FUNDING SOURCES

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

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

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

74 Montana Fish, Wildlife, & Parks. (ND). Recreational Trails Program. https://fwp.mt.gov/aboutfwp/grant-programs/recreational-trails

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

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

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

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

New Federal Formula Funding Programs

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)[79]

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

CARBON REDUCTION PROGRAM (CRP)[80, 81]

The CRP provides funds to projects designed to reduce transportation emissions (specifically carbon dioxide emissions) from on-road highway sources. Funds are apportioned to States, which are required to suballocate 65% of funds based on population and 35% for any part of the state. Eligible projects include congestion mitigation technologies, public transit, all Transportation Alternatives projects, energy-efficient electronics upgrades, intelligent transportation system (ITS), congestion pricing and travel demand management, alternate fuel vehicles and infrastructure, and any other STBG eligible project with demonstrated capacity to reduce emissions. States are required to collaborate with MPOs to develop a statewide Carbon Reduction Strategy that aligns with statewide and metropolitan long range transportation plans. The strategy must support efforts to reduce transportation emissions, identify projects to endeavor towards this aim, quantify transportation emissions at the state and regional levels.

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

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) FORMULA PROGRAM[82, 83]

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

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

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

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

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

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

BRIDGE FORMULA PROGRAM (BFP)[84, 85, 86]

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

New Federal Competitive Grants

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

TABLE 32. NEW FEDERAL COMPETITIVE GRANT PROGRAMS

GRANT PROGRAM	DESCRIPTION
Bridge Investment Program (BIP)[87]	The Bridge Investment Program (BIP) includes $2.34 billion in funding for Planning, Bridge and Large Bridge Projects that improve the safety, efficiency, and reliability of the movement of people and freight over bridges; and improve the condition of bridges in the United States by reducing the number of bridges, and total person miles traveled over bridges, that are in poor condition or at risk of falling into poor condition within the next three years. MDT is an active partner in applying for BIP grants.
Low or No Emission Vehicle Program[88]	The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Transit agencies are required to have a Zero-Emission Fleet Transition Plan in place to qualify for funds.
Nationally Significant Multimodal Freight and Highways (INFRA)[89]	INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. This program is continued with new eligibilities under the IIJA to improve safety, generate economic benefits, reduce congestion, enhance resiliency, and eliminate freight bottlenecks to improve critical freight movements. MDT is an active partner in applying for INFRA grants.
National Infrastructure Project Assistance (MEGA)[90,91]	The MEGA Program support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Highway and bridge projects on the NMFN, the NHFN, and NHS, as well as intermodal freight centers, intercity rail, and certain transit projects are eligible. MDT is an active partner in applying for INFRA grants.
Reconnecting Communities Program (RCP)	The RCP is intended to remove infrastructure that has historically divided neighborhoods and deteriorated the urban fabric. Pilot activities include highway closures, "stroads" to boulevards, roadway reallocations, and greenway creations.

84 Federal Highway Administration. (February 2022). *Bridge Investment Program Bipartisan Infrastructure Law Fact Sheet*. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm
85 Federal Highway Administration. (January 2022). *Bridge Formula Program Implementation Guidance.* https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm
86 Federal Highway Administration. (December 2022). *Bridge Formula Program Questions and Answers.* https://www.fhwa.dot.gov/bridge/bfp/qanda.cfm
87 Montana Department of Transportation. (ND). Bridge Investment Program (BIP) Grant Program. https://mdt.mt.gov/business/discretionarygrants/bip.aspx
88 Federal Transit Administration. (ND). *Low or No Emission Vehicle Program – 5339 (c).* https://www.transit.dot.gov/lowno
89 United States Department of Transportation. (December 2022). *The INFRA Grants Program.* https://www.transportation.gov/grants/infra-grants-program
90 United States Department of Transportation. (January 2023). *The MEGA Grant Program.* https://www.transportation.gov/grants/mega-grant-progra
91 Montana Department of Transportation. (ND). *National Infrastructure Project Assistance (MEGA) Grant Program.* https://mdt.mt.gov/business/discretionarygrants/mega.aspx

GRANT PROGRAM	DESCRIPTION
Railroad Crossing Elimination (RCE)[92]	The Railroad Crossing Elimination Program provides funding for planning and construction grants that focus on highway-rail or pathway-rail grade crossing improvement projects with an emphasis on improving the safety and mobility of people and goods. MDT is an active partner in applying for RCE grants, and the program is administered by the Federal Railroad Administration.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Grant program provides funding for capital investments in surface transportation infrastructure for projects that will have a significant local or regional impact and improve transportation infrastructure. Expected impacts of funded projects include those that reduce greenhouse gas emissions, address environmental justice, address racial equity and barriers to opportunity, and create good-paying jobs from modernizing transportation infrastructure making them safer, more accessible, more affordable, and more sustainable. MDT is an active partner in applying for RAISE grants.
Safe Streets & Roads for All (SS4A)	The SS4A Program is administered by the FHWA to award competitive grants for planning, demonstration, and implementation activities that improve multimodal safety. Cities and counties are eligible to apply for Planning & Demonstration Grants or Implementation Grants in partnership with community groups, MPOs, and state DOTs. Planning grants can support the development of a Safety Action Plan, and Implementation grants can be used for capital construction.
Strengthening Mobility and Revolutionizing Transportation (SMART)[93]	The SMART grant program supports demonstration projects focused on advanced smart city/community technologies and systems in a variety of communities to improve transportation efficiency and safety. Projects should focus on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. There are both planning and implementation grants available. MDT is an active partner in applying for SMART grants.

State Funding

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

The funds may also be used for the share that the city or county might otherwise expend for proportionate matching of Federal funds allocated for the construction of roads or streets that are part of the primary, secondary, or urban system. This tax has increased since the 2018 LRTP and is now assessed at $0.33 per gallon on gasoline and $0.2975 per gallon on diesel fuel used for transportation purposes.[94]

Local Funding

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

92 Montana Department of Transportation. (ND). *Railroad Crossing Elimination (RCE) Grant Program.* https://mdt.mt.gov/business/discretionarygrants/rce.aspx
93 Montana Department of Transportation. (ND). *Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program*. https://mdt.mt.gov/business/discretionarygrants/smart.aspx
94 Montana Department of Transportation (ND). *Fuel Tax Frequently Asked Questions*. https://www.mdt.mt.gov/business/fueltax/faq.aspx

TABLE 33. LOCAL FUNDING SOURCES

FUNDING SOURCE	DESCRIPTION
Arterial Construction Fund	This special revenue fund is managed by the Billings Public Works Department and was used for the construction of new roadway facilities. This fund will expire following Fiscal Year 2023.
Airport Fund	This enterprise fund is used to design, construct, and maintain airport equipment and facilities at the Billings Logan International Airport.
Gas Tax Fund	This special revenue fund is managed by the Billings Public Works Department and implements the City Council's goals relating to maintaining quality streets and street maintenance. Funding for this activity is derived from the City's share of Gas Tax proceeds and a transfer from the Street Maintenance District Fund for maintenance.
Sidewalk and Curb Districts Fund	This fund is used to account for the construction of sidewalks and curbing throughout the City. The Annual Street Reconstruction and Misc., Curb, Gutter, and Sidewalk Programs are part of this fund.
Special Improvement Districts Fund	A SID is a group of properties that become a legal entity in order to construct public improvements. Some improvements that can be constructed through an SID include street paving, curb and gutter, water main, sewer main, and storm drain. Improvement costs are carried by property owners within the SID boundaries.
Street Maintenance District Fund	The street maintenance special assessment districts provide funding to maintain quality streets and street maintenance for the safety of residents and visitors and to continue to improve the city's street network. Street Maintenance District #1 is comprised of the central downtown area and Street Maintenance District #2 is the remainder of the city. This program includes the City's Street Traffic Division operations, PAVER Program, and Street Light Maintenance.
Street and Traffic Fund	This special revenue fund is used to purchase, operate, and maintain the equipment used to ensure the safe and efficient operations of public roadways in the City of Billings.
Tax Increment Financing	Tax Increment Financing (TIF) is a mechanism that allows a local government or redevelopment authority to generate revenues for a group of blighted properties targeted for improvement, known as a TIF district. As improvements are made within the district, and as property values increase, the incremental increases in property tax revenue are captured in a fund that is used for public improvements within the district. The funds generated from a new TIF district could be used to finance projects such as street and parking improvements, tree planting, installation of new bicycle racks, trash containers and benches, and other streetscape beautification projects within the designated area. Billings currently has three active TIF districts: Downtown TIFD, East Billings TIFD, and South Billings TIFD.
Transit Fund	The Transit Fund is a city Enterprise Fund, which means that the agency is operated as a business that provides a service to the public for a fee. MET Transit operates both fixed route and on-demand paratransit services with various fare options, that support MET's operations, along with city and federal funding. The Transit Fund is specifically reserved for transit projects.
Trail Grant Fund	This fund is used to account for the contributions and grants related to the construction of bicycle and pedestrian pathways.

Emerging Funding Sources

As transportation technologies continue to evolve, funding sources that were once lucrative, such as gas taxes, may become less relevant. To supplement and eventually replace obsolete funding sources, there are several funding sources that are emerging, including congestion pricing, mileage-based fees, variable parking fees, and electric vehicle charging taxes.[95, 96] Details about these emerging funding sources are outlined below.

- **Congestion Pricing:** This newer tolling approach prices roadway use to reduce demand in order to use the road's capacity most efficiently and to raise revenue. Congestion pricing is based on the idea that the price of accessing available roadway capacity should be higher at the places and during the times of day when demand is the greatest. This program can be implemented on a lane, a roadway, a bridge/tunnel, or an area (area-wide congestion pricing is also known as cordon pricing). Many states and cities in the US have implemented congestion pricing to fund either the maintenance of the facility or to fund multimodal improvements throughout the jurisdiction.
- **Mileage-Based Fee:** Also known as "Vehicle Miles Traveled" (VMT) fees, this funding source charges drivers directly for each mile traveled, either through odometer readings at annual vehicle registrations or GPS-based systems. This funding source is flexible in that the rate per mile traveled can vary and it can be different for different roadway users (such as commercial vehicles or for-hire vehicles). Because it is applicable for both internal combustion engine and electric vehicles, it is relatively future-proof, in addition to working as an incentive for individuals to drive less. Oregon and California have piloted mileage-based systems since the 2000's, and other states, including Hawaii, Massachusetts, Minnesota, Tennessee, Utah, Vermont, Virginia, and Washington are currently investigating these programs.
- **Variable Parking Fee:** Similar to congestion pricing, variable parking fees price the spaces available for vehicular parking based on location, availability, and the time of day. Variable pricing programs are based on the idea that vehicular parking is one use of on-street space, and should be priced for the opportunity cost of using that space to store cars rather than for potentially more efficient uses, such as bus-only lanes, protected bicycle facilities, commercial loading zones, landscaping, outdoor dining, or wider sidewalks. The District of Columbia has been piloting variable parking fees in select neighborhoods since 2019.
- **Electric Vehicle Charging Tax:** This emerging funding source levies a tax on electricity delivered to public electric vehicle charging stations. The Montana State Legislature passed a kilowatt hours tax in 2023.

The state of Montana is researching replacements for the gas tax. At present, the gas tax is the primary source of non-federal funding for roads, bridges, and other transportation infrastructure. The City of Billings is not currently investigating variable parking fees. For this reason, the following section continues to project revenues emerging from gas taxes.

Revenue Projections

Many of the funding sources detailed in the previous section are included in several important documents that informed the estimation and projection of future MPO revenues, including a current allocation (2023) of available transportation funding for the Billings planning area managed by MDT Statewide and Urban Planning Section, the FY2024 – 2028 MPO Transportation Improvement Program, the FY 2023 – 2027 City of Billings Capital Improvement Program, and the FY 2023 City of Billings Budget. These local, state, and federal revenue sources were compiled and then multiplied by a 3% inflation for each year to project to the five-year (FY 2028), ten-year (FY2033), and twenty-two year (FY2045) revenues for those periods. Table 34 summarizes the current and projected funding (estimated) for the Billings planning area.

The average annual allocation for the Billings-Yellowstone County MPO is $42,345,294. The 22-year revenue projection is $959,560,000. The average annual revenue projection is anticipated to increase due to changes in federal funding programs. However, it is important to note that federal earmarks, which were a previous revenue source, are no longer expected.

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

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

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

FUNDING SOURCE	CURRENT ANNUAL ALLOCATION (FY 2024)	5-YEAR REVENUE PROJECTION (FY 2028)*	10-YEAR REVENUE PROJECTION (FY 2033)	22-YEAR REVENUE PROJECTION (FY 2045)
Congestion Mitigation and Air Quality Improvement (CMAQ)	$1,721,400	$9,626,800	$17,730,000	$39,010,000
Congestion Mitigation and Air Quality Improvement - Montana Air and Congestion (MACI)	$1,001,249	$3,824,900	$10,310,000	$22,690,000
Bridge (BR)	$725,452	$6,657,800	$7,470,000	$16,440,000
National Highway System (NHS)	$9,736,469	$114,073,800	$100,290,000	$220,630,000
Interstate Maintenance (IM)	$2,641,032	$98,470,700	$27,200,000	$59,850,000
Highway Safety Improvement Program (HSIP)	$541,185	$5,481,900	$5,570,000	$12,260,000
Surface Transportation Program Secondary/ Off-System (STP/S†/X†)	$30,000	$69,700	$310,000	$680,000
Urban Pavement Preservation (UPP)	$500,000	$2,500,000	$5,150,000	$11,330,000
Surface Transportation Program Urban (STPU)	$2,489,770	$24,379,600	$25,640,000	$56,420,000
Transportation Alternatives (TA)	$789,570	$9,038,275	$8,130,000	$17,890,000
Gas Tax - City (GTB)	$4,562,674	$18,096,000	$47,000,000	$103,390,000
Gas Tax - County (GTY)	$743,929	-	$7,660,000	$16,860,000
National Highway Freight Program (NHFP)‡	-	$14,357,700	-	-
Montana Fish and Wildlife Program (FWP)	-	$908,700	-	-
Operations and Maintenance	$998,564	$4,992,818	$10,290,000	$22,630,000
TRANSADE	$250,000	$1,352,700	$2,580,000	$5,670,000
Safe Streets and Roads for All (SS4A)	-	$4,447,529	-	-
FTA 5307	$2,900,000	$27,378,400	$29,870,000	$65,710,000
FTA 5339	$760,000	$13,821,700	$7,830,000	$17,220,000
FTA 5310	$230,000	$1,274,200	$2,370,000	$5,210,000
Sidewalk and Curb Districts Fund (SCD)	$1,385,000	$7,095,000	$14,270,000	$31,380,000
Special Improvement Districts Fund (SID)	$2,675,000	$12,275,000	$27,550,000	$60,620,000
Street Maintenance District Fund (SM)§	$5,397,000	$44,904,000	$55,590,000	$122,300,000
Transit Fund	$2,267,000	$2,267,000	$23,350,000	$51,370,000
Total	$42,345,294	$427,294,222	$436,160,000	$959,560,000

**Based on revenues from the FY 24-28 MPO TIP.*

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

‡The MPO is not projecting NHFP funds for projects once the Billings Bypass is complete so it is not included in revenue projections.

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

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

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

Projects

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

FIGURE 71. PROJECT LIST DEVELOPMENT PROCESS



Project Identification

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

Project Prioritization

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

Project List

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

PROJECT IDENTIFICATION

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

TABLE 35. PROJECT LIST SOURCES

PROJECT SOURCE	DESCRIPTION
Committed Projects	■ City of Billings FY 2023-2027 Capital Improvement Plan (CIP) ■ City of Billings FY 2024-2028 CIP ■ Billings Metropolitan Planning Organization 2024-2028 ■ Transportation Improvement Program (TIP)
Recent Plans and Studies	■ Review of Recently Completed and On-Going Plans, Studies, and Projects (see Chapter 1)
2018 LRTP	■ Recommended and Illustrative Projects from the 2018 LRTP
2023 LRTP	■ Needs & Deficiencies Analysis (see Chapter 6) ■ Stakeholder Input ■ Public Outreach (see Chapter 3)

PROJECT PRIORITIZATION

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

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

FIGURE 72. PROJECT PRIORITIZATION CRITERIA



PROJECT LIST

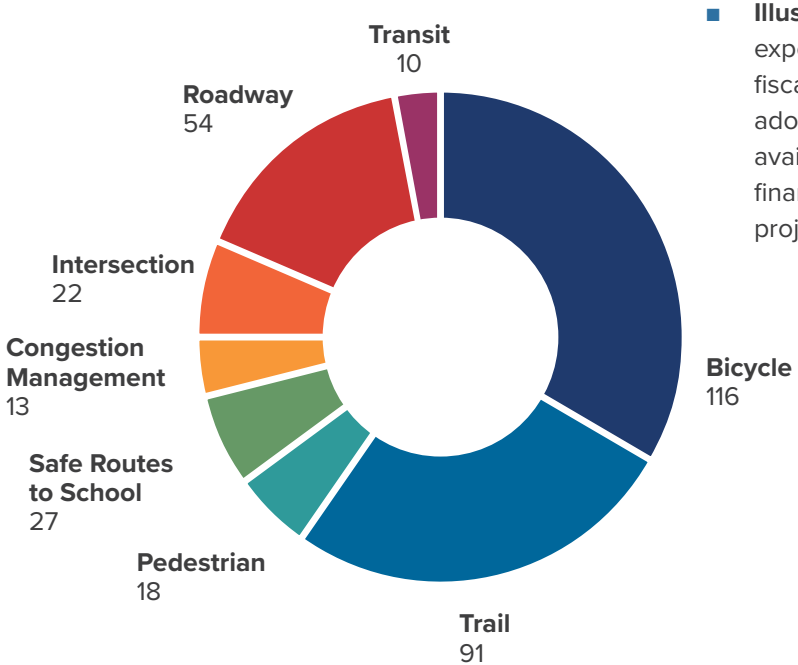
This section presents the projects that comprise the 2023 LRTP Project List, which are categorized as follows:

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

The Project List includes 346 projects, which are delineated by the project categories to the left and included in the Projects & Implementation Appendix. For each category, the corresponding projects, as well as their prioritization score and the funding sources for which they are eligible, are tabulated. Additionally, maps depicting the project list by category are available in the Projects & Implementation Appendix. Figure 73 depicts the number of projects in each category.

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

FIGURE 73. PROJECTS BY CATEGORY



Implementation

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

- **Committed projects** are those projects that are included in the MPO TIP, or the City of Billings CIP. The plan includes 77 committed projects. These projects are displayed in Figure 74.
- **Recommended projects** are projects that are expected to be fully funded by year 2045, but are not currently committed within the STIP, TIP, or CIP. The plan includes 211 recommended projects. These projects are displayed in Figure 75.
- **Illustrative projects** are those that are not expected to be funded by 2045 due to fiscal constraint but could be included in the adopted LRTP if additional resources become available, beyond those identified in the financial plan. The plan includes 59 illustrative projects, that are displayed in Figure 76.

The costs to design, construct, operate, and maintain all elements of the committed and recommended projects in the LRTP through 2045 are more than $803.4 million. The “plan cost” is only the portion of the project costs that is programmed in the LRTP – committed projects have funding identified to cover their full cost. Table 36 delineates the funding dedicated for each project category.

Project costs were estimated using existing estimates from the MPO Transportation Improvement Program and the City of Billings Capital Improvement Program, as well as through recently completed transportation projects in the region and the state and input from the Steering Committee. As the projects included in the Project List are not fully scoped, the estimated project costs are planning-level estimates. All project costs were converted to year of expenditure (YOE) dollars using a three-percent annual inflation rate to account for how projects will be programmed within the 20-year LRTP horizon. For capital projects, the cost estimate represents the total amount of funding that will be needed to plan, design, and build a project. For some projects that recommend new programs, plans or studies, or other work, the cost estimate represents the cost of completing that item.

ANNUAL PROGRAMS

Annual allocations for various local and state programs are shown in Table 36. These programs are part of the fiscally constrained project list and account for anticipated recurring annual expenditures, including transit operations and maintenance costs, which are generally more routine compared to the stand-alone projects in the project list. Specific projects funded through these programs have not yet been identified. They are typically determined closer to the year of expenditure based on available funding and project priorities. Details on annual expenditures, including anticipated average annual funding are provided in Appendix H.

PLANS AND STUDIES

The MPO receives dedicated funding for planning activities, separate from the funding sources described in Table 34. Appendix H lists priority planning projects and studies identified through the needs and deficiencies assessment. These efforts generally involve further evaluation of identified locations to determine appropriate treatments and interventions to improve conditions. Findings and recommendations from these studies will inform future project lists and be incorporated into subsequent LRTP updates.

TABLE 36. ANNUAL PROGRAMS AND TRANSIT

PROGRAM NAME	LEAD AGENCY	DESCRIPTION
Annual gravel street reconstruction	City of Billings	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.
Annual PAVER program	City of Billings	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.
Annual SIDS	City of Billings	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.
Annual street reconstruction	City of Billings	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.
Annual travel corridor coordination	City of Billings	This is for improvements to corridors within the city that only require minor infrastructure modifications.
Annual Intersection Improvements	City of Billings	This program is for the evaluation and construction of improvements to selected intersection trouble areas. Intersections are evaluated regularly to determine priority based on traffic counts, crash history, pedestrian counts and other factors.
Misc., Curb, Gutter, and Sidewalk Program	City of Billings	This program funds the annual replacement and infill program of curb, gutter, and sidewalk. The project focuses on areas of missing sidewalk primarily on arterials, school routes, near parks, and where requested by citizens.
Annual ADA Replacement	City of Billings	This program is for the replacement of curbed corners to add accessible ramps throughout the city. Proposed project areas include ADA ramps on 29th Street West to 30th Street West, ADA Areas in the EBURD (2-years), Broadwater Avenue from 24th Street West to Parkview, Broadwater Avenue from 12th Street to 16th Street, Poly Drive from 27th Street to Virginia, Wicks Lane from Bench Boulevard to Lake Elmo, 6th Street West from Broadwater to Central Avenue, 8th Street West from Broadwater to Central Avenue, ADA areas in the EBURD (2-years), 8th Street West from Broadwater to Grand, and Gabel Road from 32nd Street West to 24th Street West.
Traffic Calming	City of Billings	There are areas of the City that experience consistent speeding of traffic through the neighborhoods. This project would install traffic calming measures in those neighborhoods. The work will be prioritized by City staff according to the severity of the problem.
Annual Pedestrian Crossings	City of Billings	This is an annual program for enhanced pedestrian crossings throughout the City. Staff has prioritized pedestrian crossings based on a ranked project list recommended in the Safe Routes to School plans. There are approximately 70 pedestrian crossing improvement projects listed in the Safe Routes to School Plans. The 5-year list of projects anticipated are as follows: Colton Boulevard and 24th Street West, Broadwater Avenue at 5th Street West, Francis Avenue at Orchard School, multiple crossings of Jackson Street near Riverside School, crossing improvements at Zimmerman Trail, crossings of State Avenue at Jackson and Washington, and crossing improvements at Nutter Boulevard and Babcock Boulevard for Sandstone Elementary.

PROGRAM NAME	LEAD AGENCY	DESCRIPTION
Annual SRTS (Non-sidewalk)	City of Billings	This program will install various pedestrian and traffic safety countermeasures along the routes to the 22 Billings elementary schools. These could be crossing treatments, street treatments, signs and markings, signals and other methods to reduce traffic and pedestrian issues.
MDT Preventative Maintenance	MDT	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.
ADA Compliance Program	MDT	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards
Urban Pavement Preservation	MDT	Annual allocation to pavement preservation at various locations
Traffic Mitigation	MDT	Annual allocation to signalization projects
Transit Operating Expense	MET	General transit operating expenses
Transit Capital Purchase	MET	Expenses related to acquiring vehicles and related equipment
Safety Projects	MDT	Funds roadway safety projects

FIGURE 74. COMMITTED PROJECTS

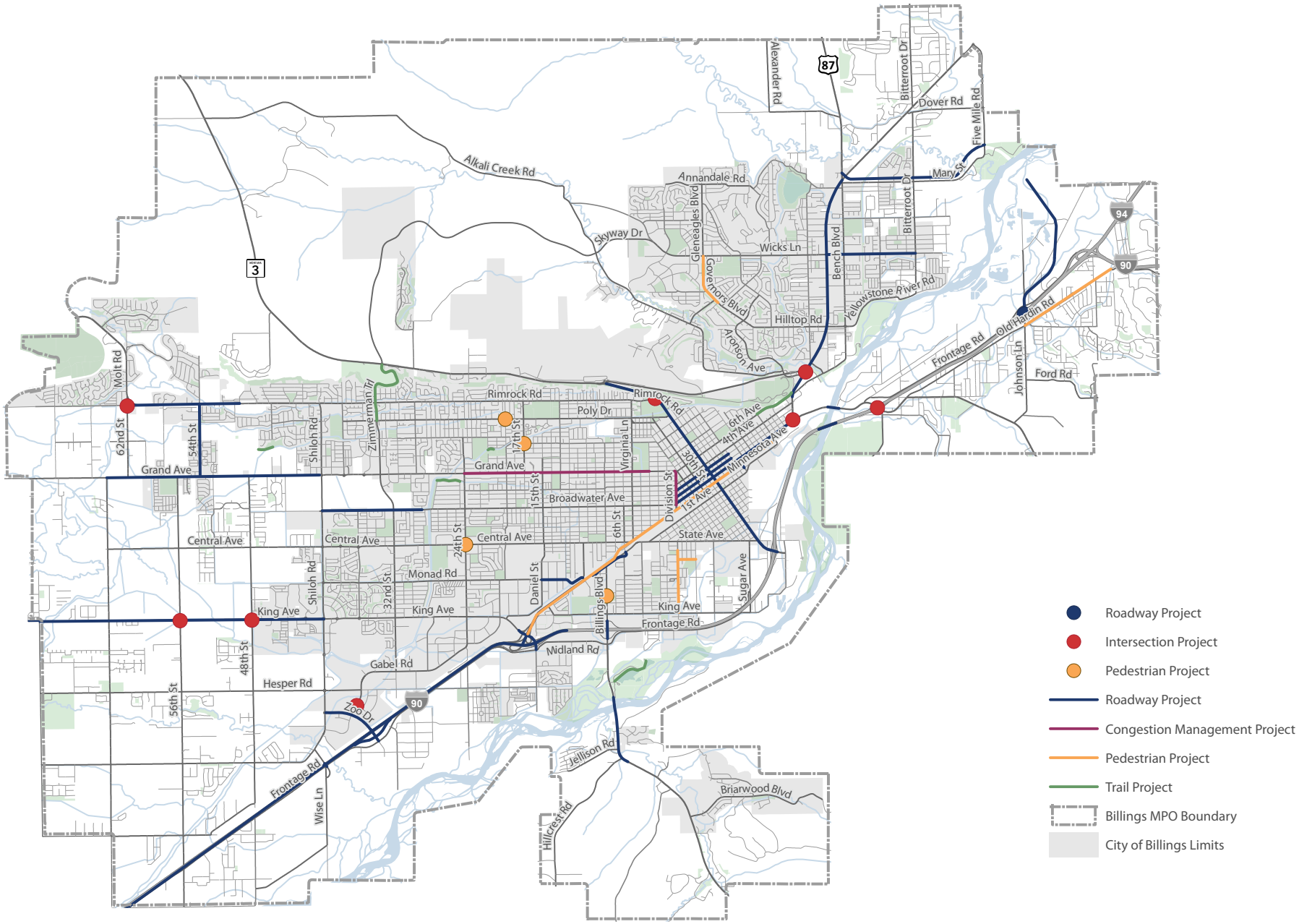


FIGURE 75. RECOMMENDED PROJECTS

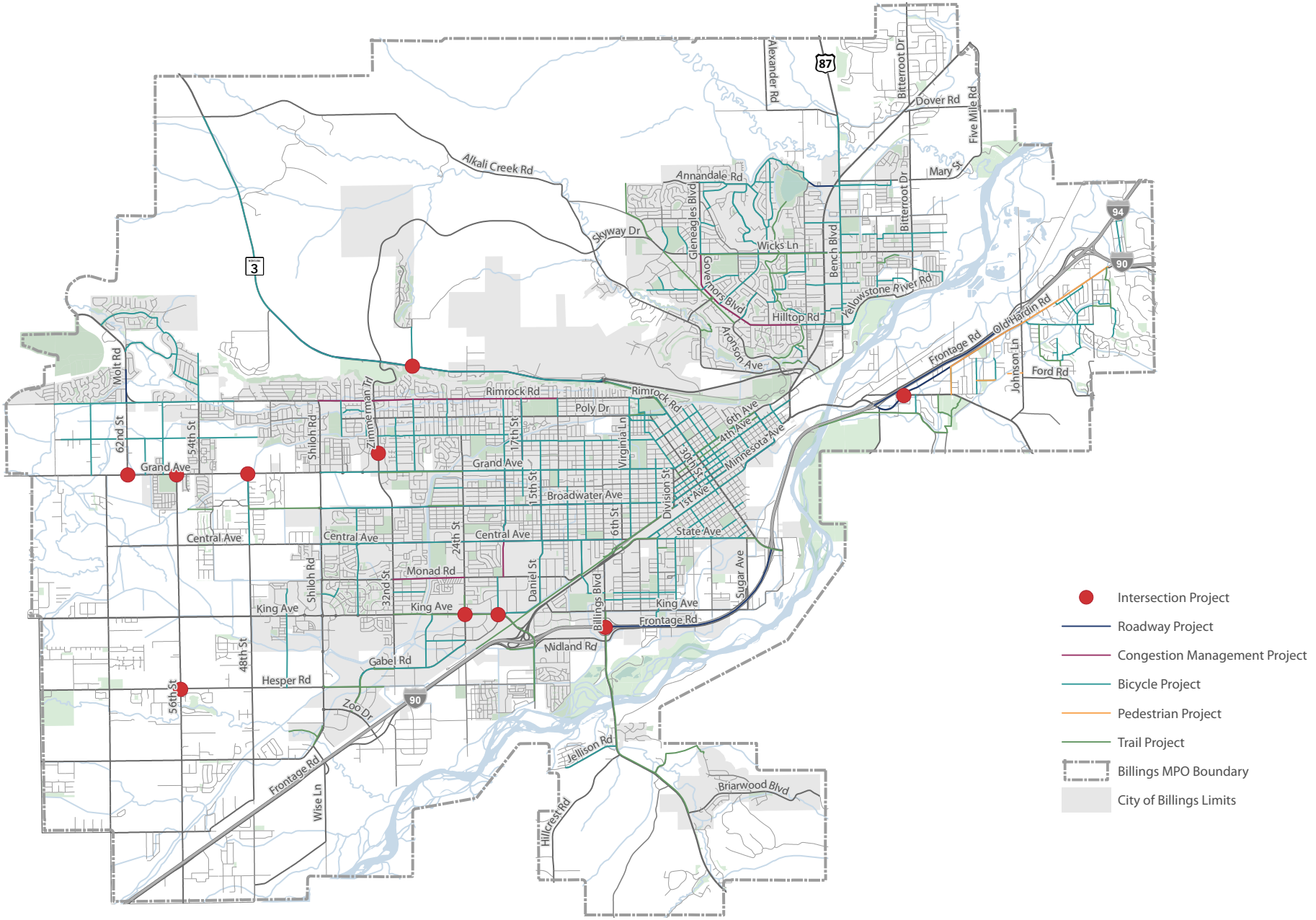
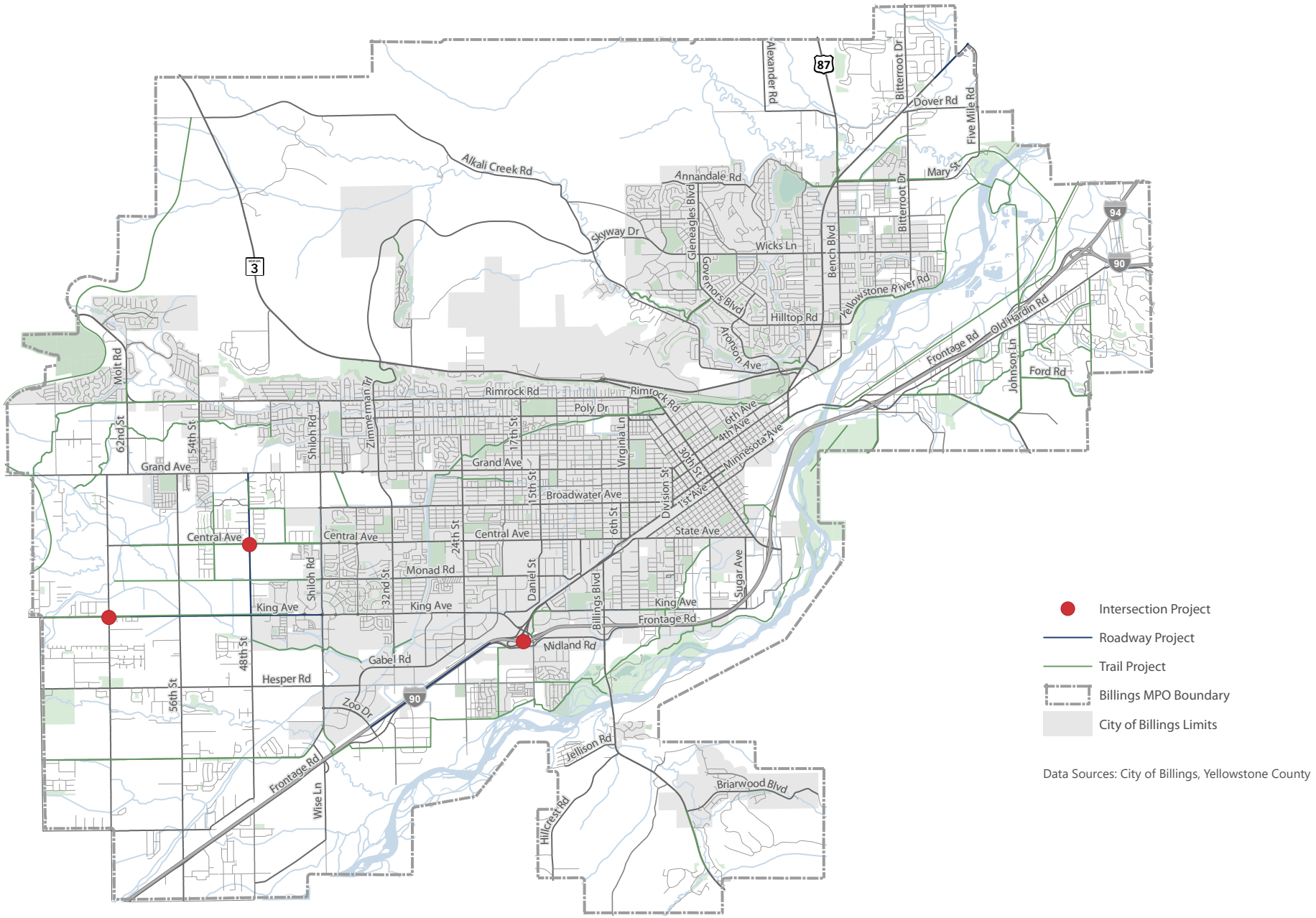


FIGURE 76. ILLUSTRATIVE PROJECTS



SPENDING & REVENUE PLAN

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

As shown in Table 38, the estimated available revenue ($959,560,000) is greater than the estimated total costs ($751,866,923) to implement the committed and recommended projects for the 2023 LRTP. Therefore, this plan is fiscally responsible and meets the fiscally constrained requirement.

TABLE 37. FUNDING PROJECTS & SPENDING PLAN

ACRONYM	FUNDING SOURCE	2024 - 2028			2029-2033				2034-2045			
		FUNDING[4]	EXPENDITURES - REIMBURSEMENTS	BALANCE	ANTICIPATED FUNDING[5]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE	ANTICIPATED FUNDING[6]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE
FEDERAL/ STATE[1]												
CMAQ[2]	Congestion Mitigation and Air Quality Improvement (CMAQ)	$15,928,417	$9,626,800	$6,301,617	$8,870,000	$15,171,617	$12,268,000	$2,903,617	$21,280,000	$24,183,617	$13,080,000	$11,103,617
MACI	Congestion Mitigation and Air Quality Improvement - Montana Air and Congestion (MACI)	$3,807,500	$3,824,900	$0	$5,160,000	$5,160,000	$4,910,000	$250,000	$12,380,000	$12,630,000	$11,979,000	$651,000
BRIDGE	Bridge (BR)	$6,471,300	$6,657,800	$100	$3,740,000	$3,740,100	$2,783,000	$957,100	$8,970,000	$9,927,100	$0	$9,927,100
CR		$4,824,700	$4,851,500	$0		$0	$0	$0	$0	$0	$0	$0
NH	National Highway System (NHS)	$109,884,000	$114,073,800	$0	$50,140,000	$50,140,000	$24,270,000	$25,870,000	$120,340,000	$146,210,000	$18,612,000	$127,598,000
IM	Interstate Maintenance (IM)	$98,470,500	$98,470,700	-$200	$13,600,000	$13,599,800	$12,949,000	$650,800	$32,650,000	$33,300,800	$23,785,000	$9,515,800
HSIP	Highway Safety Improvement Program (HSIP)	$4,010,100	$5,481,900	$100	$2,790,000	$2,790,100	$290,000	$2,500,100	$6,690,000	$9,190,100	$5,620,000	$3,570,100
STP/S*/X*	Surface Transportation Program Secondary/ Off-System (STP/S*/X*)	$154,300	$69,700	$84,600	$150,000	$234,600	$0	$234,600	$370,000	$604,600	$0	$604,600
UPP	Urban Pavement Preservation (UPP)	$2,500,000	$2,500,000	$0	$2,580,000	$2,580,000	$2,500,000	$80,000	$6,180,000	$6,260,000	$6,000,000	$260,000

ACRONYM	FUNDING SOURCE	2024 - 2028			2029-2033				2034-2045			
		FUNDING[4]	EXPENDITURES - REIMBURSEMENTS	BALANCE	ANTICIPATED FUNDING[5]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE	ANTICIPATED FUNDING[6]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE
STPU	Surface Transportation Program Urban (STPU)	$25,526,400	$24,379,600	$1,146,800	$12,820,000	$13,966,800	$8,812,000	$5,154,800	$30,780,000	$35,934,800	$13,554,000	$22,380,800
TA[7]	Transportation Alternatives (TA)	$9,895,000	$8,738,275	$1,156,725	$4,070,000	$5,226,725	$4,184,000	$1,042,725	$9,760,000	$10,802,725	$9,293,000	$1,509,725
GTB[8]	Gas Tax - City (GTB)	$22,813,370	$18,096,000	$4,717,370	$23,500,000	$28,217,370	$17,657,000	$10,560,370	$56,390,000	$66,950,370	$0	$66,950,370
GTY	Gas Tax - County (GTY)	$3,719,645	$0	$3,719,645	$3,830,000	$7,549,645	$5,341,000	$2,208,645	$9,200,000	$11,408,645	$10,926,000	$482,645
NHFP[9]	National Highway Freight Program (NHFP)	$14,357,700	$14,357,700	$0	$0	$0	$0	$0	$0	$0	$0	$0
FWP[9]	Montana Fish and Wildlife Program (FWP)	$908,700	$908,700	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTHER												
OM	Operations and Maintenance	$4,992,818	$4,992,818	$0	$5,140,000	$5,140,000	$0	$5,140,000	$12,340,000	$17,480,000	$0	$17,480,000
TRANSADE	TRANSADE	$1,352,700	$1,352,700	$0	$1,290,000	$1,290,000	$0	$1,290,000	$3,090,000	$4,380,000	$0	$4,380,000
OTHER - DISCRETIONARY												
SS4A - Total Project Cost	Safe Streets and Roads for All (SS4A)	$4,447,529	$4,447,529	$0	$0	$0	$0	$0	$0	$0	$0	$0
SS4A Federal[10]		$3,557,923	$3,557,923	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Federal/State		**$334,064,679**	**$322,830,422**	**$17,126,757**	**$137,680,000**	**$154,806,757**	**$95,964,000**	**$58,842,757**	**$330,420,000**	**$389,262,757**	**$112,849,000**	**$276,413,757**
FTA[1]												
Section 5307	FTA 5307	$30,225,400	$27,378,400	$2,847,000	$14,940,000	$17,787,000	$0	$17,787,000	$35,840,000	$53,627,000	$0	$53,627,000
Section 5339	FTA 5339	$14,898,900	$13,821,700	$1,077,200	$3,910,000	$4,987,200	$0	$4,987,200	$9,390,000	$14,377,200	$0	$14,377,200
Section 5310	FTA 5310	$11,491,200	$1,274,200	$10,217,000	$1,180,000	$11,397,000	$0	$11,397,000	$2,840,000	$14,237,000	$0	$14,237,000
Total Transit		**$56,615,500**	**$42,474,300**	**$14,141,200**	**$20,030,000**	**$34,171,200**	**$0**	**$34,171,200**	**$48,070,000**	**$82,241,200**	**$0**	**$82,241,200**

ACRONYM	FUNDING SOURCE	2024 - 2028			2029-2033				2034-2045			
		FUNDING[4]	EXPENDITURES - REIMBURSEMENTS	BALANCE	ANTICIPATED FUNDING[5]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE	ANTICIPATED FUNDING[6]	REVENUE + CARRYOVER	EXPENDITURES	BALANCE
LOCAL[3]												
SCD	Sidewalk and Curb Districts Fund (SCD)	$7,095,000	$7,095,000	$0	$6,990,000	$6,990,000	$5,179,000	$1,811,000	$17,110,000	$18,921,000	$657,000	$18,264,000
SID	Special Improvement Districts Fund (SID)	$12,275,000	$12,275,000	$0	$13,510,000	$13,510,000	$9,695,000	$3,815,000	$33,070,000	$36,885,000	$9,374,000	$27,511,000
SM	Street Maintenance District Fund (SM)	$44,904,000	$44,904,000	$0	$27,250,000	$27,250,000	$7,576,000	$19,674,000	$66,710,000	$86,384,000	$6,240,000	$80,144,000
TF	Transit Fund	$2,267,000	$2,267,000	$0	$11,450,000	$11,450,000	$0	$11,450,000	$28,020,000	$39,470,000	$0	$39,470,000
Total Local		**$66,541,000**	**$66,541,000**	**$66,541,000**	**$0**	**$59,200,000**	**$22,450,000**	**$36,750,000**	**$144,910,000**	**$181,660,000**	**$16,271,000**	**$165,389,000**
Total		**$457,221,179**	**$431,845,722**	**$31,267,957**	**$216,910,000**	**$248,177,957**	**$118,414,000**	**$129,763,957**	**$523,400,000**	**$653,163,957**	**$129,120,000**	**$524,043,957**

[1] Funding sources align with the FFY 24-28 MPO TIP.
[2] Includes Federal and Local Share
[3] Funding sources align with the FFY 24-28 City of Billings CIP.
[4] 2024 - 2028 funding is per the FFY 24-28 MPO TIP for Federal/ State and Transit sources, and per the FFY 24-28 City of Billings CIP for Local funding sources.
[5] 2029 - 2033 Anticipated Funding is estimated based on past funding levels and is the best information available at this time. There is no guarantee that funding will be available in the future.
[6] 2034 - 2045 Anticipated Funding is estimated based on past funding levels and is the best information available at this time. There is no guarantee that funding will be available in the future.
[7] TA funds are allocated through a competitive process.
[8] Revenues pulled from 24-28 MPO TIP. Expenditures pulled from 24-28 City of Billings CIP.
[9] Funding sources not anticipated or unknown past 24-28 TIP.
[10] The local share is $889,606. Of the local share, $15,000 will come from Planning fees or mill levy funds. The remainder will be funded by Gas Tax.

TABLE 38. SUMMARY OF LRTP PROJECT COSTS

PROJECT CATEGORIES	COMMITTED	RECOMMENDED[2]	2045 FISCALLY CONSTRAINED TOTAL
Pedestrian, Bicycle, Safe Routes to School, Trail	$17,424,598	$104,140,000	$121,564,598
Congestion Management, Intersection, Roadway	$301,582,000	$79,644,000	$381,226,000
Transit	$6,695,950	$70,380,000	$77,075,950
Annual Programs (2029-2045)[1]		$299,570,600	$299,570,600
Total	**$325,702,548**	**$553,734,600**	**$879,437,148**
2045 Revenue Projection Total			**$959,560,000**
Difference			**$80,122,852**

[1] Committed projects from annual programs are included in their respective project list type (Pedestrian, Bicycle, SRTS, Congestion Management, Intersection, Roadway, and Transit).
[2] Summarized by year of expenditure costs.

2023 BILLINGS URBAN AREA
LONG RANGE TRANSPORTATION PLAN



2018 LRTP REPORT CARD

A

2018 Billings Urban Area Long Range Transportation Plan — Performance Measure Report Card

LOCAL PERFORMANCE MEASURES

The 2018 LRTP established local goals with accompanying objectives and metrics to reach those goals. This Progress Report monitors the accomplishments of the Billings MPO in striving towards these goals over the past few years, and benchmarks progress yet to come. Across the six goals, progress was made across the board, most notably in the achievement of three important objectives: an inventory of critical infrastructure (Functional Integrity and Efficiency), an annual list of prioritized projects (Prioritized Improvements), and a stormwater management ordinance (Environment). Progress towards Federal and State Performance Targets is detailed in Chapter 2 of the LRTP.

GOAL	OBJECTIVES	METRICS	PROGRESS (2018–2020/2021)
Safety	Reduce the rolling five-year average number of fatal and serious injury crashes by 20% between 2018 and 2023.	Fatal and serious injury crashes	(+) **23%** decrease in fatal and serious injuries between 5-year rolling average period 2013 - 2017 (65) and 2016 - 2020 (46).
	Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles traveled by 20% between 2018 and 2023.	Fatal and serious injury crashes; Vehicle Miles Traveled	(+) **16%** decrease in the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles traveled between the period 2013 - 2017 and 2016 - 2020.
	Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2018 and 2023.	Non-motorized fatal and serious injury crashes	(–) **25%** increase in non-motorized fatal and serious injury crashes between 5-year rolling average period 2013 - 2017 (8 crashes per year) and 2016 - 2020 (10 crashes per year).
Functional Integrity and Efficiency	Develop an inventory of critical infrastructure. Update the regional emergency response plan at least once by 2023.	Critical infrastructure inventory and regional emergency response plan	(✓) • 2018 LRTP includes a critical infrastructure inventory • Yellowstone County Emergency Operations Plan updated in April 2019
	Reduce the number of intersections identified as operating at LOS E or worse during the peak hour in the 2018 LRTP by 10% between 2018 and 2023.	Intersection level of service (LOS)	(✓) **40%** 40% decrease in the number of intersections identified as operating at LOS E or worse during the peak hour (from 42 in 2018 to 25 in 2022).
	Reduce weekday peak hour vehicular and freight travel time on selected principal arterial corridors by 5% between year 2018 and 2023.	Weekday peak hour travel time	(○) Cannot be determined from LRTP analysis.

Prioritized Improvements	Create an annual prioritized list of fiscally constrained projects.	List creation	(✓) • Billings MPO Transportation Improvement Program (TIP) brings together priorities that are presented in:
			  • City of Billings Capital Improvements Program
			  • Yellowstone County Capital Improvements Program
			• The priorities included in the TIP are then added to Montana Department of Transportation's Statewide Transportation Improvement Program (STIP)

Environment	Develop and codify a stormwater management ordinance for the Billings urban area that establishes minimum stormwater management requirements and controls for major developments by 2023.	Ordinance development and codification	(✓) In February 2018, the City of Billings adopted the Stormwater Management Manual, which outlines policies and requirements to ensure proper stormwater management practices are employed in development and construction activity.
Public Transit and Transportation	Maintain annual transit ridership each year from 2018 to 2023.	Total annual ridership	(–) **28%** decrease in ridership between 2016 - 2020, which is in part due to the COVID-19 pandemic.
	Maintain 2018 number of routes, hours of service of each route, and headways on each route for the next 5 years.	Number of routes, hours of service, headways	(✓) There were no changes in the number of routes, hours of service, or headways between 2018 - 2020, with the exception of service modifications due to the COVID-19 pandemic.
	Maintain 2018 rate of replacement of buses for next 5 years.	Number of buses replaced	(✓) In 2021, MET replaced 17 of its 40 vehicle fleet, maintaining its rate of replacement.
Pedestrians and Bicyclists	Increase number of bicycle lane miles by 10% between year 2018 and 2023.	Number of bicycle lane miles	(+) **6%** increase in bicycle lane miles. An additional 2.01 miles built to bring the network to 27.41 miles between 2018 – 2020.
	Increase number of shared-use trail miles by 10% between 2018 and 2023.	Number of trail miles	(+) **3%** increase in shared-use trail miles, with an additional 3.68 miles built to bring the network to 49.28 miles between 2018 – 2021.
	Incorporate bicycle or pedestrian facilities on 75% of projects between 2018 and 2023.	Number of projects with bicycle or pedestrian facilities incorporated	(✓) **93%** of identified completed or on-going projects from the City of Billings and Yellowstone County public works programs included pedestrian or bicycle facilities.
	Increase bicycle and pedestrian traffic counts at selected trails and intersections by 10% between 2018 and 2023.	Number of bicyclists, number of pedestrians	(+) **1.3%** average growth of pedestrian and bicycle traffic at selected trails and intersections between 2018 – 2021. Some locations grew as much as 6.8% and no locations decreased.

✓ completed + progress made, close to completion + progress made close to completion – no progress ○ to be determined

Note: This is a working document.



FUTURE CONDITIONS SUPPORTING FIGURES

G

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Future Conditions Appendix

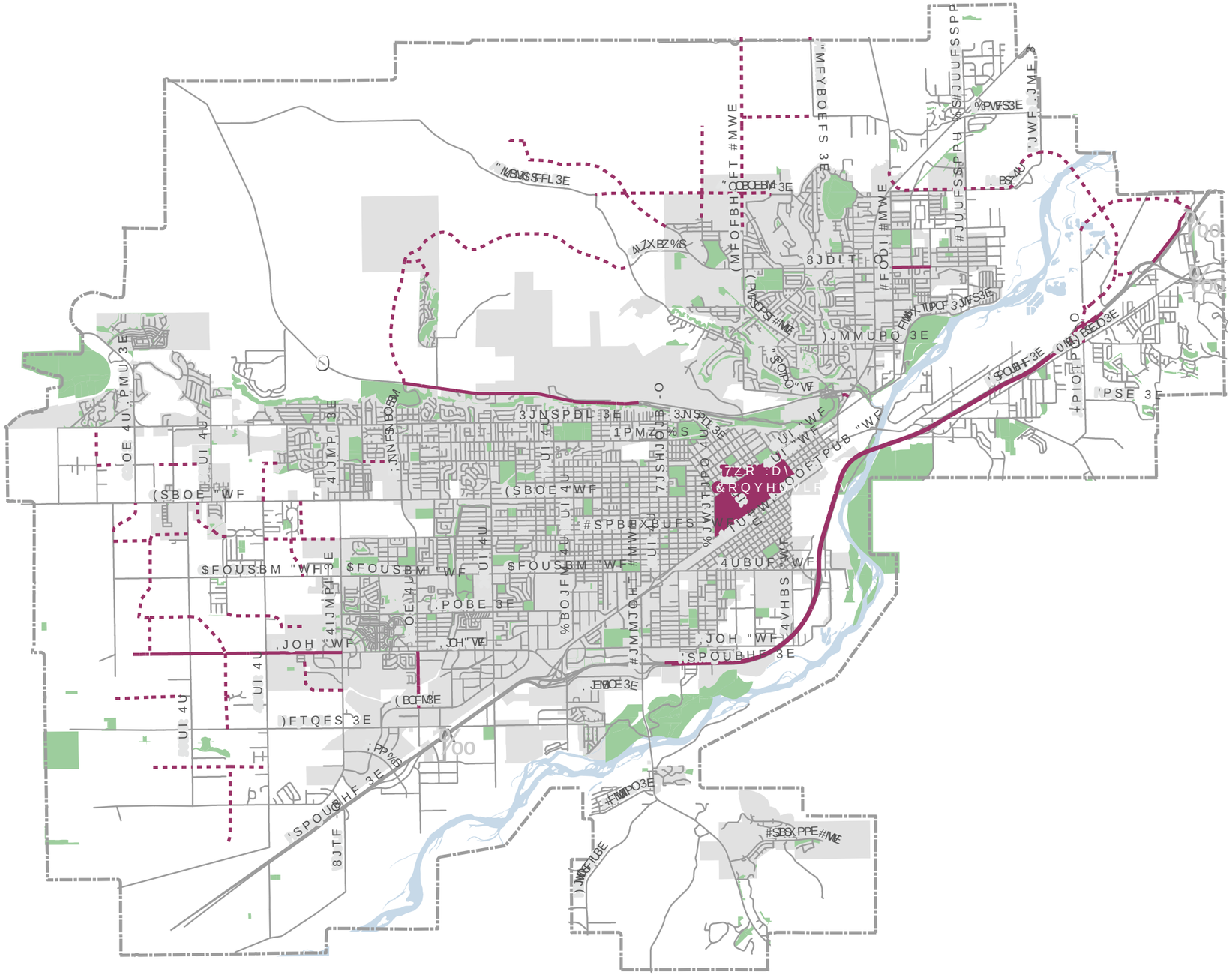
TRANSPORTATION

Future Traffic Volumes

7UDYHO 'HPDQG 0RGHO <HDU 5RDGZD\ 1HWZRUN

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Transit

Table 1. Future MET Transit Routes

Route	Redesign Route Changes
Airport	The route will not operate as a circulator through downtown Billings.
3	The new Route 3 will mirror the existing route with small changes in downtown to provide coverage.
5 A/B	Becomes singular, bidirectional Route 5 to improve legibility. Route 5 will no longer run in Shiloh Rd corridor, but travel on Zimmerman Trail and 32 St W. Access to/from downtown would be through the medical corridor on N 30th Street.
7	Route 7 (Broadwater) will follow mostly the same route. It would not travel as far west as Shiloh Rd and provide sone service north of Broadwater Ave on Colton Blvd and Grand Ave. to access Will James Middle School.
9	The new Route 9 (Central) will cover the same area as the old route with bidirectional service, except for some rerouting in the South-Central neighborhood to provide adequate coverage.
10	The new route 10 (Southside) will cover generally the same area as the current Route 10 but it would serve part of the South-Central neighborhood where Route 19 currently covers. West of Laurel Road, the new Southside would take a more direct route to Stewart Park Transfer Center.
13	The new Route 13 (Westend) is a simplified and shorter version of the existing route that will travel in a clockwise loop starting from Stewart Park Transfer Center, serving Shiloh's Crossing and other retail locations West of S Shiloh Rd.
14	Route 14 (Alkali) will suspend service, with most area replaced by other modified routes.
15	Route 15 (Hilltop) will suspend service, with most area replaced by other modified routes.
16	The new Route 16 will be one of two routes serving Billings Heights. This short route will provide fast and frequent (every 30 minutes) service from the Heights to downtown Billings.
17	Route 17 (Bench) would suspend service, with most area replaced by other modified routes.
18	Route 18 (Heights) would change to a bidirectional "circulator" traveling across Billings Heights. Access to other routes in the network would be provided through the higher frequency Route 16.
19	Route 19 (The Loop) would provide more service south and southwest of downtown while expanding west toward Stewart Park Transfer Center.
24	Route 24 (Poly) would suspend service, with most area replaced by other modified routes.

Source: MET Transit

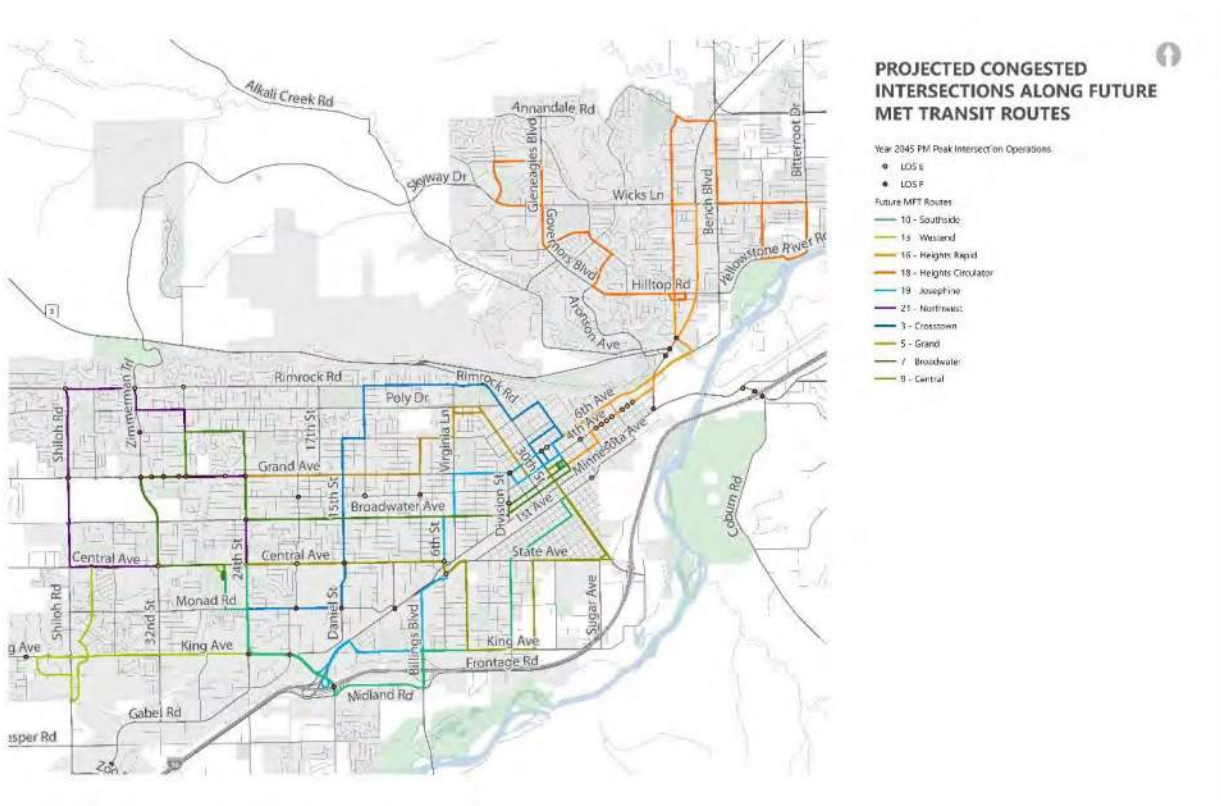
TRANSIT CORRIDORS PROJECTED TO EXPERIENCE FUTURE CONGESTION

As outlined in the ***Error! Reference source not found.*** section, there are multiple corridors that are projected to be congested during the PM peak period in the year 2045. These congested corridors correspond with several future MET routes, including:

- Route 5 and Route 7 along Grand Avenue
- Route 10, Route 13, and Route 19 along King Avenue
- Route 16 along Main Street

Exhibit 1 displays the future routes and congested corridors. These routes could potentially benefit from technology and infrastructure upgrades to improve transit service at signalized intersections and along congested corridors, such as transit signal priority, queue jumps, and bus-only lanes. These treatments could be explored in a future study once the future MET transit system is implemented.

Exhibit 1. Projected Congested Intersections Along Future MET Transit Routes



EMERGING TECHNOLOGY

Mobility as a Service

If implemented, micromobility could be one part of the urban shared mobility system, complementing MET Transit services, ridehailing and carsharing services, and electric vehicle charging. Integrating these mobility options through a digital platform into one cohesive system that facilitates multimodal trips is termed 'Mobility as a Service' or MaaS. MaaS enables transportation system users to plan, book, and pay for multiple types of mobility services through a common application. As transportation systems become increasingly digital, developing mobility services to facilitate quick, safe, and affordable trips can further incentivize transportation system users to choose low carbon modes of transportation. Best practices to include when considering MaaS[1]:

- Prioritize interoperability between modes of transportation.
- Facilitate communication between public and private providers.
- Encourage innovation, openness, and inclusivity in design.

Smart Infrastructure & Digital Twins

Utilizing high-speed connectivity, many cities are piloting and building 'smart infrastructure' that allows for real-time data collection and analysis to inform decision-making that better serves citizens seeking public services. Smart infrastructure is simply regular infrastructure that is equipped with connectivity (through closed Wi-Fi networks, cellular networks, or fiber optic networks) and sensors tailored to their functions, such as radar, cameras, temperature, pressure, moisture, etc. Smart infrastructure allows for continuous data collection, which in turn can be analyzed by partner agencies or through cloud-computing to produce data-driven insights. These key findings can then be utilized to better provide key urban services, such as:

- Automated Traffic Detection & Coordinated Signal Timing
- Transit Signal Priority & Bus Rapid Transit
- Power Grid, Water Quality, and Sewage System Monitoring
- Efficient Waste Management

Digital Twin: *A virtual model of real-world assets (such as roadways, bridges, buildings, streetlights, vehicles, waste management, power systems, etc.), as well as processes, behaviors, and relationships, that is used to create, monitor, and maintain the infrastructure.*

When combined, these individual detection, monitoring, and analysis systems can be combined into a Digital Twin, which integrates all these urban components into one model. The regular exchange of data between digital and physical twins through their shared lifecycles could empower planning partners to learn from the digital twin ecosystem and evolve policies and services over time. This would enable the whole urban area to anticipate and respond to security hazards such as wildfires, floods, blizzards, and pandemics, while also empowering the efficient use of resources towards sustainability and resiliency goals.

[1] MaaS Alliance. (September 2017). *Guidelines & Recommendations to Create the Foundations for a Thriving MaaS Ecosystem.* https://maas-alliance.eu/wp-content/uploads/sites/7/2017/09/MaaS-WhitePaper_final_040917-2.pdf

2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Projects & Implementation Appendix

INTRODUCTION

This appendix describes the process used to develop and prioritize the project list and presents the projects organized by category. Appendix J provides the projects organized by funding source.

PROJECT PRIORITIZATION

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

The projects were evaluated based on 12 project criteria that align with LRTP goals, and are shown in Exhibit 2 and described in Table 1. For each criterion, projects were assigned a score of -1, 0, 1, or 2, based on their alignment with the criterion. The final prioritization score for a project is the sum of the scores for all 12 criteria.

Table 1. Project Prioritization Scoring

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
1	Stakeholder & Public Support	Steering Committee, Stakeholder, or Public Meetings	Strong Support	Moderate Support	Mixed Support or No Comment	Strong Opposition
2	Consistency with Adopted Plans / Studies	Plans and Studies Identified in 'Recently	Strong Consistency	Minor Consistency	Not Identified in a Partner Agency Plan/Study	Not Applicable

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
		Completed & On-Going Project' List				
3	Safety - Mitigates Crash Risk, Especially for Vulnerable Road Users	EPDO Analysis, Near Schools in GIS, & Project Type	Addresses Identified Safety Issue	Minor Safety Impact	No Effect	Negative Safety Impact
4	Serves Transportation-Disadvantaged Populations	Transportation Disadvantaged Populations in GIS	Project Located in High Disadvantaged Block Group	Project Located in Medium Disadvantaged Block Group	Project Located in Low Disadvantaged Block Group	Not Applicable
5	Supports Low Carbon Modes and Green Infrastructure	Project Type	Major Environmental Improvement	Minor Environmental Improvement	Minimal to No Impact	Negative Environmental Impact
6	Address Resiliency & Security Risks	Resiliency Risks in GIS	Addresses Identified Resiliency or Security Risk in High-Risk Area	Addresses Identified Resiliency or Security Risk in Medium-Risk Area	Addresses Identified Resiliency or Security Risk in Low-Risk Area	Negative Resiliency or Security Impact
7	Right-of-Way Impacts	Project Likelihood to Expand Beyond Existing ROW	No ROW Impacts	Minimal ROW Impacts	Moderate ROW Impacts	Significant ROW Impacts

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
8	Pedestrian Mobility	Pedestrian Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Pedestrian Safety / Mobility OR Near a School	Major Pedestrian Safety / Mobility Improvement	Minor Pedestrian Safety / Mobility Improvement	Negative Pedestrian Safety / Mobility Impact
9	Bicycle Mobility	Bicycle Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Bicycle Safety / Mobility OR Near a School	Major Bicycle Safety / Mobility Improvement	Minor Bicycle Safety / Mobility Improvement	Negative Bicycle Safety / Mobility Impact
10	Transit Mobility	Amenity, Service, or Facility Identified in the TDP or Pedestrian/Bicycle Facility Near Transit Facility	Addresses an Identified Barrier to Transit	Major Transit Improvement	Minor Transit Improvement or No Impact	Negative Transit Impact
11	Vehicular Level of Service (LOS)	Synchro Operational Analysis	Not Applicable	Decrease in Vehicle LOS	Not Applicable	Increase in Vehicle LOS
12	Freight Mobility / Safety	Freight Facilities in GIS	Improves Multimodal Freight Connectivity	Improves Designated Freight Route, Railroad Crossing, or Intermodal Facility	Not Applicable	Impacts Designated Freight Route, Railroad Crossing, or Intermodal Facility

FISCALLY CONSTRAINED PROJECT LIST

Table 2 presents the LRTP projects funded with federal sources that are fiscally constrained for the five-year period 2024–2028. These projects and funding allocations are fully consistent with the FY2024–2028 MPO Transportation Improvement Program (TIP) and represent committed investments that are programmed and funded within this timeframe. This alignment demonstrates fiscal constraint, reflects revenue availability within this timeframe, and indicates that these projects are ready for implementation in accordance with federal and MPO planning requirements.

Table 2. Fiscally Constrained Project List - Committed Federally Funded Projects (FFY24-28 TIP)

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
R_29	Billings Bypass[1]	NH	2024	$4,500,000
		NH	2025	$3,350,000
R_01	Billings Bypass - Johnson Lane Interchange[1]	STPU	2026	$2,400,000
		CMAQ	2026	$6,200,000
		NH	2026	$3,800,000
		NHFP	2026	$14,357,700
		IM	2026	$29,160,800
R_02	Billings Bypass - Railroad Overpass*	NH	2024	$989,200
R_03	Billings Bypass - Johnson Lane Interchange to RR Overpass*	NH	2024	$9,252,800
R_04	Billings Bypass - Five Mile Road to US87*	NH	2028+	$15,219,600
R_05	I-90 Yellowstone River Bridges	BRIDGE	2024	$2,074,900
A_12	MDT Preventative Maintenance[2]	IM	2024	$1,500,000
		NH	2024	$1,000,000
		IM	2025	$1,500,000
		NH	2025	$1,000,000
		IM	2026	$1,500,000
		NH	2026	$1,000,000
		IM	2027	$1,500,000
		NH	2027	$1,000,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
		IM	2028	$1,500,000
		NH	2028	$1,000,000
R_06	Mossmain Interchange - West Billings	IM	2024	$1,051,700
I_03	Lockwood Interchange - Billings	IM	2025	$1,668,700
		IM	2026	$768,700
		IM	2028	$51,269,900
I_04	Exposition Drive and 1st Avenue N. (Billings)	NH	2024	$2,334,800
		NH	2027	$9,036,800
I_05	Airport Road and Main Street - Billings	NH	2024	$350,700
		NH	2026	$214,300
		NH	2027	$7,718,400
R_07	1st Avenue N - 9th to RR Crossing	NH	2026	$59,800
		NH	2027	$59,800
		NH	2028	$20,808,600
R_08	1st Avenue N - RR Crossing to Broadway	NH	2025	$268,100
		NH	2026	$8,345,700
R_09	1st Avenue N - Broadway to Division	NH	2025	$363,200
		NH	2026	$7,732,600
R_28	Zoo Drive Improvements	NH	2024	$398,500
		NH	2025	$7,520,300
		HSIP	2025	$500,000
		CR	2025	$1,155,000
P_03	Montana Avenue Crosswalks - Billings	NH	2026	$76,900
		NH	2028	$2,610,100
I_07	SF 169 Rimrock & 62nd St W	HSIP	2025	$374,500
A_14	Safety Projects (Various Locations)[2]	HSIP	2025	$500,000
		HSIP	2025	$500,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
		HSIP	2025	$500,000
		HSIP	2027	$500,000
		HSIP	2028	$500,000
I_02	SF 189 South D5 Safety Improvements	HSIP	2024	$170,200
R_45	Grand Avenue (41st Street W to 62nd Street W)	STPU	2025	$2,362,600
		STPU	2026	$1,260,000
		STPU	2027	$1,500,000
		STPU	2028	$16,857,000
		CMAQ	2028	$3,426,800
A_17	Traffic Mitigation[2]	MACI	2024	$250,000
		MACI	2025	$250,000
		MACI	2026	$250,000
		MACI	2027	$250,000
		MACI	2028	$250,000
I_01	King Ave West & 48th St West	CR	2025	$600,000
		CR	2027	$400,000
		CR	2028+	$2,308,100
		HSIP	2028+	$1,600,000
		Local Contribution	2028+	$341,900
MT_01	Stagecoach Trail	TA	2024	$931,200
		TA	2028	$5,348,700
R_10	BR PRES Columbus Joliet Area	BRIDGE	2024	$1,746,300
R_11	Shiloh Road/ I-90 Bridge - BLGS	BRIDGE	2025	$12,400
		BRIDGE	2028	$2,824,200
A_15	Urban Pavement Preservation[2]	UPP	2024	$500,000
		UPP	2025	$500,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
		UPP	2026	$500,000
		UPP	2027	$500,000
		UPP	2028	$500,000
A_13	ADA Compliance[2]	MACI	2024	$500,000
		MACI	2025	$500,000
		MACI	2026	$500,000
		MACI	2027	$500,000
		MACI	2028	$500,000
A_16	Transportation Alternatives	TA	2024	$300,000
R_12	Johnson Lane Interchange Ramps	IM	2024	$4,000
R_13	Lockwood Interchange Ramps	IM	2024	$4,000
R_14	27th Street Interchange Ramps	IM	2024	$4,000
R_15	South Billings Blvd Interchange Ramps	IM	2024	$4,000
R_16	King Ave West Interchange Ramps	IM	2024	$4,000
R_17	Zoo Drive Interchange Ramps	IM	2024	$4,500
R_18	I-90 Culverts - Billings Area	IM	2024	$757,000
		IM	2027	$6,269,400
R_19	Heights Main Street	NH	2024	$140,700
R_20	27th St	NH	2024	$142,200
R_21	Zoo Drive Interchange	NH	2024	$55,500
R_22	King Ave West	NH	2024	$22,500
R_23	Old Laurel Road	NH	2024	$16,600
R_24	Underpass Ave Improvements	NH	2025	$3,531,500
		NH	2026	$154,600
R_25	Billings District ADA Upgrades	MACI	2024	$74,900
		CR	2024	$388,400
R_26	88th St - Shiloh	STP/S*/X*	2025	$69,700

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
R_27	SF 209 Billings District Signs	HSIP	2026	$242,700
R_28	SF129 - Roundabout King 56th	HSIP	2024	$94,500
P_02	Sidewalks - Lockwood	TA	2024	$266,100
		TA	2025	$1,166,600
MT_08	Rec Trails Program	FWP	2026	$125,000
		FWP	2027	$125,000
		FWP	2028	$125,000
MT_03	Rose Park Tail, Phase 2	FWP	2024	$99,600
MT_04	Lillis Park Trail Connector	FWP	2024	$125,000
MT_05	Big Ditch Trail Extension	FWP	2024	$125,000
MT_06	Southern Riverfront Park Trail	FWP	2025	$125,000
MT_07	Trailside Education Signs	FWP	2025	$59,100
A_18[3]	Bus & Passenger Amenities/ Equipment	Section 5307	2024	$10,500
		Section 5307	2027	$36,000
		Section 5307	2028	$36,000
A_18[3]	Transit Operations	Section 5307	2024	$8,387,800
		Section 5307	2025	$4,774,800
		Section 5307	2026	$4,749,500
		Section 5307	2027	$4,691,900
		Section 5307	2028	$4,691,900
A_18[3]	Transit Operations	TRANSADE	2024	$348,900
		TRANSADE	2025	$253,800
		TRANSADE	2026	$250,000
		TRANSADE	2027	$250,000
		TRANSADE	2028	$250,000
A_19[4]	Rolling Stock	Section 5339	2024	$5,499,800
		Section 5339	2025	$1,000,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
A_19[4]	Bus and bus facilities	Section 5339	2024	$2,891,900
		Section 5339	2025	$75,400
A_19[4]	Bus and bus technology	Section 5339	2024	$182,900
		Section 5339	2025	$38,000
		Section 5339	2026	$118,900
A_19[4]	Bus facilities security system	Section 5339	2024	$400,000
		Section 5339	2025	$72,500
		Section 5339	2026	$32,000
A_19[4]	Bus facilities and support	Section 5339	2024	$418,800
		Section 5339	2025	$462,000
		Section 5339	2026	$789,500
		Section 5339	2027	$440,000
		Section 5339	2028	$50,000
A_19[4]	Bus, facilities, and technology	Section 5339	2028	$1,350,000
A_19[4]	Paratransit vehicles	Section 5310	2024	$239,900
		Section 5310	2025	$243,800
A_19[4]	Traditional and Non-Traditional Projects	Section 5310	2025	$112,500
		Section 5310	2026	$226,000
		Section 5310	2027	$226,000
		Section 5310	2028	$226,000

[1]Regionally significant project
[2]Annual expenditure
[3]Projects funded by FTA 5307 and TransADE are grouped together into an overarching "Transit Operating" project in the Annual and Transit table.
[4]Projects funded by FTA 5339 and 5310 are grouped together into an overarching "Transit Capital Purchases" project in Table 22.

PROJECT LIST BY CATEGORY

This section presents the LRTP project list organized by project category and type. For each project, the prioritization score, year of expenditure (YOE), cost estimate (in 2023 dollars), and assigned funding source are provided. An interactive web map of project locations is available on the Project Dashboard.

- **Committed projects** reflect projects and their assigned funding sources identified in the City of Billings 2024–2028 CIP or the FY24–28 MPO TIP.
- **Recommended projects** are assigned a YOE and funding source based on project category, eligibility, and anticipated revenues through 2045 (see Table 34 of the LRTP).

Transportation funding is distributed across multiple programs and jurisdictions, each with its own requirements and eligibility criteria. For recommended projects, potential funding programs were assigned based on anticipated availability and likely eligibility. Funding source and Year of Expenditure (YOE) assignments were developed to demonstrate fiscal constraint and to align projects with anticipated revenues through 2045 and funding eligibility requirements. YOE costs reflect inflation in the anticipated funding year. Some projects may qualify for multiple funding programs, and these assignments do not preclude the MPO or partner agencies from pursuing alternative or newly available funding opportunities. Abbreviations used for the funding sources are defined in **Error! Not a valid bookmark self-reference.**.

Table 3. Project Funding Source Abbreviations

Acronym	Funding Source
CMAQ	Congestion Mitigation & Air Quality
CR	Carbon Reduction
MACI	Montana Air & Congestion Initiative (MACI)
BRIDGE	Surface Transportation Program - Bridge
FWP	Montana Fish and Wildlife Program

Acronym	Funding Source
GTB	Gas Tax – City (Billings)
GTY	Gas Tax – County (Yellowstone)
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
OM	Operations and Maintenance
NHFP	National Highway Freight Program
NH	National Highway System
OTHER	Other Identified Local Source
SCD	Sidewalk and Curb District
SID	Special Improvement District
SM	Street Maintenance Fund
SS4A	Safe Streets and Roads for All (SS4A)
STP/S*/X*	Surface Transportation Program Secondary/ Off-System (STP/S*/X*)
STPU	Surface Transportation Program Urban (STPU)

Acronym	Funding Source
TA	Transportation Alternatives
TF	Transit Fund
UPP	Urban Pavement Preservation

Pedestrian Projects

COMMITTED PEDESTRIAN AND SAFE ROUTES TO SCHOOL (SRTS) PROJECTS

Table 4. Pedestrian and Safe Routes to School (SRTS) Projects - Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
P_01	SS4A Projects Implementation (2023)	The City of Billings was awarded a Safe Streets and Roads for All (SS4A) grant to implement 17 Safe Routes to School (SRTS) projects identified through the 2022 Safe Routes to School Plan Update. Projects include a range of treatments that improve safety for people walking and biking in areas near Bench Elementary, Boulder Elementary, Burlington Elementary, Central Heights Elementary, Highland Elementary, McKinley Elementary, Miles Elementary, Orchard Elementary, Ponderosa Elementary, Sandstone Elementary, and Washington Elementary. Project types include enhanced crossings, sidewalks, curb extensions, traffic calming, paths, and speed and safety studies. Additional projects funded through the grant include a Neighborhood Bikeway on Azalea Ln/10th St W/11th St W/Missouri St/Moore Ln from Rimrock Rd to Monad Rd; a Neighborhood Bikeway on Avenue D/12th St from Avenue C to south of Kalmar Dr; a Neighborhood Bikeway in the Howard/Terry/24th St W and Arvin area; a Neighborhood Bikeway on 8th St W from Azalea Ln to Parkhill Dr with a Bicycle Lane from Parkhill Dr to	City of Billings	24-28	$3,557,923	SS4A (2023)

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
		Central Ave; a Bicycle Lane on Monad Rd from S Plainview St to S 32nd St W; and a Bicycle Lane on 7th Ave N from 6th Ave N to N 32nd St.				
P_02	Sidewalks - Lockwood	Sidewalk construction - Old Hardin Road	MDT	24-28	$1,432,700	TA
P_03	Montana Avenue Crosswalks - Billings	Sidewalk Improvements ADA Compliance; milling and paving work on Laurel Road.	MDT	24-28	$2,687,000	NH
P_04	Jackson Street	Jackson Street Pedestrian Crossings and Curb Extensions (Bulb-outs)	MDT; City of Billings	24-28	$317,625	TA
P_05	Riverside School Zone	Riverside School Zone Improvements	MDT; City of Billings	24-28	$283,250	TA
P_06	South Billings Boulevard	South Billings Boulevard School Crossing and Pedestrian Refuge Island	MDT; City of Billings	24-28	$67,100	TA
P_07	Governors Boulevard	Governors Boulevard Intersection Improvements for Castlerock School	MDT; City of Billings	24-28	$182,050	TA
P_08	Central Avenue & 24th Street West	Central Avenue and 24th Street West - High Visibility Crossing and Leading Pedestrian Interval	MDT; City of Billings	24-28	$34,100	TA
P_09	Parkhill Drive and 17th Street West	Parkhill Drive and 17th Street - High Visibility Crossing	MDT; City of Billings	24-28	$23,100	TA
P_10	Poly Drive and Hoover Avenue	Poly Drive and Hoover Avenue Pedestrian Crossing - RRFB and Curb Extension	MDT; City of Billings	24-28	$118,450	TA

RECOMMENDED PEDESTRIAN AND SAFE ROUTES TO SCHOOL (SRTS) PROJECTS

Table 5. Pedestrian and Safe Routes to School (SRTS) Projects - Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
P_11	Alkali Creek - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Alkali Creek Elementary School. Key recommendations include installing fencing along Alkali Creek Road between the school's northern section and Indian Trail Road, constructing sidewalks on the west side of Alkali Creek Road, and installing curb extensions or a traffic island. A paved path along Alkali Creek is also recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	$467,000	29-33	$542,000	TA; CMAQ	TA
P_12	Arrowhead - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Arrowhead Elementary School. Key recommendations include reducing travel lanes to shorten crossing distance and/ or curb extensions, implement in-street yield to pedestrian signs, construct a minimum 10-ft sidewalk or path on the west side of 38th St W between the school and the path to the south. A separated,	City of Billings	12	$130,000	29-33	$151,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		buffered, or standard bike lane is also recommended on 38th Street West; however, this element is included in the Billings Area Bikeway and Trails Master Plan and is not accounted for in this project's cost.							
P_13	Beartooth - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Beartooth Elementary School. Key recommendations include new signage designating bus-only parking, high visibility crosswalk markings and lighting at Elaine St/ Bitteroot Dr and Bitteroot Dr/ Wicks Ln, implementing in-street yield to pedestrian signs, install new crosswalk across Barrett, install new sidewalk or trail along the south side of Barrett Rd.	City of Billings	10	$636,000	34-45	$1,052,000	TA; CMAQ	TA
P_14	Bench - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bench Elementary School. Key recommendations include installing curb extensions at Lake Elmo Drive/ Milton Rd, paving streets and constructing sidewalks on the west side of Lake Elmo Dr north of Rice Ln, and building a shared-use path along the irrigation canal and connecting the path through City-owned land off of	City of Billings	11	$178,000	29-33	$207,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		Windsor Circle and north of Hilltop Rd. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_15	Big Sky - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Big Sky Elementary School. Key recommendations include a pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, refreshed crosswalk markings and yield markings at 32nd Street and Lampman Drive, a high-visibility crosswalk and new curb ramps at the S 30th St W and Lampman Drive intersection.	City of Billings	12	$88,000	29-33	$103,000	TA; CMAQ	TA
P_16	Bitterroot - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bitterroot Elementary School. Key recommendations include reducing travel lane widths to install bike lanes on Bench Blvd from Kyhl Ln to Barrett Rd, pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, construct a sidewalk on Khyl Ln in front of the school along the parking median, install curb extensions	City of Billings	11	$365,000	34-45	$604,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		at Barrett Rd/ Bench Blvd, construct a sidewalk and neighborhood street access connections along the Heritage/ Kiwanis Trail and wayfinding, and install a new sidewalk or trail along the south side of Barrett Road from Kiwanis Trl to Columbine Dr.							
P_17	Boulder - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Boulder Elementary School. Key recommendations include curb extensions at 32nd St/ the school flashing beacon, a driver speed feedback sign on both approaches to Poly Drive at 32nd St, and a high-visibility crosswalk with curb extensions at Zimmerman Trail and Colton Boulevard. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	11	$110,000	29-33	$128,000	TA; CMAQ	TA
P_18	Broadwater - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Broadwater Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis	City of Billings	12	$165,000	29-33	$192,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		and 24th St W, installing high-visibility crosswalks at Lewis and 19th St W, installing a shared-use path from Arnold Drain to 24th St W, installing a shared use path parallel to the Arnold drain from Burlington Elementary to 24th St W.							
P_19	Burlington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Burlington Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis/ 24th St W. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	11	$30,000	29-33	$35,000	TA; CMAQ	TA
P_20	Central Heights - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Central Heights Elementary School. Key recommendations include a pop-up pilot project to evaluate the effectiveness of on-street parking restrictions, tightening the curb radii and installing new curb ramps at Dallas Dr/ Pueblo Dr, install ADA compliant curb ramps at Lexington Dr north of Alamo Dr, and install curb	City of Billings	11	$85,000	29-33	$99,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		extensions at Eldorado Dr/ Lexington Dr. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_21	Eagle Cliffs - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Eagle Cliffs Elementary School. Key recommendations include signal phasing updates and reducing effective turn radii or installing curb extensions at Constitution Ave/ Governors Blvd. A shared-use path along connecting Marias Dr and Wicks Ln is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	$130,000	29-33	$151,000	TA; CMAQ	TA
P_22	Highland - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Highland Elementary School. Key recommendations include installing high visibility crosswalks at Poly Dr/ Virginia Ln and conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restriction. Note - Some elements of the recommendations for	City of Billings	11	$25,000	29-33	$29,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_23	McKinley - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of McKinley Elementary School. Key recommendations include installing ADA ramps at the west approaches of Parkhill Dr/ 32nd St and Parkhill Dr/ 11th Ave N. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	11	$30,000	29-33	$35,000	TA; CMAQ	TA
P_24	Meadowlark - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Meadowlark Elementary School. Key recommendations include paving streets and constructing sidewalks and curb ramps on at least one side of the street throughout the neighborhood. The cost estimate accounts for curb ramp construction at five intersections.	City of Billings	12	$640,000	29-33	$742,000	TA; CMAQ	TA
P_25	Miles Avenue - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Miles	City of Billings	12	$1,000	29-33	$2,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		Avenue Elementary School. Key recommendations include installing in-crosswalk "Yield to Ped" signs along Miles Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_26	Newman - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Newman Elementary School. Key recommendations include conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restrictions and reconstructing sidewalks along Calhoun Ln.	City of Billings	12	$515,000	29-33	$598,000	TA; CMAQ	TA
P_27	Orchard - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Orchard Elementary School. Key recommendations include conduct a pilot pop-up project to evaluate the effectiveness new on-street parking restrictions; and install curb extensions at Jackson St/ Francis Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were	City of Billings	13	$55,000	29-33	$64,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		funded as part of the 2023 SS4A grant (see P_86).							
P_28	Poly - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Poly Drive Elementary School. Key recommendations include adding a school zone flashing beacon on Rimrock Rd and on Colton Blvd; removing left turn lane on Colton Blvd turning north onto 24th Street; installing curb extensions for the west and south legs with lane width reduction at Colton Blvd/ 24th St; implement traffic calming and/ or road diet to slow traffic on Colton Blvd; and formalize side alley as a paved shared-use path. A bike lane is proposed on Colton Blvd from Rehberg Ln to 17th St; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	$600,000	29-33	$696,000	TA; CMAQ	TA
P_29	Ponderosa - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Ponderosa Elementary School. Key recommendations include installing pedestrian lighting on the shared-use path from Ponderosa to Kings Green Dr. Some elements of the recommendations for this school as	City of Billings	13	$5,000	29-33	$6,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_30	Rose Park - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Rose Park Elementary School. Key recommendations include reconfiguring 17th St W to reduce travel lane width and add a sidepath or separated bike lane; add high visibility crosswalk markings at Parkhill Dr/ 17th St W; reconstruct the pedestrian bridge over the canal at 19th St W with a minimum 14' width to accommodate 2-way bicycle and pedestrian traffic; and install curb extensions and refresh crosswalk markings at Avenue E/ 19th St W. A shared-use path along the irrigation canal is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	$567,000	34-45	$938,000	TA; CMAQ	TA
P_31	Sandstone - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Sandstone Elementary School. Key recommendations include installing advance school warning signs on the north and south approaches of Wicks and Nutter/ Lake Hills; signal timing	City of Billings	12	$2,678,000	34-45	$4,427,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		updates at Wicks and Nutter/ Lake Hills; installing curb extensions or pedestrian refuge islands at Claim Jumper Ln/ Babcock Ln; build sidewalk on at least one side of Claim Jumper Ln; constructing sidewalks on neighborhood streets southeast of Babcock Blvd and Wicks Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_32	Washington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Washington Elementary School. Key recommendations include installing traffic calming elements and a wider sidewalk with buffer on Central from 12th St W to 10th St W; installing high visibility crosswalks at Central/ Moore Ln; conducting a pilot pop-up project to evaluate the effectiveness of an new on-street parking restrictions; and implementing adequate nighttime lighting at Central Ave/ Moore Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	13	$168,000	29-33	$195,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
P_33	Sidewalk along Piccolo Ln between Old Hardin Rd and Old US87	Construct sidewalk along Piccolo Lane; sidewalk that fills the sidewalk gap in front of the Lockwood Schools, directly across from Piccolo Lane; and a signalized pedestrian crossing at the intersection of Piccolo Lane and Highway 87	Yellowstone County	9	$460,000	29-33	$534,000	TA; CMAQ; GTY	GTY
P_34	Sidewalk along Old Hardin Rd between Piccolo Ln and Johnson Ln	Construct sidewalk along the south side of Old Hardin Road, east of Johnson Lane; and a signalized pedestrian crossing at the intersection of Old Hardin Road and Saddle Lane	Yellowstone County	9	$2,300,000	29-33	$2,667,000	TA; CMAQ; GTY	GTY
P_35	Sidewalk on Sunrise Ave	Construct sidewalk along the vacant Sunrise Avenue Right-Of-Way, east of Hemlock Drive to Johnson Lane; and a signalized pedestrian crossing on Johnson Lane between the Sunrise Right-Of-Way and Ford Road	Yellowstone County	9	$1,100,000	29-33	$1,276,000	TA; CMAQ; GTY	GTY
P_36	Sidewalk on Sunrise St between Hemlock Dr and Greenwood Ave	Construct a sidewalk along the west side of Johnson Lane, south of Old Hardin Road	Yellowstone County	9	$1,300,000	34-45	$2,149,000	TA; CMAQ; GTY	TA
P_37	Sidewalk on Old Hardin Rd between Becraft Ln and Dickie Rd	Improve the signalized pedestrian crossing at the intersection of Old Hardin Road and Highway 87 to allow crossings from all directions	Yellowstone County	10	$700,000	29-33	$812,000	TA; GTY	GTY

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
P_38	Colton Blvd/ Zimmerman Trail Pedestrian Improvement	Pedestrian intersection improvement (RRFB)	City of Billings	8	$100,000	34-45	$166,000	TA; CMAQ; SID	SID
P_39	Highway 3 Pedestrian/ Bicycle Underpasses	Construct an underpass beneath Highway 3 that would connect the newly constructed Skyline Trail to the new bike/ pedestrian multi-use path along Skyway Drive. The Montana Department of Transportation is undertaking a Highway 3 Corridor Study of this area and the MPO is requesting to be included in this study. If feasible, the MPO will ask for the additional review of this location for the underpass and potential state funding sources that could assist the MPO/City in the project development.	MDT; City of Billings	12	$1,000,000	29-33	$1,160,000	TA; CMAQ; MACI	MACI
P_40	Pedestrian Crossing of Exposition Dr	The pedestrian crossing of Exposition Drive is a key element in the revitalization of the East Billings Urban Renewal District (EBURD). As identified in the 2013 Exposition Gateway Concept Plan and the 2013 City of Billings Hospitality Corridor Planning Study, a pedestrian crossing would provide a vital connection between the east end of the EBURD and MetraPark. Exposition Drive is a principal arterial on a north-south alignment in Billings that currently provides three	MDT; City of Billings	9	$4,000,000	34-45	$6,612,000	TA; CMAQ; MACI; NH	NH

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		lanes in each direction with a center turn lane at intersections in the project location and a pedestrian crossing will significantly enhance a connection over the busiest thoroughfare in Montana to the busiest entertainment venue in the region. Other benefits include enhancing future development by encouraging investment in adjacent idle property, improving connectivity and safety, providing opportunities for event organizers, and allow users to enjoy amenities within walking distance in the Exposition Gateway Area.							

Bicycle Projects

RECOMMENDED BICYCLE PROJECTS

Table 6. Bicycle Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_01	Wentworth Drive	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr. Spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signal such as an RRFB; coordinate with adjacent signals and review crossing timing). Note: Cost estimate assumes neighborhood bikeway but may potentially include short segments of other facility types, including shared-use paths, bike lanes, or sharrows, consistent with Appendix A of the Bikeway and Trails Master Plan Update.	City of Billings	7	$13,000	34-45	$22,000	TA; SID; SM; GTB; CMAQ	SID
BB_02	Butterfly Lake Lane	Neighborhood Bikeway from Nutter Blvd to Uninta Park Dr	City of Billings	8	$6,000	29-33	$7,000	TA; SID; SM; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_03	Crist Drive	Neighborhood Bikeway from Main St to Yellowstone River Trail	City of Billings	9	$5,000	29-33	$6,000	TA; SID; SM; GTB; CMAQ	SID
BB_04	10th Street West	Neighborhood bikeway from Parkhill Dr to Central Ave	City of Billings	10	$21,000	29-33	$25,000	TA; SID; SM; GTB; CMAQ	SM
BB_05	Wingate Lane	Neighborhood Bikeway from Rimrock Rd to Colton Blvd	City of Billings	8	$4,000	29-33	$5,000	TA; SID; SM; CMAQ	SID
BB_06	12th Street West	Neighborhood Bikeway from Lewis Ave to Central Ave	City of Billings	10	$12,000	29-33	$14,000	TA; SID; SM; GTB; CMAQ	SM
BB_07	Simpson Street	Neighborhood Bikeway from Newman Ln to Jackson St	City of Billings	9	$14,000	29-33	$17,000	TA; SID; SM; GTB; CMAQ	SID
BB_08	Virginia Lane	Neighborhood Bikeway from Rimrock Rd to Poly Dr	City of Billings	8	$4,000	29-33	$5,000	TA; SID; SM; CMAQ	SID
BB_09	Lewis Avenue	Neighborhood Bikeway from 24th St W to Parkview Dr; spot improvement at 24st St W (Install bike boxes on Lewis to provide priority for bicyclist movement)	City of Billings	9	$303,000	29-33	$352,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_10	Milton/Prince of Wales/Heights Ln/Shawnee Dr/Arronson/Nutter	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr; spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signals at this leg as well. Conduct study to examine performance of existing pedestrian signal. Coordinate with adjacent signals and review crossing timing)	City of Billings	11	$165,000	29-33	$192,000	TA; SID; SM; GTB; CMAQ	SM
BB_11	Arronson/Uinta Park Dr/Riley/Cherry Creek Ln	Neighborhood Bikeway from Cherry Creek Loop to Governors Blvd; spot improvement at Main St (Install east/west crosswalk across southern leg of Main St; Move stop bar south to accommodate crosswalk; potentially retime signal. Construct curb cuts east and west side of new crosswalk; install cut-through raised median)	City of Billings	9	$113,000	29-33	$131,000	TA; SID; SM; GTB; CMAQ	SID
BB_12	S 41st St/Hallowell Ln/Arlington Dr/Carlton Ave SW	Neighborhood Bikeway from 1st Ave S to Carlton Ave SW; spot improvement at Hallowell Ln (Construct bumpouts at all four corners	City of Billings	12	$144,000	29-33	$167,000	TA; SID; SM; GTB; CMAQ	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		of intersection to reduce crossing distance)							
BB_13	4th Ave S/Jackson St	Neighborhood Bikeway from S 28th St to King Ave E	City of Billings	12	$34,000	29-33	$40,000	TA; SID; SM; GTB; CMAQ	SID
BB_14	Avalon Rd/Vickery Dr/Vickery Ct	Neighborhood Bikeway from Colton Blvd to Vickery Ct	City of Billings	9	$14,000	29-33	$17,000	TA; SID; SM; GTB; CMAQ	SID
BB_15	Lampman Dr/Decathlon Pkwy/S 38th St W	Neighborhood Bikeway from S 29th St W to S Shiloh Rd	City of Billings	9	$15,000	29-33	$18,000	TA; SID; SM; GTB; CMAQ	SID
BB_16	Normal Ave/Ash St/Colton Blvd/N 32nd St	Neighborhood Bikeway from Rimrock Rd/South of Avenue B	City of Billings	9	$23,000	29-33	$27,000	TA; SID; SM; GTB; CMAQ	SID
BB_17	Pemberton Ln/Crist Dr/Columbine Dr	Neighborhood Bikeway from Mary St/Main St	City of Billings	9	$16,000	29-33	$19,000	TA; SID; SM; GTB; CMAQ	SID
BB_18	8th Ave S	Neighborhood Bikeway from S 28th to S 34th St	City of Billings	9	$9,000	29-33	$11,000	TA; SID; SM; GTB; CMAQ	SID
BB_19	Constitution/Kootenai	Neighborhood Bikeway from Nutter Blvd to West of Amendment Cir	City of Billings	10	$24,000	29-33	$28,000	TA; SID; SM; GTB; CMAQ	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_20	Jerrie Ln/Kyhl Ln/Elaine/Primrose/Maurine	Neighborhood Bikeway from East of Walter Rd to Lake Elmo Dr; spot improvement at Main St (Install consolidated crossing north side of intersection to enable east/west crossing. Install east/west crosswalk and HAWK Beacon. Reconstruct ramps and bulb out if needed to create wider landing)	City of Billings	11	$464,000	29-33	$538,000	TA; SID; SM; GTB; CMAQ	SM
BB_21	Fantan St	Neighborhood Bikeway from Siesta Ave to Wicks Ln	City of Billings	9	$9,000	29-33	$11,000	TA; SID; SM; GTB; CMAQ	SID
BB_22	2nd St W	Neighborhood Bikeway from Avenue C to Montana Ave	City of Billings	9	$16,000	29-33	$19,000	TA; SID; SM; GTB; CMAQ	SID
BB_23	Simpson St/Moore Ln/Stone St	Neighborhood Bikeway from Carlton Ave SW to Moore Ln; spot improvement at S Billings Blvd (Install HAWK Beacon at existing east/west crossing; reconstruct west side ramp if needed to create wider landing)	City of Billings	12	$181,000	29-33	$210,000	TA; SID; SM; GTB; CMAQ	SID
BB_24	Cherry Hills/Black Diamond	Neighborhood Bikeway from Annandale Rd to Gleneagles Blvd	City of Billings	7	$17,000	34-45	$29,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_25	N 14th St	Neighborhood Bikeway from Park Pl to 6th Ave N	City of Billings	9	$4,000	29-33	$5,000	TA; SID; SM; GTB; CMAQ	SID
BB_26	Marias Dr	Neighborhood Bikeway from Keno St to Kootenai Ave	City of Billings	10	$4,000	29-33	$5,000	TA; SID; SM; GTB; CMAQ	SM
BB_27	Piccolo Ln	Neighborhood Bikeway from Old Hardin Rd to Highway 87E	Yellowstone County	9	$8,000	29-33	$10,000	TA; CMAQ	SM
BB_28	Hemlock Dr	Neighborhood Bikeway from Clayton St to Hillner Ln	Yellowstone County	9	$10,000	29-33	$12,000	TA; CMAQ	SM
BB_29	Bobolink St/Canary Ave	Neighborhood Bikeway from Dickie Rd to Old Hardin Rd	Yellowstone County	8	$11,000	34-45	$19,000	TA; CMAQ	CMAQ
BB_30	Constellation Trl/Eagle/Southern Hills/Venus	Neighborhood Bikeway from Riveroaks Dr to Saint Andrews Dr	City of Billings	7	$18,000	34-45	$30,000	TA; SID; SM; GTB; CMAQ	SID
BB_31	Maier Rd	Neighborhood Bikeway from Highway 87E Rosebud Ln	Yellowstone County	9	$5,000	29-33	$6,000	TA; CMAQ	SM
BB_32	Sunrise Ave/Greenwood Ave	Neighborhood Bikeway from Hemlock Dr to Lockwood Tributary	Yellowstone County	9	$11,000	29-33	$13,000	TA; CMAQ	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_33	Ironwood Dr/Ben Hogan Ln	Neighborhood Bikeway from Molt Rd to 54th St W; spot improvement at Hog Ave (Install curb cut north side of Hog Ave leading to trail)	Yellowstone County	7	$46,000	34-45	$77,000	TA; CMAQ	SM
BB_34	Shamrock Ln	Neighborhood Bikeway from North of Killarney St to Emerald Dr	City of Billings	7	$4,000	34-45	$7,000	TA; SID; SM; GTB; CMAQ	SID
BB_35	Sam Snead Trl	Neighborhood Bikeway from Ben Hogan Ln to Molt Rd	City of Billings	7	$17,000	34-45	$29,000	TA; SID; SM; GTB; CMAQ	SID
BB_36	Tampico Dr	Neighborhood Bikeway from El Paso St to Baja Pl	Yellowstone County	8	$2,000	34-45	$4,000	TA; CMAQ	CMAQ
BB_37	El Paso St/Tampico Dr	Neighborhood Bikeway from Guadeloupe Dr to La Paz Dr	Yellowstone County	8	$8,000	34-45	$14,000	TA; CMAQ	CMAQ
BB_38	Lakewood Ln	Neighborhood Bikeway from East of Constellation Trl to Riveroaks Dr	City of Billings	7	$150,000	34-45	$248,000	TA; SID; SM; GTB; CMAQ	SID
BB_39	Spotted Jack Loop S/Westgate Dr	Neighborhood Bikeway from Spotted Jack Loop E to Trailmaster Dr	Yellowstone County	8	$11,000	29-33	$13,000	TA; CMAQ	GTY
BB_40	Driftwood Ln/Marie Dr	Neighborhood Bikeway from Driftwood Ln to Mitzi Dr	Yellowstone County	8	$15,000	29-33	$18,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_41	Tanglewood Dr/San Marino Dr/La Paz Pl/Mitzi Dr	Neighborhood Bikeway from Noblewood Dr to La Paz Dr	Yellowstone County	8	$21,000	29-33	$25,000	TA; CMAQ	TA
BB_42	32ND ST W	Neighborhood Bikeway from Poly Dr to Colton Blvd	City of Billings	10	$8,000	29-33	$10,000	TA; SID; SM; GTB; CMAQ	SM
BB_43	48th St	Improvements from Central Ave to Grand Ave; could include shoulder widening, protected bicycle lane, or sidepaths	Yellowstone County	8	$65,000	29-33	$76,000	TA; CMAQ	CMAQ
BL_01	38TH ST W	Bicycle Lane from Rimrock Rd to Colton Blvd	City of Billings	11	$32,000	29-33	$38,000	TA; SID; SM; GTB; CMAQ	SM
BL_02	IRONWOOD DR	Bicycle Lane from Woodcreek Dr to Molt Rd	City of Billings	7	$43,000	34-45	$72,000	TA; SID; SM; GTB; CMAQ	SID
BL_03	N 10TH ST	Bicycle Lane from 6th Ave N to 1st Ave N	City of Billings	10	$22,000	29-33	$26,000	TA; SID; SM; GTB; CMAQ	SM
BL_04	1ST AVE N	Bicycle Lane from N 13th St to N 36th St	City of Billings	12	$83,000	29-33	$97,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_05	MONTANA AVE	Bicycle Lane from N 18th St to Division St	City of Billings	11	$86,000	29-33	$100,000	TA; SID; SM; GTB; CMAQ	SM
BL_06	11TH AVE N	Bicycle Lane from N 22nd St to 19th St W; spot improvement at Virginia Ln and at 17th St W (Install bike boxes on Parkhill to provide priority for bicyclist movement)	City of Billings	10	$187,000	29-33	$217,000	TA; SID; SM; GTB; CMAQ	SM
BL_07	54TH ST W	Bicycle Lane from N of Billy Casper Dr to Rimrock Rd	City of Billings	7	$44,000	34-45	$73,000	TA; SID; SM; GTB; CMAQ	SID
BL_08	N 30TH ST	Bicycle Lane from Poly Dr to N 12th Ave; spot improvement (Install dashed bike lane across Virginia Ln, connecting bike lanes (potentially installing dashed green pavement markings))	City of Billings	10	$8,000	29-33	$10,000	TA; SID; SM; GTB; CMAQ	SID
BL_09	N 24TH ST	Bicycle Lane from 1st Ave N to North of 12th Ave N	City of Billings	11	$67,000	29-33	$78,000	TA; SID; SM; GTB; CMAQ	SM
BL_10	Minnesota/ 1st Ave S	Bicycle Lane from N 13th St to State Ave	City of Billings	12	$148,000	29-33	$172,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_11	POLY DR	Bicycle Lane from N 27th St to Virginia Ln	City of Billings	9	$35,000	29-33	$41,000	TA; SID; SM; GTB; CMAQ	SID
BL_12	17TH ST W	Bicycle Lane from Grand Ave to Yellowstone Ave	City of Billings	8	$28,000	29-33	$33,000	TA; SID; SM; GTB; CMAQ	SID
BL_13	N 18TH ST	Bicycle Lane from 6th ave N to Montana Ave	City of Billings	11	$28,000	29-33	$33,000	TA; SID; SM; GTB; CMAQ	SM
BL_14	COLTON BLVD	Bicycle Lane from 17th St W to Rehburg Ln; Neighborhood Bikeway from Rehburg Ln to Zimmerman Tr; spot improvement at 32nd St W (Formalize path around fence to permit non-motorized travel) and at Rehberg Ln (Install bike boxes on Colton to provide priority for bicyclist movement) and at Hoover (Consider installing stop sign on Colton at Hoover)	City of Billings	9	$165,000	29-33	$192,000	TA; SID; SM; GTB; CMAQ	SID
BL_15	15TH ST W	Bicycle Lane from Parkhill Dr to King Ave W; spot improvement at Miles Ave and 15th St (Install bike boxes on Miles to provide	City of Billings	10	$152,000	29-33	$177,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		priority for bicyclist movement)							
BL_16	N 22ND ST	Bicycle Lane from 6th Ave N to 12th Ave N	City of Billings	11	$39,000	29-33	$46,000	TA; SID; SM; GTB; CMAQ	SM
BL_17	REHBERG LN	Bicycle Lane from Rimrock Rd to Grand Ave	City of Billings	12	$66,000	29-33	$77,000	TA; SID; SM; GTB; CMAQ	SID
BL_18	2ND AVE N	Bicycle Lane from N 22nd St to Yellowstone Ave; spot improvements (Install two-stage turn box to facilitate southbound to eastbound turn movement at N 32nd St and N 30th St)	City of Billings	10	$68,000	29-33	$79,000	TA; SID; SM; GTB; CMAQ	SM
BL_19	JELLISON RD	Bicycle Lane from Blue Creek Rd to Aldona Rd	Yellowstone County	9	$52,000	29-33	$61,000	TA; CMAQ	TA
BL_20	13TH ST W	Bicycle Lane from Grand Ave to Lewis Ave	City of Billings	10	$32,000	29-33	$38,000	TA; SID; SM; GTB; CMAQ	SM
BL_21	ROLLING HILLS RD	Bicycle Lane from Annandale Rd to Lake Elmo Dr	City of Billings	9	$77,000	29-33	$90,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_22	32ND ST W	Bicycle Lane from Colton Blvd to Grand Ave	City of Billings	10	$33,000	29-33	$39,000	TA; SID; SM; GTB; CMAQ	SID
BL_23	N BROADWAY	Bicycle Lane from 9th Ave N to 2nd Ave S	City of Billings	11	$56,000	29-33	$65,000	TA; SID; SM; GTB; CMAQ	SM
BL_24	HIGH SIERRA BLVD	Bicycle Lane from Siesta Ave to W Wicks Ln	City of Billings	10	$24,000	29-33	$28,000	TA; SID; SM; GTB; CMAQ	SID
BL_25	STATE AVE	Bicycle Lane from Sugar Ave to Hallowell Ln; spot improvement (Construct cut median on 6th and State to enable bicycles to cross)	City of Billings	12	$111,000	29-33	$129,000	TA; SID; SM; GTB; CMAQ	SID
BL_26	S 36TH ST W	Bicycle Lane from Broadwater Ave to King Ave W	City of Billings	8	$97,000	29-33	$113,000	TA; SID; SM; GTB; CMAQ	SID
BL_27	GABEL RD	Bicycle Lane from S 24th St W to Hesper Rd	City of Billings	9	$112,000	29-33	$130,000	TA; SID; SM; GTB; CMAQ	SID
BL_28	RIMROCK RD	Bicycle Lane from Normal Ave to Virginia Ln	City of Billings	9	$9,000	29-33	$11,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_29	LAKE ELMO DR	Bicycle Lane from Wicks Lane to Uinta Park Dr	City of Billings	10	$18,000	29-33	$21,000	TA; SID; SM; GTB; CMAQ	SID
BL_30	SAINT ANDREWS DR	Bicycle Lane from Gleneagles Blvd to Wicks Ln	City of Billings	8	$117,000	29-33	$136,000	TA; SID; SM; GTB; CMAQ	SID
BL_31	S 20TH ST W	Bicycle Lane from Monad Rd to King Ave W	City of Billings	9	$34,000	29-33	$40,000	TA; SID; SM; GTB; CMAQ	SID
BL_32	KING AVE W	Bicycle Lane from S 15th St W to King Ave W	City of Billings	8	$37,000	29-33	$43,000	TA; SID; SM; GTB; CMAQ	SID
BL_33	S 29TH ST W	Bicycle Lane from King Ave W to Gabel Rd	City of Billings	9	$51,000	29-33	$60,000	TA; SID; SM; GTB; CMAQ	SID
BL_34	S 19TH ST W/Hoover Avenue	Bicycle Lane from Rimrock Rd to Monad Rd; spot improvement on Miles Ave (Install bike boxes on Miles to provide priority for bicyclist movement) and on Grand Ave (Install bike boxes on 19th to provide priority for bicyclist movement)	City of Billings	9	$131,000	29-33	$152,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_35	N 26TH ST	Bicycle Lane from 6th Ave N to 3rd Ave N	City of Billings	10	$15,000	29-33	$18,000	TA; SID; SM; GTB; CMAQ	SID
BL_36	6TH AVE S	Bicycle Lane from S 25th St to State Ave	City of Billings	8	$24,000	29-33	$28,000	TA; SID; SM; GTB; CMAQ	SID
BL_37	OVERLAND AVE	Bicycle Lane from S 24th St W to S 29th St W	City of Billings	8	$36,000	29-33	$42,000	TA; SID; SM; GTB; CMAQ	SID
BL_38	GLENEAGLES BLVD	Bicycle Lane from Sierra Granda Blvd to W Wicks Ln	City of Billings	7	$33,000	34-45	$55,000	TA; SID; SM; GTB; CMAQ	SID
BL_39	S 34TH ST	Bicycle Lane from 1st Ave S to State Ave	City of Billings	9	$33,000	29-33	$39,000	TA; SID; SM; GTB; CMAQ	SID
BL_40	11TH AVE S	Bicycle Lane from S 28th Street to State Ave	City of Billings	9	$13,000	29-33	$16,000	TA; SID; SM; GTB; CMAQ	SID
BL_41	10TH AVE S	Bicycle Lane from S 27th St to S 28th St	City of Billings	9	$5,000	29-33	$6,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_42	N 35TH ST	Bicycle Lane from 2nd Ave N to 1st Ave N	City of Billings	9	$4,000	29-33	$5,000	TA; SID; SM; GTB; CMAQ	SID
BL_43	MULLOWNEY LN	Bicycle Lane from Midland Rd to Elysian Rd	City of Billings	9	$34,000	29-33	$40,000	TA; SID; SM; GTB; CMAQ	SID
BL_44	HAWTHORNE LN	Bicycle Lane from Hemingway Ave to Yellowstone River Rd; spot improvement at Dublin St (install wayfinding signage)	City of Billings	7	$20,000	34-45	$34,000	TA; SID; SM; GTB; CMAQ	SID
BL_45	BABCOCK BLVD	Bicycle Lane from Annandale Rd to Governors Blvd; spot improvement (Install full signal with north/south crosswalks both sides of intersection at Wicks Ln; Coordinate with adjacent signals)	City of Billings	7	$602,000	34-45	$996,000	TA; SID; SM; GTB; CMAQ	SID
BL_46	YELLOWSTONE RIVER RD	Bicycle Lane from E of Bench Blvd to West of Hansen Ln	City of Billings	11	$60,000	29-33	$70,000	TA; SID; SM; GTB; CMAQ	SM
BL_47	BITTERROOT DR	Bicycle Lane from Elaine St to Wicks Ln	City of Billings	7	$17,000	34-45	$29,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_48	BENCH BLVD	Bicycle Lane from Alexander Rd to Hilltop Rd	City of Billings	9	$140,000	29-33	$163,000	TA; SID; SM; GTB; CMAQ	SID
BL_49	MOORE LN	Bicycle Lane from Central Ave to Monad Rd	City of Billings	10	$32,000	29-33	$38,000	TA; SID; SM; GTB; CMAQ	SID
BL_50	ROD AND GUN CLUB RD	Bicycle Lane from Iron Horse Trl to High Way 3	City of Billings	8	$36,000	29-33	$42,000	TA; SID; SM; GTB; CMAQ	SID
BL_51	HIGH SIERRA BLVD	Bicycle Lane from Benjamin Blvd to Matador Ave	City of Billings	8	$2,000	29-33	$3,000	TA; SID; SM; GTB; CMAQ	SID
BL_52	S 44TH ST W	Bicycle Lane from Georgina Dr to Hesper Rd	Yellowstone County	8	$25,000	34-45	$42,000	TA; CMAQ	TA
BL_53	N 13TH ST	Bicycle Lane from 6th Ave N to Minnesota Ave	City of Billings	10	$32,000	29-33	$38,000	TA; SID; SM; GTB; CMAQ	SID
BL_54	RIMROCK RD	Bicycle Lane from 50th St W to 70th St W	Yellowstone County	8	$163,000	34-45	$270,000	TA; CMAQ	SM
BL_55	Highway 3	Bike Lanes from North 27th St to Zimmerman Trail	City of Billings	9	$202,000	29-33	$235,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_56	Highway 3	Bike Lanes from Zimmerman Trail to Shorey Rd/ Alkali Creek Rd	MDT	8	$302,000	34-45	$500,000	TA; CMAQ	CMAQ
BL_58	3rd Ave N	Construct bike lane from Division to 22nd	City of Billings	11	$58,000	29-33	$68,000	TA; SID; SM; GTB; CMAQ	SM
BL_59	58th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	Yellowstone County	8	$66,000	34-45	$110,000	TA; CMAQ	CMAQ
BL_60	66th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	Yellowstone County	8	$65,000	34-45	$108,000	TA; CMAQ	CMAQ
BL_61	60th Street Corridor	Construct Bicycle Lane along 60th St corridor	Yellowstone County	8	$33,000	29-33	$39,000	TA; CMAQ	GTY
BL_62	Colton Blvd	Construct Bicycle Lane Extension of Colton Blvd	City of Billings	8	$178,000	29-33	$207,000	TA; SID; SM; GTB; CMAQ	SID
BL_63	Becraft Ln	Construct Bicycle Lane on Becraft Ln from Noblewood Dr to Old Hardin Rd	Yellowstone County	8	$49,000	34-45	$81,000	TA; CMAQ	TA
BL_64	17th St W	Construct Bicycle Lane on 17th St W from Rimrock Rd to Colton Blvd	City of Billings	8	$33,000	29-33	$39,000	TA; SID; SM; GTB; CMAQ	SCD

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_65	Virginia Lane/ 5th St W	Visionary long-range bikeway to be constructed from Rimrock Rd to Montana Ave if major roadway construction occurs.	City of Billings	13	$130,000	29-33	$151,000	TA; SID; SM; GTB; CMAQ	GTB
BL_66	Broadwater Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	City of Billings	13	$324,000	29-33	$376,000	TA; SID; SM; GTB; CMAQ	GTB
BL_67	Central Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to 6th St W if major roadway construction occurs.	City of Billings	13	$308,000	29-33	$358,000	TA; SID; SM; GTB; CMAQ	GTB
BL_68	Grand Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	City of Billings	13	$324,000	29-33	$376,000	TA; SID; SM; GTB; CMAQ	GTB
BL_69	17th St West	Visionary long-range bikeway to be constructed from Grand Ave to Colton Blvd if major roadway construction occurs.	City of Billings	9	$33,000	29-33	$39,000	TA; SID; SM; GTB; CMAQ	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_70	6th Ave N	Visionary long-range bikeway to be constructed from Division St to N 18th St if major roadway construction occurs.	City of Billings	13	$65,000	29-33	$76,000	TA; SID; SM; GTB; CMAQ	GTB
BL_71	4th Ave N	Visionary long-range bikeway to be constructed from Division St to Main St if major roadway construction occurs.	City of Billings	12	$130,000	29-33	$151,000	TA; SID; SM; GTB; CMAQ	GTB
BL_72	27th St	Visionary long-range bikeway to be constructed from 6th Ave N to Airport Rd if major roadway construction occurs.	City of Billings	12	$114,000	29-33	$133,000	TA; SID; SM; GTB; CMAQ	GTB
BL_73	Wicks Ln	Visionary long-range bikeway to be constructed from Gleneagles Blvd to Bench Blvd if major roadway construction occurs.	City of Billings	12	$130,000	29-33	$151,000	TA; SID; SM; GTB; CMAQ	GTB

ILLUSTRATIVE BICYCLE PROJECTS

Table 7. Illustrative Bicycle Projects

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_57	Misc. bicycle spot improvements to existing facilities	Pavement marking/ striping projects at 7 locations (Lake Elmo at Windsor Cir, 15th St and Lewis Ave, 8th St and Lewis Ave, 13th St W and Grand Ave, Colton Blvd and Poly Dr, Division St/ Lewis Ave/ 4th Ave, Broadwater/ Division St/ 1st Ave); Construct raised median refuges at 4 locations (Lake Elmo at Windor Cir, 32nd St at St. Johns Ave, Rimrock Rd and Arvin Dr, Terry Ave/ Montana Ave/ 1st Ave); Implement RRFBs at 5 locations (Lake Elmo at Windsor Cir, 32nd St and St. Johns Ave, Colton Blvd and Poly Dr; Howard Ave and 24th St, and Terry Ave/ Montana Ave); Facilities improvements at 2 locations (establish formal westbound connection in Pioneer Park; install crosswalk at Terry Ave/ Montana Ave)	City of Billings	8	$1,100,000	45+	$1,819,000	TA; SID; SM; GTB; CMAQ	TA

Trail Projects

COMMITTED TRAIL PROJECTS

Table 8. Trail Projects - Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MT_01	Stagecoach Trail	This project is for an 8-foot wide shared use pathway approximately 5,300 lineal feet that will run on the east side of Zimmerman Trail from Rimrock Road to Highway 3. The trail will be placed below the grade of the road along the roadside slope. This trail is an essential part of the Marathon Loop and will provide a connection from the top of the Rimrocks to the valley. This project is Billings TrailNet stop priority.	MDT; City of Billings	24-28	$6,279,900	TA
MT_02	6th Ave N Multiuse Trail	This project will add a multi-use path on 6th Ave North from Exposition Drive to N 13th. The project will require additional plowing and bicycle improvements along 13th Street, 20th Street, and 3rd Avenue North will require additional maintenance for pavement markings and striping.	City of Billings	24-28	$500,000	SM; Other
MT_03	Rose Park Trail, Phase 2	Continuation of Rose Park Trail	MDT	24-28	$99,600	FWP
MT_04	Lillis Park Trail connector	Trail reconstruction	MDT	24-28	$125,000	FWP
MT_05	Big Ditch Trail Extension	Trail reconstruction	MDT	24-28	$125,000	FWP
MT_06	Southern Riverfront Park Trail	Trail reconstruction	MDT	24-28	$125,000	FWP

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MT_07	Trailside Education Signs	Trail signage	MDT	24-28	$59,100	FWP
MT_08	Rec Trails Program	Implementation of trails projects with FWP Recreational Trails program funding for FY 26 - 28. Projects to be determined.	MDT	24-28	$375,000	FWP

RECOMMENDED TRAIL PROJECTS

Table 9. Trail Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_09	Alkali Creek Trail Connection	This project would extend the trail from Swords Park at Main Street tunnel along Alkali Creek to new Aronson Connection Trail just east of Aronson Bridge	City of Billings	7	$890,000	34-45	$1,472,000	TA; CMAQ	CMAQ
MT_10	Downtown BBWA Corridor Trail/ On Street Facilities	This project is for the completion of sidewalk/pathway through MSU-B Campus to connect campus and pedestrian improvements at Virginia Lane/Poly Drive intersection. 2015 project did not provide a pedestrian crossing at Virginia/Poly on the east side. Reassessments needed for this project to function as needed. Further	City of Billings	9	$800,000	29-33	$928,000	TA; CMAQ	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		analysis of the condition and operation of the BBWA Canal expected in 2021 and 2022 may provide opportunities in this area.							
MT_12	N 27th St Side Path	Build a Bike Pedestrian Path along N. 27th Street connecting Rimrock Road and Skyline Trail/Swords Park. It would begin near the existing trail underpass at the intersection of North 27th Street/Highway 3/Airport Road and would continue to the southeast along North 27th Street. It appears that there is existing width available on North 27th Street to consider moving the guardrail on the south side so that both bikes and pedestrians could use an off-street multi-use trail that could still be incorporated into the overall 27th Street cross section and ROW.	City of Billings	7	$1,700,000	34-45	$2,810,000	TA; SID; SM; GTB; CMAQ	SM
MT_13	Broadwater Ave	Multi-use Trail from Shiloh Rd to 48th St W	City of Billings	6	$963,000	29-33	$1,117,000	TA; SID; SM; GTB; CMAQ	GTB
MT_15	Enfield St/Toledo St/La Paz Dr	Multi-use Trail from Becraft Ln to Ford Rd	Yellowstone County	7	$693,000	34-45	$1,146,000	TA; CMAQ	CMAQ
MT_16	Misc. trails spot improvements	Facilities/ pavement improvements at 7 locations (Install crosswalks at Aronson Ave at BBWA Canal Tr, Create cut in fence and install bollard at	City of Billings;	10	$1,800,000	29-33	$2,087,000	TA; CMAQ	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
	to existing infrastructure	Hallowell Ln at Ponderosa SRTS Tr, Construct raised crosswalk and curb cuts at Shiloh Rd at Bell Ave, install crosswalk and curb cuts on Rimrock Rd at 54th St, Install crosswalk and curb cuts at Songbird Dr at Suburban Ditch Tr, Construct crossing on Dickie Rd at Bobolink St/ Canary Ave, construct curb ramps, crosswalk, and median refuge at Highway 3 and Zimmerman Trl); Install RRFB at 3 locations (S 29th St W and BBWA canal Tr, Songbird at Suburban Ditch Tr, and Highway 3 and Zimmerman Trail); Install HAWK beacons at 8 locations (all 4 legs of Shiloh Rd at Zoo Dr, Hesper Rd, Shiloh Crossing Blvd, King Ave W, Monad Rd, Central Ave, Broadwater Ave, Grand Ave)	Yellowstone County						
MT_17	5th Avenue Corridor East (Design)	This project would continue development of the east leg of the 5th Avenue North corridor from Main Street to North 26th Street. The vision is to complete the project in several phases. A conceptual design has been completed for the west leg between Division Street and North 26th Street. The east leg is conceptualized primarily withing BNSF railroad right-of-way, as proposed in the 5th Avenue Corridor Feasibility Study. BNSF will require reengagement on this project. Support from BNSF will be critical for continuation of the work and should	City of Billings	10	$205,000	29-33	$238,000	TA; CMAQ	CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		be secured before continuing with work on the east leg. This project includes a public participation/property owner process to identify treatments and options for a linear trail. From the input of the public participation process, develop a design/engineering package and associated costs to complete the project. This could include physical alterations and additions for street crossings, railroad safety provisions, private property easements, and construction of pedestrian walkway.							
MT_18	5th Avenue Corridor	This project constructs a non-traditional motorized and non-motorized transportation corridor within 5th Avenue North through Downtown Billings and the East Billings Urban Renewal District. The project consists of 4 segments: Linear Park, Wye Junction, Rail Trail, and Gateway Hub. The project would be completed in phases and includes corridor transportation improvements and placemaking elements.	City of Billings	12	$8,000,000	29-33	$9,275,000	TA; CMAQ	CMAQ
MT_19	6th Avenue N	Multi-use Trail from N 13th St to N 27th St (Modified from the actual 2016 Plan - partially committed in 24-28 CIP)	City of Billings	13	$1,269,000	29-33	$1,472,000	TA; CMAQ; GTB	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_20	Montana Ave/Underpass Ave	Multi-use Trail from Division St to S Billings Blvd; spot improvement at State Ave (Enhance west side pedestrian crossing to facilitate access with curb cuts; construct curb ramp at southwest corner of State St and Access St, and south side of pork chop island) and at Underpass Ave (Install crosswalk and trail crossing signage; construct curb ramps north and south side of Underpass Ave)	MDT	10	$1,802,000	34-45	$2,979,000	TA; SCD; SID; MACI	MACI
MT_21	Wicks Ln	Multi-use Trail from Gleneagles Blvd to Kiwanis Trail	City of Billings	10	$2,808,000	29-33	$3,256,000	TA; SCD; SID	SM
MT_22	Rosebud Ln	Multi-use Trail from Highway 87E to West of Rosebud Ln	MDT; Yellowstone County	8	$3,302,000	34-45	$5,458,000	TA; GTY; CMAQ	CMAQ
MT_23	N 27th St	Multi-use Trail from Rimrock Rd to Mountain View Blvd	City of Billings	8	$373,000	29-33	$433,000	TA; SCD; SID	SID
MT_24	Grand Ave	Multi-use Trail from 24th St W to Zimmerman Trl	City of Billings	8	$805,000	29-33	$934,000	TA; SCD; SID	SID
MT_25	Hesper Rd	Multi-use Trail from East of Shiloh Rd to S Shiloh Rd	City of Billings	8	$217,000	29-33	$252,000	TA; SCD; SID	SID
MT_27	24th	Multi-use Trail from Stillwater to South of King Ave W; spot improvement at Stillwater Dr (Install HAWK beacon on	City of Billings	9	$397,000	34-45	$657,000	TA; SCD; SID	SCD

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		south leg of intersection; coordinate with adjacent signals)							
MT_28	Broadwater Ave	Multi-use Trail from 24th St W to 28th St W	City of Billings	8	$603,000	34-45	$997,000	TA; SCD; SID	SID
MT_29	BBWA Canal Trail North	Multi-use Trail from East of Shadow Heights to Aronsen Ave; spot improvement (At Yellowstone River Rd, Construct curb cuts on north and south side of Hilltop Rd, install crosswalk and RRFB, and if road-diet is conducted, install raised median at crossing)	City of Billings	8	$3,985,000	34-45	$6,587,000	TA; CMAQ; SID	SID
MT_30	Gabel Rd	Multi-use Trail from Hesper Rd to Zoo Rd	City of Billings	6	$379,000	29-33	$440,000	TA; SCD; SID; CMAQ	GTB
MT_31	King Ave W/S Frontage Road	Multi-use Trail from S 29th St W to S Frontage Rd; spot improvement at King Ave W (Install crosswalk; add pedestrian refuge in the existing hatched areas)	MDT; Yellowstone County	9	$3,339,000	29-33	$3,871,000	TA; CMAQ; MACI	GTB
MT_32	Mullowney Ln	Multi-use Trail from S Frontage Rd to Story Rd	City of Billings	8	$516,000	34-45	$853,000	TA; CMAQ	SM
MT_33	S Billings Blvd/Blue Creek Rd	Multi-use Trail from King Ave S to Glengary Ln; spot improvement at S Billings Blvd eastbound and westbound ramps (Construct curb	MDT; City of Billings	9	$4,433,000	29-33	$5,140,000	TA; SCD; SID; CMAQ	SCD

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		ramps and install high visibility crosswalk)							
MT_34	Gabel Rd	Multi-use Trail from S 32nd St W to Transtech Way	City of Billings	6	$232,000	29-33	$269,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_35	West Wicks Ln	Multi-use Trail from Annandale Rd to Skyway Dr	City of Billings	6	$1,209,000	29-33	$1,402,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_36	Hesper Rd	Multi-use Trail from East of Majestic Ln to Gabel Rd	City of Billings	6	$227,000	29-33	$264,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_37	Alkali Creek Rim Trail	Multi-use Trail from Judicial Ave to Alkali Creek Rd	City of Billings	8	$379,000	34-45	$627,000	TA; CMAQ	CMAQ
MT_38	Peters St	Multi-use Trail from Highway 87E to East of Peters St	Yellowstone County	8	$556,000	34-45	$919,000	TA; SCD; SID; CMAQ; MACI	CMAQ
MT_39	State Ave/S 27th St	Multi-use Trail from 12th Ave S to Garden Ave	City of Billings	8	$718,000	34-45	$1,187,000	TA; SCD; SID; CMAQ; GTB	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_40	Railroad/State Ave Trail	Multi-use Trail from 2nd Ave S to Trail near S 24th St W	City of Billings	9	$3,851,000	29-33	$4,465,000	TA; SCD; SID; CMAQ; GTB	SID
MT_41	Shiloh Rd	Multi-use Trail from Pierce Pkwy to Autumn Ln	City of Billings	6	$902,000	29-33	$1,046,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_42	Krumheuer Dr	Multi-use Trail from Old Hardin Rd to Mitzi Dr; spot improvement at Farnum Dr (Install crosswalk and trail crossing signage)	Yellowstone County	6	$594,000	34-45	$982,000	TA; CMAQ	CMAQ
MT_45	Chrysalis Acres	Multi-use Trail from Van Buren St to Hallowell Ln	City of Billings	7	$90,000	29-33	$105,000	TA; CMAQ	TA
MT_46	Tania Cir Ditch Trail	Multi-use Trail from Naples St to Bitterroot Dr	City of Billings	7	$521,000	29-33	$604,000	TA; CMAQ	CMAQ
MT_47	Unita Park/Twin Oaks Park	Multi-use Trail from Wicks Ln to Ditch Trail	City of Billings	7	$654,000	29-33	$759,000	TA; CMAQ	CMAQ
MT_48	South of Governors Blvd	Multi-use Trail from W Wicks Ln to Aronson Ave; spot improvement on Wicks Lane (Install Beacon signal on east side of intersection if trail is constructed at Wicks Ln) and at Senators Blvd (Install crosswalk and trail crossing signage)	City of Billings	7	$1,041,000	34-45	$1,721,000	TA; CMAQ	CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_49	Blue Creek Rd	Multi-use Trail from Colleen Dr to Briarwood Blvd	MDT; Yellowstone County	6	$514,000	29-33	$596,000	TA; CMAQ; MACI	CMAQ

ILLUSTRATIVE TRAIL PROJECTS

Table 10. Trail Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_11	Downtown-Coulson Park Trail Connection	This project extends the trail from South 25th Street to 8th Ave South to South 26th Street to Lillian Avenue, under I-90 at RR, and into Coulson Park Trail. Recent changes in ownership of property in this area and redevelopment activity and plans for developments expected to support future trail construction and access for this project.	City of Billings	10	$740,000	45+	$1,224,000	TA; CMAQ
MT_14	Monad Rd	Multi-use Trail from BBWA Canal to East of S 64th St W	Yellowstone County	6	$2,002,000	45+	$3,310,000	TA; CMAQ; GTY

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_26	Highway 87E	Multi-use Trail from Johnson Ln to Old Hardin Rd; spot improvements (Install crosswalk and trail crossing signage and potentially install RRFB to facilitate crossing at Old Hardin Rd; and install mid-block crosswalk, trail crossing signage, and RRFB at Rock Hill Dr; Install crosswalk, RRFB, and trail crossing signage at Hwy 87/ Maier Rd)	MDT; Yellowstone County	10	$984,000	45+	$1,627,000	TA; GTY; MACI
MT_43	S 52nd St W	Multi-use Trail from North of Dovetail Ave to South of S 52nd St W	Yellowstone County	6	$851,000	45+	$1,407,000	TA; CMAQ
MT_44	King Ave E	Multi-use Trail from Jackson Ave to King Ave W	MDT; City of Billings	7	$1,549,000	34-45	$2,561,000	TA; SCD; SID; CMAQ; MACI
MT_50	25th Street Bridge	Build a Bike Pedestrian Bridge over the Railroad Tracks at 25th Street between Montana and Minnesota Avenues. The bridge will connect to the bike lane to the south of the railroad tracks and this will provide a safe bike and pedestrian alternative to the at-grade crossing of the railroad at 27th as well as provide an emergency connection between the north and south sides of the tracks for police bike patrol or foot patrol in the event of a train blocking the tracks.	City of Billings	8	$5,455,000	45+	$9,017,000	TA; SID; SM; CMAQ
MT_51	Trail Connector from King Ave West to TransTech Center	Complete trail connection to TransTech Center Trail at 32nd Street West from current trail terminus near East/West Bannister Drain corridor along BBWA Canal. Further analysis of the condition and	City of Billings	6	$700,000	45+	$1,157,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		operation of the BBWA Canal expected in 2022 and 2023 may provide opportunities in this area.						
MT_52	Hogans Slough Trail	Multi-use Trail from S 48th St W to Discovery Dr	City of Billings	6	$2,124,000	45+	$3,511,000	TA; CMAQ
MT_53	King Ave W	Multi-use Trail from S 44th St W to East of S 72nd St W	MDT	6	$2,358,000	45+	$3,898,000	TA; CMAQ; MACI
MT_54	Lockwood Canal	Multi-use Trail from Nobelwood Dr to Hillner Ln; spot improvement at Johnson Lane (Install crosswalk and RRFB across Johnson Rd; Construct curb cuts both sides of Johnson), Becraft Lane (Install crosswalk north/south across Becraft; install RRFB), Enfield St (Install crosswalk and trail crossing signage), and Tampico Dr (Install crosswalk and trail crossing signage)	Yellowstone County	7	$3,155,000	45+	$5,215,000	TA; CMAQ
MT_55	Coburn Rd	Multi-use Trail from Old Hardin Rd to South extent of Coburn Rd; spot improvement at Old Hardin Rd (Install crosswalk across Coburn St; Construct curb ramps both sides of Coburn) and at Rosebud Lane (Install trail crossing east/west across Coburn; Install trail crossing signage; Construct curb ramps both sides of Coburn)	Yellowstone County	7	$3,488,000	45+	$5,766,000	TA; CMAQ; GTY
MT_56	Johnson Ln/Highway 87E	Multi-use Trail from Jim Dutchner Trail to Stonehaven Trl; spot improvements (Install trail crossing signage and crosswalk at Johnson Ln/ 87 intersection; Install	MDT	8	$6,118,000	45+	$10,113,000	TA; CMAQ; MACI

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		crosswalk leading to porkchop island on Old Hardin; install pedestrian actuated signals and countdown timers on Old Hardin; Install north/south crosswalk, install pedestrian actuated signals and countdown timers, install curb cuts at Johnson Ln eastbound ramp; Install crosswalk and trail crossing signage, install curb cuts both sides of westbound ramp; Install crosswalk and trail crossing signage, install curb cuts both sides of Frontage Rd; Install at-grade crossing of railroad and trail crossing signage north of Coulson Rd; Construct signature bike/ped bridge over Yellowstone River connecting trail systems on either side)						
MT_57	Ford Rd	Multi-use Trail from East of Eagle Cliff Meadows Rd to Johnson Ln	Yellowstone County	5	$799,000	45+	$1,321,000	TA; CMAQ
MT_58	Noblewood Dr	Multi-use Trail from Old Hardin Rd to Ford Rd; spot improvement north of Farnum Dr (Install crosswalk and trail crossing signage; Construct curb cuts both sides of Noblewood) and at Lockwood Canal (Construct crosswalk east/west across Noblewood; install trail crossing signage)	Yellowstone County	6	$1,270,000	45+	$2,100,000	TA; CMAQ
MT_59	Implementation of Wayfinding Signage Plan	This plan addresses sign placement of 200 signs along priority corridors identified by the Steering Committee, including: Avenue C/ Avenue D / 9th Ave N/ 21st St W/ Lyman Ave/ Arvin Rd (priority bicycle boulevard from the 2017 Billings Area Bikeway & Trails Master Plan), Lewis Ave, Jim Dutcher Tr, Alkali Creek Tr, Kiwanis Tr, BBWA Canal Trail	City of Billings	6	$300,000	45+	$496,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		Corridor (Canal Tr), Rimrock Rd, Poly Dr, Portions of Shiloh Rd						
MT_60	Grey Eagle Ditch Trail	Multi-use trail along Eagle Ditch	City of Billings	7	$990,000	45+	$1,637,000	TA; CMAQ
MT_61	Audubon Conservation Education Center Trail	Construct a multi-use trail from Riverfront Park to Josephine Crossing	City of Billings	4	$266,000	45+	$440,000	TA; CMAQ
MT_62	Arnold Drain Trail	Construct a multi-use trail from Arnold Drain Connector to Grand Ave	City of Billings	6	$214,000	45+	$354,000	TA; CMAQ
MT_63	BNSF Rail with Trail	Construct a multi-use trail from MRL Rail with Trail to Highway 3	City of Billings	7	$5,913,000	45+	$9,774,000	TA; CMAQ
MT_64	Briarwood to Blue Creek School	Construct a multi-use trail from Briarwood Blvd to Blue Creek School	City of Billings	6	$341,000	45+	$564,000	TA; CMAQ
MT_65	Briarwood to Pictograph Caves	Construct a multi-use trail from Briarwood Blvd to Pictograph Caves State Park	City of Billings	5	$911,000	45+	$1,506,000	TA; CMAQ
MT_66	Canyon Creek Trail	Construct a multi-use trail from Zoo Montana to BNSF Rail with Trail	City of Billings	7	$1,739,000	45+	$2,875,000	TA; CMAQ
MT_67	Cove Ditch	Construct a multi-use trail from Molt Rd to Hogans Slough	City of Billings	5	$697,000	45+	$1,153,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_68	Four Dances Connector	Construct a multi-use trail from Lockwood Trail to Four Dances Natural Area	City of Billings	5	$325,000	45+	$538,000	TA; CMAQ
MT_69	High Ditch	Construct a multi-use trail from Rimrock West Trail to Hogans Slough	City of Billings	5	$1,632,000	45+	$2,698,000	TA; CMAQ
MT_70	MRL Rail with Trail	Construct a multi-use trail from Interstate-90 to Highway 312	City of Billings	7	$4,855,000	45+	$8,025,000	TA; CMAQ
MT_71	Rehberg Ranch	Construct a multi-use trail from Extension of Existing Trail to Inner Belt Loop	City of Billings	5	$155,000	45+	$257,000	TA; CMAQ
MT_72	Senators Park	Construct a multi-use trail from Aronson Ave to Inner Belt Loop Trail	City of Billings	6	$155,000	45+	$257,000	TA; CMAQ
MT_73	Snow Ditch	Construct a multi-use trail from Shiloh Rd to Big Ditch	City of Billings	5	$749,000	45+	$1,238,000	TA; CMAQ
MT_74	South Hogans Slough	Construct a multi-use trail from Suburban Ditch to MRL Rail with Trail	City of Billings	6	$428,000	45+	$708,000	TA; CMAQ
MT_75	Riverfront Park Trail	Construct a multi-use trail from Mystic Park Trails to Riverfront Park Trails	City of Billings; Yellowstone County	6	$1,500,000	45+	$2,480,000	TA; CMAQ
MT_76	34th Street Pedestrian Bridge	Construct a multi-use bridge to cross the tracks near 34th Street	City of Billings	7	$35,000,000	45+	$57,850,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_77	BBWA Canal Trail	Multi-use Trail from 6th Avenue N to Transtech Way; spot improvements (Install RRFB with center median at Grand Ave and construct curb cuts both sides of Grand Ave; Install RRFB with center median at 24th St; install median refuge and RRFB at 27th St; Assess feasibility of constructing shared use path under 17th St Bridge; Bring shared use path to roadway grade and install consolidated crossing north side of intersection across 13th St; install RRFB at 13th St; reconstruct ramps if needed to provide wider landing at 13th St; Bring shared use path to roadway grade and install crosswalk across 11th St; construct ramps both sides of 11th St; Install north/south crosswalk across Poly Rd; construct curb ramps both sides of crosswalk across Poly Rd; install RRFB on Poly Rd)	City of Billings	9	$7,302,000	45+	$12,070,000	TA; CMAQ
MT_78	1st Ave/Old Hardin Rd/Highway 87E	Multi-use Trail from N 13th St to Hogan Rd	MDT	8	$7,365,000	45+	$12,174,000	TA; CMAQ; MACI
MT_79	South of Emerald Dr/Sword Ln	Multi-use Trail from Emerald Dr to Sword Lane	City of Billings	7	$645,000	45+	$1,067,000	TA; CMAQ
MT_80	Rimrock Rd	Multi-use Trail from 54th St W to 66th St W; spot improvement at Molt Rd (Install crosswalk and curb cuts perpendicular to Molt Rd; install trail crossing signage) and at 6nd Ave (Install crosswalk across 62nd Ave	Yellowstone County	6	$1,021,000	45+	$1,688,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		and curb cuts both sides of 62nd Ave; Install trail crossing signage)						
MT_81	Arnold Drain Trail	Multi-use Trail from 18th St W to 25th St W; spot improvement (install RRFB with center median and construct curb cuts on both sides of 24th)	City of Billings	6	$1,014,000	45+	$1,676,000	TA; CMAQ
MT_82	Suburban Ditch Trail	Multi-use Trail from Songbird Dr to Mullowney Ln	City of Billings; Yellowstone County	5	$629,000	45+	$1,040,000	TA; CMAQ
MT_83	Kiwanis Trail Corridor	Multi-use Trail from Bitterroot Dr to Mary St	City of Billings; Yellowstone County	6	$668,000	45+	$1,105,000	TA; CMAQ
MT_84	Highway 87 Bypass	Multi-use Trail from Roundup Rd to Johnson Ln	MDT; City of Billings	8	$8,057,000	45+	$13,317,000	TA; CMAQ; MACI
MT_85	Jim Dutcher Trail	Multi-use Trail from South of Mary St to E&F St	Yellowstone County	7	$1,767,000	45+	$2,921,000	TA; CMAQ
MT_86	Terrace Park Trail	Multi-use Trail from High Sierra Blvd to Alkali Creek Rd	City of Billings; Yellowstone County	7	$1,547,000	45+	$2,557,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_87	Shiloh Rd to Washington St	Multi-use Trail from Shiloh Rd to Washington St	Yellowstone County	8	$5,314,000	45+	$8,784,000	TA; CMAQ
MT_88	62nd St W	Multi-use Trail from Falcon Ridge Way to Rimrock Rd	Yellowstone County	6	$219,000	45+	$362,000	TA; CMAQ
MT_89	Central Ave	Multi-use Trail from Shiloh Rd to East of 64th St W	Yellowstone County	6	$1,841,000	45+	$3,043,000	TA; CMAQ
MT_90	West of Governors Blvd	Multi-use Trail from South of W Wicks Ln to Constitution Ave	City of Billings	6	$262,000	45+	$434,000	TA; SCD; SID; CMAQ; GTB
MT_91	Lockwood Tributary Trail	Multi-use Trail from Old Hardin Rd to Highway 87E	Yellowstone County	7	$2,155,000	45+	$3,562,000	TA; CMAQ

Intersection Projects

COMMITTED INTERSECTION PROJECTS

Table 11. Intersection Projects – Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
I_01	King Ave West & 48th St West	Address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	MDT	24-28	$5,250,000	CR; HSIP; Local Contribution
I_02	SF189 South D5 Safety Improvements	MDT safety project to improve intersections with enhanced signage and lighting in some locations. Intersections include: 72nd Street/Neibauer Road, 72nd Street/Danford Road, 64th Street/Neibauer Road, 64th Street/Danford Road, 56th Street/Hesper Road, 48th Street/Hesper Road, 72nd Street/King Avenue, 64th Street/Hesper Road, 48th Street/King Avenue, 56th Street/Neibauer Road, 72nd Street/Hesper Road, 72nd Street/Laurel Airport Road, 64th Street/King Avenue, 48th Street/Neibauer Road .	MDT	24-28	$171,000	HSIP
I_03	Lockwood Interchange - Billings	Reconstruction of existing interchange to a diverging diamond design. The design phase is scheduled for completion in 2026.	MDT	24-28	$53,708,000	IM
I_04	Exposition Drive and 1st Avenue N. (Billings)	Design and construct intersection improvement to enhance safety, improve bicycle and pedestrian connectivity, vehicle capacity, freight, drainage, and pavement condition.	MDT	24-28	$11,372,000	NH
I_05	Airport Road and Main Street - Billings	Design and construct intersection improvement to improve safety and mobility for all users, reduce congestion, and improve the pedestrian and bicycle environment.	MDT	24-28	$8,284,000	NH

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
I_06	Gabel Road	Construct a new traffic signal at Gabel Road and Broso Park Drive, partially funded by developer contributions.	City of Billings	24-28	$550,000	SID; SM
I_07	SF 169 Rimrock & 62nd St W	Construct roundabout to improve safety at Rimrock/ 62nd.	MDT	24-28	$375,000	HSIP
I_08	SF 129 Roundabout King 56th	Construction project to reconstruct an intersection includes a roundabout, grading, plant-mix surfacing, irrigation, drainage, curb and gutter, lighting, signing and striping.	MDT	24-28	$95,000	HSIP

RECOMMENDED INTERSECTION PROJECTS

Table 12. Intersection Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
I_09	King Ave/24th St	Design and construct intersection improvement to increase safety and mobility	MDT; City of Billings	13	$3,400,000	29-33	$3,942,000	NH; HSIP	NH
I_10	US Highway 87 & Old Hardin Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	MDT	7	$3,000,000	29-33	$3,478,000	STPU; HSIP	STPU

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
I_11	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	MDT	3	$2,400,000	29-33	$2,783,000	IM; BR	BR
I_13	Highway 3/Rod & Gun Club Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	MDT	6	$3,000,000	29-33	$3,478,000	NH; HSIP	NH
I_14	Highway 312 & Dover Road - Intersection Control	Design and construct intersection improvement to increase safety and mobility	MDT	6	$3,400,000	34-45	$5,620,000	STP/S*/X*; HSIP	HSIP
I_15	Grand Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	Yellowstone County	7	$3,400,000	29-33	$3,942,000	STPU; HSIP	STPU
I_16	Grand Ave & 56th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	$3,400,000	34-45	$5,620,000	STPU; HSIP	STPU
I_18	Hesper Rd & 56th St West	Implement new all-way stop control at intersection to address safety and mobility issues.	Yellowstone County	3	$250,000	29-33	$290,000	GTY; HSIP	HSIP
I_19	King Ave/20th St	Design and construct intersection improvement to increase safety and mobility	MDT; City of Billings	12	$3,400,000	29-33	$3,942,000	NH; HSIP	NH

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
I_20	Avenue E/ Zimmerman Tr Traffic Signal	Install signal when warranted	City of Billings	8	$450,000	29-33	$522,000	SM; GTB; CMAQ	SM
I_22	Grand Ave & 62nd St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	$3,400,000	34-45	$5,620,000	STPU; HSIP	STPU

ILLUSTRATIVE INTERSECTION PROJECTS

Table 13. Intersection Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
I_12	West Billings Interchange	Construct additional EB and WB mainline lanes through interchange, modify vertical curve, reconstruct bridge segments (Laurel Rd and Mullowney) and restripe WB off-ramp at West Billings Interchange. Update geometry to match C standards, improve landscaping and improve pedestrian facilities	MDT	7	$28,300,000	45+	$46,776,000	IM; BR
I_17	Central Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	6	$3,400,000	45+	$5,620,000	GTY; HSIP
I_21	King Ave West & 64th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	$3,400,000	45+	$5,620,000	STP/S*/X*; HSIP

Congestion Management Projects

COMMITTED CONGESTION MANAGEMENT PROJECTS

Table 14. Congestion Management Projects - Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
CM_01	Grand Avenue – 3rd St W to 24th St W	This project focuses on retiming the signalized intersections along Grand Avenue in Billings, Montana. The purpose of the signal timing project is updating coordinated signal timing plans at 14 signalized intersections on Grand Avenue between Zimmerman Trail and 6th Avenue / 32nd Street. This project is part of the Annual Travel Corridor Coordination projects programmed by the City of Billings.	City of Billings	24-28	$50,000	Programmed as part of Annual Travel Corridor Coordination projects.
CM_02	Traffic Signal Controller Upgrades	This is for the replacement of obsolete signal controllers with new technology which includes improved communication and detection at the intersection at 19 intersections. Locations include: 3rd St/ Grand Ave; Division St/ 3rd Ave N; N 13thSt/ 6th Ave N; 13th St West/ Rimrock Rd; 17th St W/ Rimrock Rd; Shiloh Road/ Rimrock Rd; 17th St W/ Colton Blvd; 14th St W/ Lewis Ave; 15th St W/ Lewis Ave; 16th St/ Lewis Ave; 17th St/ Poly Dr; Vermillion Dr/ Broadwater Ave; Mall Dr/ Central Ave; Target/ Central Ave; Rehburg Ln/ Colton Blvd; N 18th St/ 4th Ave N; N 30th St/ 9th Ave N; 24h St W/ Fire Station #5.	City of Billings	24-28	$650,000	SM
CM_03	Division Street Signal Retiming	This project focuses on retiming the signalized intersections along Division Street in Billings, Montana. The purpose of the signal timing project is updating coordinated signal timing plans at four (4) existing signalized intersections and one (1) new signalized intersection on Division Street between 6th Avenue / 32nd Street and Broadwater Avenue. This project is part of the Annual Travel Corridor Coordination projects programmed by the City of Billings.	City of Billings	24-28	$50,000	Programmed as part of Annual Travel Corridor Coordination projects.

RECOMMENDED CONGESTION MANAGEMENT PROJECTS

Table 15. Congestion Management Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
CM_04	Broadwater Avenue – 5th St W to Zimmerman	Update signal timing for 8 signals	City of Billings	9	$120,000	29-33	$140,000	CMAQ; SM	CMAQ
CM_05	Central Avenue – 6th St W to Zimmerman	Update signal timing for 10 signals	City of Billings	9	$150,000	34-45	$248,000	CMAQ; SM	SM
CM_06	Rimrock Road – 38th St W to 13th St W	Update signal timing for 5 signals	City of Billings	8	$75,000	34-45	$124,000	CMAQ; SM	SM
CM_07	15th Street West – Central Ave to Grand Ave	Update signal timing for 5 signals	City of Billings	8	$75,000	34-45	$124,000	CMAQ; SM	SM
CM_08	Wicks Lane – Governors Blvd to Bench Blvd	Update signal timing for 5 signals	City of Billings	9	$75,000	34-45	$124,000	CMAQ; SM	SM
CM_09	19th Street West – Monad Rd to Grand Ave	Update signal timing for 5 signals	City of Billings	8	$75,000	34-45	$124,000	CMAQ; SM	SM
CM_10	17th Street West – Grand Ave to Rimrock	Update signal timing for 5 signals	City of Billings	5	$75,000	34-45	$124,000	CMAQ; SM	SM
CM_11	Monad Road – 19th St W to 32nd St W	Update signal timing for 4 signals	City of Billings	6	$60,000	34-45	$100,000	CMAQ; SM	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
CM_12	Governors Boulevard/Hilltop Road – Wicks Ln to Main St	Update signal timing for 3 signals	City of Billings	7	$45,000	34-45	$75,000	CMAQ; SM	SM
CM_13	27th Street RRXing ITS Signage and Advanced Warning System	Implement a signage and advanced warning system on 27th Street to inform transportation users of crossing delays due to incoming and stopped trains	City of Billings	9	$500,000	29-33	$580,000	CMAQ; SM	CMAQ

Roadway Projects

COMMITTED ROADWAY PROJECTS

Table 16. Roadway Projects – Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	MDT	24-28	$55,918,500	STPU; CMAQ; NH; NHFP; IM
R_02	Billings Bypass - Railroad Overpass	Construction of new bridge over railroad	MDT	24-28	$989,200	NH
R_03	Billings Bypass - Johnson Lane Interchange to RR Overpass	Construction of connection from interchange to railroad overpass	MDT	24-28	$9,252,800	NH
R_04	Billings Bypass - Five Mile Road to US87	Construction of connection from Five Mile Road to US87	MDT	24-28	$15,219,600	NH
R_05	I-90 Yellowstone River Bridges	Construction project to reconstruct the roadway and replace existing structures includes grading, gravel, cold milling, plant-mix surfacing, auxiliary lanes, ramp modifications, structure removal, retaining wall, drainage/storm drain/irrigation improvements, guardrail, cable rail, concrete barrier rail revisions, rumble strips, fencing, erosion control, random riprap, multi-use path, traffic signals, luminaires, signing and delineation.	MDT	24-28	$2,074,900	BRIDGE
R_06	I 90: East Laurel - West Billings Improvements (Mossmain Intch-West Blgs Intch)	The I 90: East Laurel - West Billings project will improve I 90 from the west bridge ends of Mossmain Interchange to the east bridge ends of the West Billings Interchange bridges over King Avenue West. The project includes pavement preservation and other improvements scheduled for 2023 and beyond.	MDT	24-28	$1,051,700	IM

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_07	1st Avenue N - 9th to RR Crossing	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the East Segment (9th to RR Crossing).	MDT	24-28	$20,928,200	NH
R_08	1st Avenue N - RR Crossing to Broadway	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the Middle Segment (RR crossing to Broadway).	MDT	24-28	$8,613,800	NH
R_09	1st Avenue N - Broadway to Division	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the West Segment (Broadway to Division).	MDT	24-28	$8,095,800	NH
R_10	BR Pres Columbus Joliet Area	Minor bridge rehab (S Billings Boulevard bridge over Yellowstone River)	MDT	24-28	$1,746,300	BRIDGE
R_11	Shiloh Overpass Rehab	Proposed project to rehab deck and substructure. Study in progress.	MDT	24-28	$2,836,600	BRIDGE
R_12	Johnson Lane Interchange Ramps	Striping and durable pavement markings (I90 RP 455-455.5)	MDT	24-28	$4,000	IM
R_13	Lockwood Interchange Ramps	Striping and durable pavement markings (I90 RP 452.6-453.1)	MDT	24-28	$4,000	IM
R_14	27th Street Interchange Ramps	Striping and durable pavement markings (I90 RP 449.9-450.4)	MDT	24-28	$4,000	IM
R_15	South Billings Blvd Interchange Ramps	Striping and durable pavement markings (I90 RP 447-447.5)	MDT	24-28	$4,000	IM

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_16	King Ave West Interchange Ramps	Striping and durable pavement markings (I90 RP 446.2-446.4)	MDT	24-28	$4,000	IM
R_17	Zoo Drive Interchange Ramps	Striping and durable pavement markings (I90 RP 443.1-443.7)	MDT	24-28	$4,500	IM
R_18	I-90 Culverts - Billings Area	Culvert replacement	MDT	24-28	$7,026,400	IM
R_19	Heights Main Street	Striping and durable pavement markings (BR 190/ US 87 RP 0 to 4.7)	MDT	24-28	$140,700	NH
R_20	27th St	Striping and durable pavement markings (MT 3 RP 0 to 3.3)	MDT	24-28	$142,200	NH
R_21	Zoo Drive Interchange	Striping and durable pavement markings (Zoo Drive RP 0 to 0.9)	MDT	24-28	$55,500	NH
R_22	King Ave West	Striping and durable pavement markings (King Ave West RP 2.5 to 3.1)	MDT	24-28	$22,500	NH
R_23	Old Laurel Road	Striping and durable pavement markings (BR I90 RP 0 to 0.7)	MDT	24-28	$16,600	NH
R_24	Underpass Ave Improvements	Construction project to reconstruct existing roadway includes grade, gravel, plant-mix surfacing, storm drain, traffic signals, signing, and pavement markings.	MDT	24-28	$3,686,100	IM
R_25	Billings District ADA Upgrades	Preliminary Engineering activities required for future upgrades of existing sidewalks includes curb ramps, approaches and new pedestrian facilities	MDT	24-28	$463,300	MACI; CR
R_26	88th St - Shiloh	Roadway striping	MDT	24-28	$69,700	STPX, STPS, SFCN
R_27	SF 209 Billings District Signs	HSIP project to install safety improvement features (signs, delineation, chevrons, etc.) to address identified crash trends in the Billings District	MDT	24-28	$242,700	HSIP
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	MDT	24-28	$9,573,800	NH; HSIP; CR

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_29	Billings Bypass	This project includes preliminary engineering, right-of-way, and incidental constructions costs for the Billings Bypass project.	MDT	24-28	$7,850,000	NH
R_30	21st Street Underpass Improvements	The 21st Street Underpass has a low clearance of only 8.5 feet, limiting the vehicles that can pass through this route. With the congestion of 27th nearby, the City will increase the clearance to standard minimum of 14 feet to provide a route for emergency vehicles or larger commercial vehicles, especially during train crossings on 27th.	City of Billings	24-28	$5,000,000	Other
R_31	54th St W (Grand to Rimrock)	This project will construct widening of 54th Street West from Grand Avenue to Rimrock Road along with storm drain improvements	City of Billings	24-28	$900,000	GTB; SM
R_32	Broadwater - Vermillion to Shiloh	This project will reconstruct and widen Broadwater Avenue from Vermillion to Shiloh Road.	City of Billings	24-28	$3,600,000	SM
R_33	Downtown Pavement Signals/ Maintenance	This project is for the conversion of downtown 2-way streets as well as chip-sealing and traffic control upgrades. The one-way to two-way conversion moves toward a consistent network of two-way streets within downtown Billings, increasing accessibility for all users. Other benefits include increased exposure for businesses and increased bicycle connectivity. The project was identified as a priority in the Downtown Traffic Study.	City of Billings	24-28	$3,600,000	GTB; SM
R_34	Monad Road (Daniels to Moore Ln)	This project will widen and reconstruct Monad Road. This project will reconstruct, widen and add storm drain to Monad Road and increase safety, particularly on the east end toward Moore Lane. Most of this street has no sidewalk. A large portion of the street is used by heavy truck traffic and experiences rutting. Intersection alignment and safety will be improved.	City of Billings	24-28	$6,420,000	GTB; SM
R_35	Rimrock Road Widening (54th to 62nd)	This project will construct widening of Rimrock Road from 54th Street West to 62nd Street West. Rimrock Road from 54th Street West to 62nd Street West has high traffic counts and experiences congestion during peak times. This project is the second part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor and safety narrow two-lane road section.	City of Billings	24-28	$10,350,000	GTB; SM
R_36	Rimrock Road Widening (Clearview to 54th)	Rimrock Road from Clearview Drive to 54th Street West has high traffic counts and experiences congestion during peak times. This project is the first part of a larger two-section goal to widen and improve the capacity of	City of Billings	24-28	$4,878,000	GTB; SM

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
		Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor.				
R_37	SBBURD Unimproved Street Improvements	This project funds improvements to gravel or unimproved streets in the South Billings Boulevard Urban Renewal District (SBBURD).	City of Billings	24-28	$2,620,000	Other
R_38	Wicks Lane - Main to Bitteroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	City of Billings	24-28	$2,200,000	GTB; SM; Other
R_39	Grand Ave - Shiloh Rd to 62nd St West	Roadway reconstruction/ widening (5-lane section)	MDT; City of Billings	24-28	$25,407,000	STPU; CMAQ

RECOMMENDED ROADWAY PROJECTS

Table 17. Roadway Projects - Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
R_40	Old Hardin Road - Lockwood Interchange to Johnson Ln	Roadway reconstruction/ widening to a 3-lane urban roadway including storm drainage improvements	Yellowstone County	8	$6,610,000	34-45	$10,926,000	GTY	GTY

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
R_41	1st Avenue South-Minnesota Avenue - 21st St to N 13th St	Roadway reconstruction/ widening to an urban roadway	MDT; City of Billings	6	$1,200,000	29-33	$1,392,000	STPU	STPU
R_42	Pemberton Lane - BBWA to Lake Elmo Dr	Roadway reconstruction/ widening to an urban roadway	City of Billings	4	$3,400,000	29-33	$3,942,000	SCD; SID; SM; GTB	GTB
R_44	Highway 3 Widening - Zimmerman to Apache	Widen Highway 3 from Zimmerman Trail to Apache Trail, including one thru lane in each direction, bike lanes, and center turn lanes where needed for future development	MDT	7	$3,020,000	29-33	$3,502,000	NH	NH
R_47	62nd St West - Rimrock Rd to Western Bluffs Boulevard	Roadway reconstruction/ widening (3-lane section)	MDT; City of Billings	2	$1,400,000	34-45	$2,314,000	STPU; GTB	STPU
R_49	I-90 from S Blgs Blvd Inch to 27th St Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	MDT	7	$4,700,000	29-33	$5,449,000	NH; IM	IM
R_50	I-90 from Lockwood Intch to Johnson Lane Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	MDT	8	$3,500,000	34-45	$4,058,000	IM	IM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
R_51	Hwy 3 from Airport to Zimmerman Trail	Roadway reconstruction/ widening (3-lane section)	MDT	8	$3,800,000	29-33	$4,406,000	NH	NH
R_52	13th Street Road Diet (6th Ave N to 1st Ave N)	Roadway reallocation project to provide a single travel lane in each direction with cross section options to provide a center turn lane, on-street bicycle facilities, and on-street parking	MDT; City of Billings	8	$800,000	29-33	$928,000	STPU (Portion of Roadway); GTB	GTB

ILLUSTRATIVE ROADWAY PROJECTS

Table 18. Roadway Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
R_43	N 13th Street – 1st Ave N to Minnesota Ave	Reconstruct railroad underpass	City of Billings	6	$22,000,000	45+	$36,363,000	STPU; BR; GTB
R_45	Highway 312 Shoulder Widening	Shoulder Widening from Barry Dr. to 5 mile Road (Only Extent in MPO)	MDT	3	$400,000	45+	$662,000	STP/S*/X*; HSIP

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
R_46	Central Ave - Shiloh Rd to 48th St West	Roadway reconstruction/ widening (3-lane section)	Yellowstone County	2	$3,900,000	45+	$6,447,000	GTY
R_48	King Avenue - Shiloh to 72nd	Roadway reconstruction/ widening (5-lane section/3-lane section)	MDT; Yellowstone County	3	$9,300,000	45+	$15,372,000	STPU (Portion of Roadway); STP/S*/X* (Portion of Roadway)
R_53	I-90 from Zoo Drive to West Billings Interchange	Construct EB and WB auxiliary lanes on the mainline segment between Shiloh and West Billings interchanges. Other elements include: Constructing an additional WB off-ramp lane at Shiloh Interchange ramp gore; Construct additional EB off-ramp lane at West Billings Interchange ramp gore; Reconstruct EB and WB I-90 bridge crossing of Hogan's slough.	MDT	8	$14,300,000	34-45	$23,636,000	NH; IM; BR
R_54	48th Street West – King Ave to Grand Ave	Roadway reconstruction/ widening (cross section to be determined)	Yellowstone County	2	$6,400,000	45+	$10,579,000	GTY

Transit Projects

COMMITTED TRANSIT PROJECTS

Table 19. Transit Projects – Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MET_07	Electrical supply upgrade for bus chargers	Project enhances the size of the electrical feed to the METroplex for the install of bus charging stations required once the new EV buses arrive.	MET; City of Billings	24-28	$302,000	Transit Local Funds/ Transit FTA Grant
MET_08	Metroplex expansion/ interior remodel	Project would remodel the interior of the main office and expand the Metroplex to the south.	MET; City of Billings	24-28	$1,600,000	Transit Local Funds/ Transit FTA Grant
MET_09	MET EV bus chargers	Project would purchase and install 4 Electric Vehicle (EV) Bus chargers at the M-ETroplex for electric buses.	MET; City of Billings	24-28	$365,000	Transit Local Funds/ Transit FTA Grant

RECOMMENDED TRANSIT PROJECTS

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MET_01	Downtown Transfer Center Remodel and Amenities	Project adds a public restroom and a customer service window at the Downtown Transfer Center (220 N 25th St) as well as optimized interior space. Customer service window and remodeled interior space provides a more centralized location for customer service; the restroom adds a much-needed amenity for transit riders.	MET; City of Billings	29-33	$609,500	Transit Local Funds/ Transit FTA Grant
MET_02	Heights Transfer Center	Heights area fixed-route transfer center with passenger shelters and restroom, an operator break area and restroom, an office area, vehicle/equipment storage, and a security camera system. MET is currently investigating the feasibility of using existing City owned land in the heights as a potential location. The project includes all real estate, engineering and design fees, labor, equipment, materials, and administrative costs.	MET; City of Billings	29-33	$3,175,000	Transit Local Funds/ Transit FTA Grant
MET_03	MET Access Control Updates	Project would purchase and install access controls to doors not included in the access control scope of the Metroplex Administration and Bus Storage Facility remodel and expansion project. This project would add access controls to 6 additional door locations, a walkthrough gate location, and two vehicle access gates. The project includes all design fees, labor, equipment, materials, and administrative costs.	MET; City of Billings	29-33	$72,450	Transit Local Funds/ Transit FTA Grant
MET_05	Stewart Park Passenger Amenities	Project adds a public restroom and additional shelters at the Stewart Park Transfer Center to improve service for transit passengers.	MET; City of Billings	29-33	$290,000	Transit Local Funds/ Transit FTA Grant
MET_06	Update to Bus Stop Infrastructure	MET Transit will spend $50,000 annually to improve bus stop infrastructure to the 450+ designated stop locations across the City to support the fixed route bus system. Improvements will include adding more bus shelters, ADA corners, concrete bus pads, lighting etc.	MET; City of Billings	29-33	$282,000	Transit Local Funds/ Transit FTA Grant

ILLUSTRATIVE TRANSIT PROJECTS

Table 20. Transit Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MET_04	MET Transit Low/ No Emission Maintenance Facility	New MET Transit fleet maintenance facility supporting low/no emission vehicles including all electric; the anticipated 26,000 sq ft facility will include multiple maintenance bays with built in catwalks for access to vehicle rooftop mounted equipment including batteries as well as multiple vehicle lift bays. Facility will also be equipped to handle maintenance of existing internal combustion powerplants, provide storage for parts/fluids/tire inventory as well as administrative offices for maintenance management. Non-lift, non-catwalk bays will also be present for general maintenance as well as provide for indoor charging locations for electric vehicles.	MET; City of Billings	-	$18,687,500	45+	$30,888,000	Transit Local Funds/ Transit FTA Grant
MET_10	Fixed Route Redesign	The goal of the route redesign is to provide a better rider experience across the service area without requiring more funding. The redesigned network would achieve this by revising parts of the current route network so that buses spend more time on corridors with high demand, by reducing or eliminating loops, and by providing improved connectivity between transit oriented land uses. Redesign route changes include adding service in areas that need more coverage, while reducing coverage in areas that are currently overserved (reflected in a lower number of boardings at stops along route segments).	MET; City of Billings	9	$9,000,000	45+	$14,876,000	Transit Local Funds/ Transit FTA Grant

Plans and Studies

The LRTP also identifies a set of priority plans and studies developed through the same screening and evaluation process used for infrastructure projects. These efforts focus on corridors, intersections, or other areas where additional analysis and interagency coordination are needed to define potential improvement concepts, assess feasibility, and determine appropriate implementation strategies.

The plans and studies are listed in priority order based on identified needs and planning considerations. However, implementing agencies may decide to initiate a lower-priority effort if it aligns with identified needs or funding. These activities are anticipated to be funded primarily through MPO planning resources and will inform the development of future capital projects to be incorporated into subsequent updates of the LRTP project list.

Table 21. Priority Plans and Studies

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_1	Broadwater Avenue Corridor Plan (24th St W to Division Street)	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	15
S_2	King Ave/24th St	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	13
S_3	ADA Transition Plan	Pedestrian	City of Billings	Create an ADA Transition Plan for the City of Billings to document the accessibility of existing infrastructure and develop a plan for improving accessibility in the transportation system	13
S_4	56th St W Corridor Plan	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	13
S_5	King Ave/20th St	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	12
S_6	Grand Ave Crossings	Pedestrian	City of Billings	Conduct study to identify treatments to improve pedestrian and bicycle crossings on Grand Avenue	12

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_7	S. Billings Blvd/ Blue Creek Rd from King Ave E to Briarwood Blvd	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	12
S_8	Broadway Avenue Street Closure	Roadway	City of Billings	Conduct study to evaluate the traffic, safety, and mobility impacts of a Broadway Avenue street closure	12
S_9	Central Ave/ 15th St W - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	11
S_10	72nd Street W Corridor Plan	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	11
S_11	Grand Ave/24th St	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	10
S_12	6th Ave N/ N 27th Street - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	10
S_13	I-90 Active Transportation Connection Study	Pedestrian	City of Billings; MDT	Conduct a study to identify potential locations for an active transportation crossing over or under I-90, between the Highway 212 junction and South 27th Street, to improve pedestrian and bicycle access to recreational areas along the Yellowstone River, such as Riverfront Park.	10
S_14	Zimmerman Trail/ Rimrock Road Pedestrian and Bicycle Crossing Improvements	Pedestrian	City of Billings	Conduct study to identify treatments to improve pedestrian and bicycle crossings at Zimmerman Trail/ Rimrock Road	10
S_15	Bike & Scooter Share Feasibility Study Implementation	Bicycle	City of Billings	Several locations have been identified in the City of Billings as priority locations for electric-assist bicycle share stations.	9

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_16	Grand Ave/ Virginia Ln - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_17	Mullowney Lane/ I-90 Ramps (Exit 446) - Intersection Operations and Safety Study	Intersection	City of Billings; MDT	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_18	Montana Ave/ 27th - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_19	Grand Ave/ 13th St W - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_20	Broadwater Ave/ 8th St W - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_21	6th Ave N / Main St - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_22	Parkhill Dr/ N 32nd St/ 11th Ave N - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_23	North Billings Corridor Study		City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	9
S_24	Highway 3 Safety Study	Roadway	City of Billings	After implementation of a 3-lane section on Highway 3, perform a speed/ safety study to evaluate posted speed limits and access points for potential safety improvements.	9
S_25	King Ave from S 20th St W to Shiloh Road	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	9

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_26	4th Avenue N and 6th Avenue N from N 27th St W to Main St	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	9
S_27	Monad Road/ 19th St W - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_28	Central Ave/ 19th St W - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_29	Central Ave/ Birchwood Dr - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_30	Shiloh Rd/ Grand Ave - Roundabout Operations Study	Intersection	City of Billings; Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_31	Lewis Ave/ 13th St W - Intersection Operations Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_32	Central Avenue/ 32nd Street - Intersection Operations Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_33	Hwy 87 East/ Johnson Lane - Intersection Operations Study	Intersection	MDT; Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_34	Highway 3 to Molt Road Connection Study	Roadway	City of Billings	This project would be an update to the Molt Road/ Highway 3 Collector Road Planning Feasibility Study conducted in 2004.	8
S_35	Bench Blvd from Hilltop Rd to Alkali Creek Rd	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	8

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_36	24th Street West and Rosebud Drive/Market Place	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_37	Lake Elmo Dr/ Main St - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_38	Dover Rd/ Bitterroot Dr/Highway 312 - Intersection Safety Study	Intersection	Yellowstone County; MDT	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_39	Shiloh Rd/ King Ave W - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_40	Becraft Lane/ Westgate Dr - Intersection Safety Study	Intersection	Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_41	Grand Avenue/ 64th Steet West - Intersection Operations Study	Intersection	Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_42	Laurel Rd/ Underpass Ave/ Foote Street - Intersection Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_43	Lewis Ave/ 8th St W - Intersection Operations Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	6
S_44	Neibauer from S 48th St W to Shiloh Rd	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	6

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_45	24th Street W & Grant Road	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	4

Annual Expenditures and Transit

In addition to major transportation projects, the LRTP also accounts for smaller, recurring expenses that happen every year. These include regular maintenance, safety upgrades, transit operations, and other routine improvements funded through state and local programs. Table 22 shows estimated annual funding levels for these programs for the inner (2024 – 2028) and outer years of the LRTP (2029 – 2045).

These programs do not list specific projects because the exact needs and priorities are determined each year. Instead, they provide a general estimate of the funding needed to keep transportation systems in good condition and support ongoing operations. Actual funding amounts are decided annually and may vary depending on available resources and program priorities.

Table 22. Annual Expenditures and Transit

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
A_1	Annual gravel street reconstruction	City of Billings	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	SID; SM; Water Revenues	$1,401,800	$5,607,200	$5,607,200	$5,607,200	$15,419,800
A_2	Annual PAVER program	City of Billings	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.	SM	$5,240,000	$20,960,000	$20,960,000	$20,960,000	$57,640,000
A_3	Annuals SIDs	City of Billings	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's	SID; Gas Tax Revenues	$1,050,000	$4,200,000	$4,200,000	$4,200,000	$11,550,000

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
			financial responsibility that may be included in an SID for a given year.						
A_4	Annual street reconstruction	City of Billings	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	SM; SCD; Water Revenues	$2,844,800	$11,379,200	$11,379,200	$11,379,200	$31,292,800
A_5	Annual travel corridor coordination	City of Billings	This is for improvements to corridors within the city that only require minor infrastructure modifications.	SM	$60,600	$242,400	$242,400	$242,400	$666,600
A_6	Annual Intersection Improvements	City of Billings	This project is for the evaluation and construction of improvements to selected intersection trouble areas. Intersections are evaluated regularly to determine priority based on traffic counts, crash history, pedestrian counts and other factors.	SM	$577,800	$2,311,200	$2,311,200	$2,311,200	$6,355,800
A_7	Misc., Curb, Gutter, and Sidewalk Program	City of Billings	This project funds the annual replacement and infill program of curb, gutter, and sidewalk. The project focuses on areas of missing sidewalk primarily on arterials, school routes, near parks, and where requested by citizens.	Gas Tax Revenues; SCDs	$1,097,000	$4,388,000	$4,388,000	$4,388,000	$12,067,000

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
A_8	Annual ADA Replacement	City of Billings	This project is for the replacement of curbed corners to add accessible ramps throughout the city. Proposed project areas include ADA ramps on 29th Street West to 30th Street West, ADA Areas in the EBURD (2-years), Broadwater Avenue from 24th Street West to Parkview, Broadwater Avenue from 12th Street to 16th Street, Poly Drive from 27th Street to Virginia, Wicks Lane from Bench Boulevard to Lake Elmo, 6th Street West from Broadwater to Central Avenue, 8th Street West from Broadwater to Central Avenue, ADA areas in the EBURD (2-years), 8th Street West from Broadwater to Grand, and Gabel Road from 32nd Street West to 24th Street West.	Gas Tax Revenues	$260,000	$1,040,000	$1,040,000	$1,040,000	$2,860,000
A_9	Traffic Calming	City of Billings	There are areas of the City that experience consistent speeding of traffic through the neighborhoods. This project would install traffic calming measures in those neighborhoods. The work will be prioritized by City staff according to the severity of the problem.	Gas Tax Revenues	$220,000	$880,000	$880,000	$880,000	$2,420,000
A_10	Annual Pedestrian Crossings	City of Billings	This is an annual project for enhanced pedestrian crossings throughout the City. Staff has prioritized pedestrian crossings based on a ranked project list recommended in the Safe Routes to School plans. There are approximately 70 pedestrian crossing improvement projects listed in the Safe Routes to School Plans. The 5-year list of projects	Gas Tax Revenues	$119,800	$479,200	$479,200	$479,200	$1,317,800

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
			anticipated are as follows: Colton Boulevard and 24th Street West, Broadwater Avenue at 5th Street West, Francis Avenue at Orchard School, multiple crossings of Jackson Street near Riverside School, crossing improvements at Zimmerman Trail, crossings of State Avenue at Jackson and Washington, and crossing improvements at Nutter Boulevard and Babcock Boulevard for Sandstone Elementary.						
A_11	Annual SRTS (Non-sidewalk)	City of Billings	This project will install various pedestrian and traffic safety countermeasures along the routes to the 22 Billings elementary schools. These could be crossing treatments, street treatments, signs and markings, signals and other methods to reduce traffic and pedestrian issues.	Gas Tax Revenues	$700,000	$2,800,000	$2,800,000	$2,800,000	$7,700,000
A_12	MDT Preventative Maintenance	MDT	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	IM; NH	$2,500,000	$10,000,000	$10,000,000	$10,000,000	$27,500,000

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
A_13	ADA Compliance Program	MDT	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	MACI	$500,000	$2,000,000	$2,000,000	$2,000,000	$5,500,000
A_14	Urban Pavement Preservation	MDT	Annual allocation to pavement preservation at various locations	UPP	$500,000	$2,000,000	$2,000,000	$2,000,000	$5,500,000
A_15	Traffic Mitigation	MDT	Signalization	MACI	$250,000	$1,000,000	$1,000,000	$1,000,000	$2,750,000
A_16	Transit Operating Expense	MET	General transit operating expenses	FTA Sect 5307, Transade	$5,729,720	$22,918,880	$22,918,880	$22,918,880	$63,026,920
A_17	Transit Capital Purchase	MET	Acquire vehicles and related equipment	FTA Sect 5339/ 5310	$3,019,180	$12,076,720	$12,076,720	$12,076,720	$33,210,980
A_18	Safety Projects	MDT	Funds roadway safety projects	HSIP	$500,000	$2,500,000	$2,500,000	$6,000,000	$8,500,000



AIR QUALITY CONFORMITY

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AIR QUALITY CONFORMITY

On November 15, 1990, the Clean Air Act Amendments (CAAA) of 1990 was signed into law. Designed to protect people and communities, the CAAA has had a major impact on the plans and programs of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as it requires substantial emission reductions from the transportation sector. The purpose of the conformity provision of the CAAA is to ensure consistency between the Federal transportation planning process and Federal air quality planning process. The regulations require that for an urban area designated as nonattainment of National Ambient Air Quality Standards (NAAQS) for transportation-related criteria pollutants, or which has a maintenance plan for such pollutants, a conformity determination must be conducted to demonstrate that its LRTP, transportation improvement plan (TIP), or any revisions to its plan will not adversely affect air quality.[1] The conformity analysis and determination were developed based on the applicable federal, state, and local requirements; input from the MPO; 2020-2024 Billings Transportation Improvement Program Amendment II; and information presented in this section of the adopted 2023 Billings Urban Area LRTP.

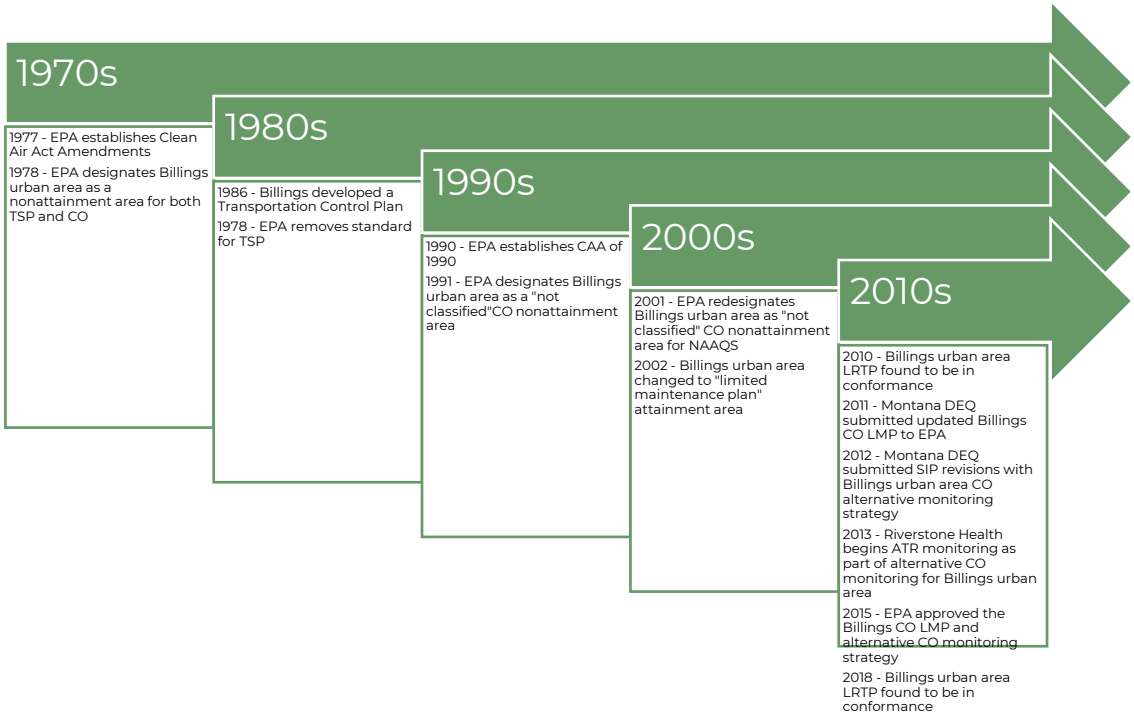
Background

TIMELINE

Over the last 40 years, several regulations have passed, and actions have occurred within the State of Montana and Billings area that have changed certain requirements for determining conformity of an LRTP. Exhibit 1 illustrates a timeline of the different regulations and actions for conformity.

[1] United States. (N.D.) *Code of Federal Regulations (40 CFR 93.102 (a)) – Title 40 – Protection of Environment, Chapter 1, Subchapter C, Part 93, Subpart A*. https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.102

Exhibit 1. Billings Planning Area Air Quality Conformity Timeline



DETAILS

Billings was designated as a nonattainment area by the Environmental Protection Agency (EPA) for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) in a Federal Register (FR) notice on March 3, 1978 (43 FR 8962) as a result of the Clean Air Act Amendments (CAAA) of 1977. The National Ambient Air Quality Standard (NAAQS) for CO is 9.0 parts per million (ppm) for an 8-hour average concentration, not to be exceeded more than once per calendar year. The CO violation was attributed primarily to motor vehicle emissions, and a transportation control plan (TCP) was developed to bring Billings back into compliance following the nonattainment designation. The initial CO TCP concentrated on an intersection reconstruction at Exposition Drive and 1st Avenue N. The final CO TCP incorporated computer modeling with the intersection reconstruction and was approved in the Federal Register on January 16, 1986 (51 FR 2397).

In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (52 FR 24854). The EPA has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards. Billings was reevaluated in September 1990, based on the 1990 CAAA, as well as the lack of exceedances in the CO monitoring data for 1988 and 1989. On November 6, 1991, a Federal Register notice (56 FR 56799) listed Billings as a “not classified” nonattainment area for CO. The Montana Department of Environmental Quality (DEQ) developed this redesignation request with guidance from the 1990 CAAA and a September 4, 1992 EPA memo from John Calcagni to the EPA Regional Air Directors. Section 107(d)(3)(E) of the CAAA defines the five required criteria of a redesignation request, which include:

- Criterion 1: Attainment of the Applicable NAAQS
- Criterion 2: State Implementation Plan Approval
- Criterion 3: Permanent and Enforceable Improvements in Air Quality

- Criterion 4: Fulfillment of CAAA Section 110 and Part D Requirements
- Criterion 5: Fully Approved Maintenance Plan under CAAA Section 175A

Each of these criteria were accomplished and demonstrated in the CO redesignation request submitted in 2001. On February 9, 2001, the Governor of Montana submitted a request to redesignate the Billings "not classified" carbon monoxide (CO) nonattainment area to attainment for the CO NAAQS. The Governor also submitted a CO maintenance plan with this request. In this action, the EPA approved the Billings CO designation request and the 10-year maintenance plan effective on April 22, 2002. With this action, the Billings area legal designation was changed from "not classified" nonattainment for CO to a "limited maintenance plan" attainment area.

With the redesignation to attainment, the Billings area was required to comply with the provisions of the 2002 Carbon Monoxide Limited Maintenance Plan (2001 LMP Submittal) and submit a CAA section 175A(b) required revised maintenance plan in 2010 that provided for maintenance of the CO standards for an additional ten years. The Billings area can request full attainment status if the Billings area does not have any further CO NAAQS violations during the maintenance period.

The Montana DEQ submitted an updated Billings Carbon Monoxide Limited Maintenance Plan (2011 LMP Submittal) on July 13, 2011, as required by 42 USC 7505(A). The 2011 LMP submittal documents the first ten years of CO monitoring under the 2002 LMP, and details strategies for maintaining CO standards for the subsequent ten years. As such, the 2011 LMP document fulfills the criteria established in 40 CFR Part 51, Appendix V.

- On June 22, 2012, the Montana DEQ submitted State Implementation Plan (SIP) revisions that included an alternative CO monitoring strategy due to the Billings area monitoring consistently low levels of CO for over a decade. The DEQ determined that using the resource-intensive CO analyzers to confirm CO levels was not justifiable. The alternative CO monitoring strategy includes the following:
- Reviewing the traffic volumes annually in each of the CO maintenance areas using the data from the MDT's permanent automatic traffic recorders (ATR) in Billings,
- Comparing the latest 3-year monthly average of the average daily traffic (ADT) volumes during the traditional CO concentration season of November through February against baseline 2008-2010 ADT average for those months, and
- Implementing a contingency plan, so that if the most recent, consecutive 3-year period ADT in the CO maintenance area increases by greater than 25% from the baseline 2008-2010 period (The contingency plan includes reinstituting the gaseous monitoring at the 2008-2010 monitoring location or at a site expected to read greater CO than that site.).[2]

On March 30, 2015, the EPA approved the submitted 2nd 10-year CO LMP, and its associated alternative CO monitoring method. The following conformity determination was made in accordance with the above referenced Federal regulations. The determination is for CO and applies to the 2023 Billings Urban Area LRTP and the Carbon Monoxide State Implementation Plan (SIP) for the State of Montana. As of the date of this conformity determination, the Billings urban area is not designated as a nonattainment or maintenance area for any other air pollutant.

[2] Montana Department of Environmental Quality. (June 2012). *State of Montana Alternative CO Monitoring Strategy – Billings and Great Falls CO Maintenance Areas.*

Conformity Determination

INTERAGENCY CONSULTATION

The consultation guidance contained in the State of Montana Air Quality Rules on Conformity (ARM Chapter 17 Chapter 8 Subchapter 13) was used in the preparation of this conformity determination and emissions analysis. These rules incorporate by reference Federal regulations contained in 40 CFR Part 93, Subpart A. This consultation generally involved a cooperative and coordinated process including the MDT, Montana DEQ, and Yellowstone County Planning Board. The Montana DEQ and MDT coordinate regarding air quality and transportation conformity on behalf of MPOs such as the City of Billings-Yellowstone County MPO. Coordination is conducted in accordance with applicable Federal code (40 CFR 93) and state administrative rules (ARM Chapter 17 Chapter 8 Subchapter 13). Coordination typically takes the form of consultation through letter correspondence between the state agencies. Air quality planning is an integral part of the Billings urban area transportation planning process. As such, air quality has received specific attention during development of the numerous plans, programs, and projects over the last 30 years. The actions and activities of the 2023 Billings Urban Area LRTP and process closely parallel those of the SIP and support its intentions of achieving and maintaining the NAAQS.

PUBLIC & STAKEHOLDER INVOLVEMENT

The Billings-Yellowstone County MPO conducts ongoing public, stakeholder, and interagency outreach for all transportation planning activities in the Billings urban area. Guidance for the outreach is included in the Yellowstone County Planning Board Public Participation Plan, which was updated by the MPO and adopted by the PCC in September 2018. The plan is reviewed and updated periodically by the MPO. For this LRTP, a public involvement plan was established at the beginning of the project and used to guide the public, stakeholder, and interagency involvement. Chapter 3 of this LRTP summarizes the process and outreach activities incorporated for development of this plan.

PLANNING ASSUMPTIONS & REGIONAL EMISSIONS ANALYSIS

An October 6, 1995, EPA policy memorandum for LMPs in non-classifiable CO nonattainment areas included a discussion of the applicability of the conformity rule requirements in these areas. According to this policy, a LMP attainment area is not required to project emissions over the maintenance period, because the air quality design value for the area is low enough that the stationary source permitting program, existing SIP controls and Federal control measures provide adequate assurance of maintenance of the CO standard over the initial 10-year maintenance period. The design value must continue to be at or below 7.65 ppm. The CO average design value for the Billings area is 5.5 ppm, which is well below the requirement. Therefore, the Billings area adequately demonstrates maintenance. Under a CO LMP, the following elements are applicable regarding the regional emissions analysis:

- No regional emissions analysis is required for applicable pollutants/precursors and analysis years.
- Transportation plan, TIP, and project conformity determinations are still required.
- For applicable projects, hot-spot analyses are still required.

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 MDT over a five-year period. The TIP is prepared every five years and amended as needed, and is in conformance with 23

CFR, Part 450 324-330. Therefore, conformity demonstration using regional emissions analysis is not required for the LRTP.

In the most recent Montana Air Quality Monitoring Network Plan, the Montana DEQ Air Quality Bureau **lists no changes at either of the Ambient Air Quality Monitoring Network Locations in Billings** (Billings-Coburn and Billings-Lockwood).[3]

2012 LMP Alternative CO Monitoring Strategy

As identified in the 2012 LMP, an alternative CO monitoring strategy was identified that included monitoring traffic volumes annually in each of the CO maintenance areas using the data from the MDT's permanent automatic traffic recorders (ATR) in Billings. The ATR location is Site A-050 (US 87, Main Street, between Milton and Hansen) in Billings, displayed in Figure 1.[4] Table 1 summarizes the rolling three year monthly average daily traffic (ADT) comparison between the 2008-2010 base year (shaded in light blue), the previous LRTP 2015-2017 year time-period, and the most recent time-period (bolded).

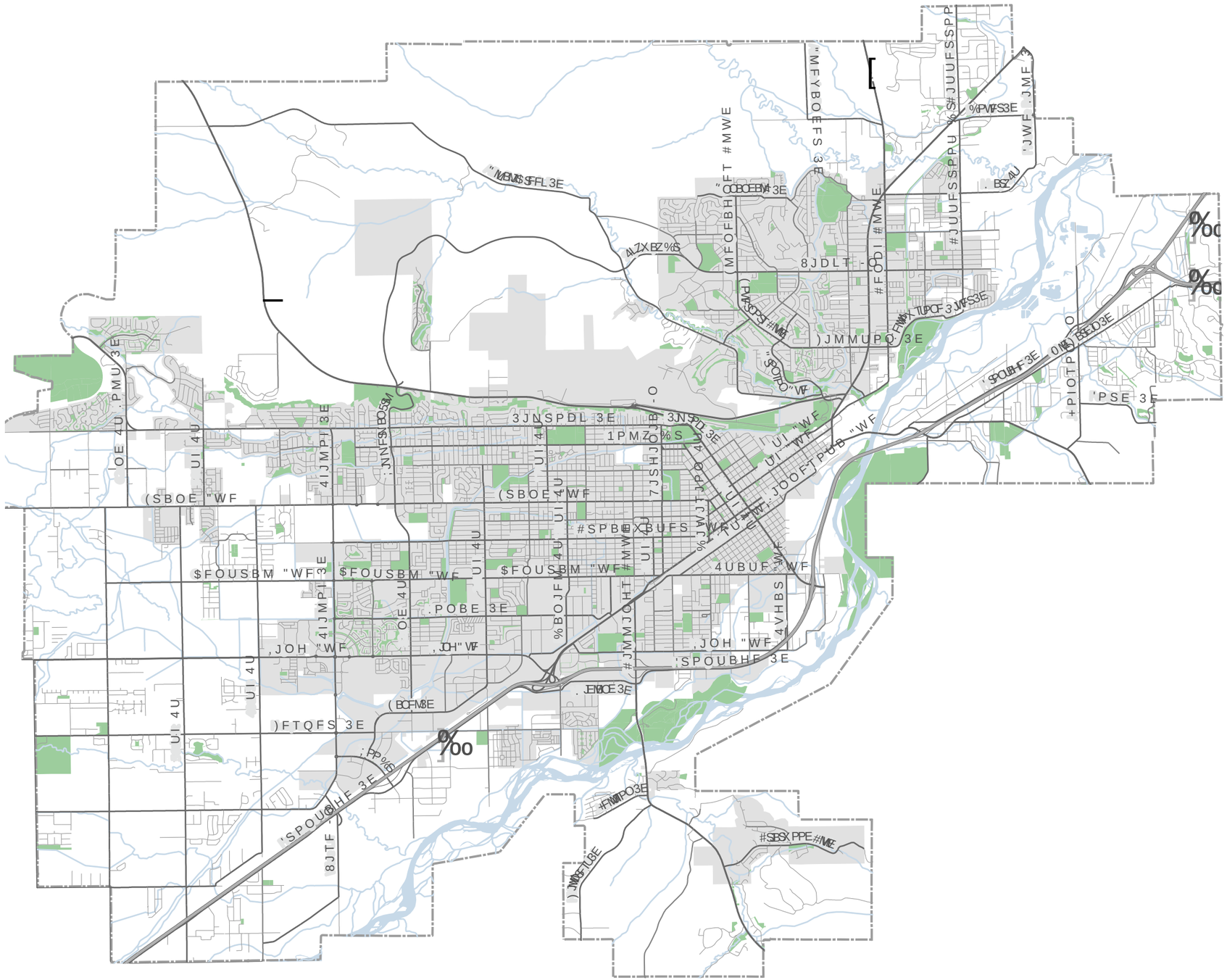
Table 1. Rolling Three Year Monthly Average Daily Traffic (ADT) Comparison

Year	Monthly Average November – February Annual Daily Traffic	Percent Change (%)
2008 – 2010	33,952	-
2011 – 2013	31,287	-8.8%
2015 – 2017	29,522	-13.0%
2020 – 2022	**27,906**	**-19.5%**

Source: Montana Department of Transportation, Riverstone Health

As shown in Table 1, the most recent rolling three-year monthly ADT for the most recent reporting period is **19.5 percent lower than the baseline ADT**. Therefore, the alternative CO monitoring strategy meets the requirements and is in conformance with the 2012 LMP.

[3] Montana Department of Environmental Quality. (June 2021). *Air Quality Monitoring Network Plan*. https://deq.mt.gov/files/Air/AirMonitoring/Documents/2021_ANMP.pdf
[4] Montana Department of Environmental Quality. (2014). State of Montana Alternative CO Monitoring Strategy Methodology.


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FISCAL CONSTRAINT

Metropolitan transportation plans are required to meet Federal fiscal constraint requirements as detailed in 23 CFR450.322(b). For LMP areas such as Billings, this fiscal constraint requirement must be met before a conformity determination is approved. Chapter 8 of this LRTP documents that planned expenditures are consistent with existing and proposed funding sources that can reasonably be expected to be available for transportation uses. As such, the LRTP meets that fiscal constraint requirement.

Conclusion

In addition to the above conditions and requirements, it is concluded that the 2023 Billings Urban Area Long Range Transportation Plan is found to be in conformance with the applicable provisions of Section 176(c) of the Clean Air Act, 40 CFR 93 Subpart A, and the Billings Carbon Monoxide Limited Maintenance Plan element of State Implementation Plan for the State of Montana.

Projects by Funding Source Appendix

PROJECTS BY FUNDING SOURCE

This section outlines the LRTP project list by funding source. Abbreviations used for the funding sources are in the table below. An interactive web map of project locations is available on the Project Dashboard.

Project Funding Source Abbreviations

Acronym	Funding Source	Acronym	Funding Source
CMAQ	Congestion Mitigation & Air Quality	SCD	Sidewalk and Curb District
MACI	Congestion Mitigation & Air Quality / Montana Air & Congestion Initiative	SID	Special Improvement District
CR	Carbon Reduction	SM	Street Maintenance Fund
BRIDGE	Surface Transportation Program - Bridge	STP/S*/X*	Surface Transportation Program - Secondary Highway
GTB	Gas Tax Billings	STPU	Surface Transportation Program - Urban
GTY	Gas Tax Yellowstone County	TA	Transportation Alternatives
HSIP	Highway Safety Improvement Program	TF	Transit Fund - City
IM	Interstate Maintenance	FTA 5307/ TRANSADE	Transit Fund - Operations
M	Maintenance	FTA 5339/5310	Transit Fund - Capital
NHFP	National Highway Freight Program	UPP	Urban Pavement Preservation
NH	National Highway System		

CMAQ

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
CMAQ	$15,928,417	$9,626,800	$6,301,617	$15,171,617	$12,268,000	$2,903,617	$24,183,617	$13,080,000	$11,103,617

CMAQ Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	$6,200,000
R_39	Grand Ave - Shiloh Rd to 62nd St West	Roadway reconstruction/ widening (5-lane section)	-	24-28	$3,426,800
				Total Funded CMAQ Projects	**$9,626,800**

CMAQ Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_43	48th St	Improvements from Central Ave to Grand Ave; could include shoulder widening, protected bicycle lane, or sidepaths	8	29-33	$76,000
CM_04	Broadwater Avenue – 5th St W to Zimmerman	Update signal timing for 8 signals	9	29-33	$140,000
CM_13	27th Street RRXing ITS Signage and Advanced Warning System	Implement a signage and advanced warning system on 27th Street to inform transportation users of crossing delays due to incoming and stopped trains	9	29-33	$580,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_49	Blue Creek Rd	Multi-use Trail from Colleen Dr to Briarwood Blvd	6	29-33	$596,000
MT_17	5th Avenue Corridor East (Design)	This project would continue development of the east leg of the 5th Avenue North corridor from Main Street to North 26th Street. The vision is to complete the project in several phases. A conceptual design has been completed for the west leg between Division Street and North 26th Street. The east leg is conceptualized primarily withing BNSF railroad right-of-way, as proposed in the 5th Avenue Corridor Feasibility Study. BNSF will require reengagement on this project. Support from BNSF will be critical for continuation of the work and should be secured before continuing with work on the east leg. This project includes a public participation/property owner process to identify treatments and options for a linear trail. From the input of the public participation process, develop a design/engineering package and associated costs to complete the project. This could include physical alterations and additions for street crossings, railroad safety provisions, private property easements, and construction of pedestrian walkway.	10	29-33	$238,000
MT_18	5th Avenue Corridor	This project constructs a non-traditional motorized and non-motorized transportation corridor within 5th Avenue North through Downtown Billings and the East Billings Urban Renewal District. The project consists of 4 segments: Linear Park, Wye Junction, Rail Trail, and Gateway Hub. The project would be completed in phases and includes corridor transportation improvements and placemaking elements.	12	29-33	$9,275,000
MT_46	Tania Cir Ditch Trail	Multi-use Trail from Naples St to Bitterroot Dr	7	29-33	$604,000
MT_47	Unita Park/Twin Oaks Park	Multi-use Trail from Wicks Ln to Ditch Trail	7	29-33	$759,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
				Total Funded CMAQ Projects	**$12,268,000**

CMAQ Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_29	Bobolink St/Canary Ave	Neighborhood Bikeway from Dickie Rd to Old Hardin Rd	8	34-45	$19,000
BB_36	Tampico Dr	Neighborhood Bikeway from El Paso St to Baja Pl	8	34-45	$4,000
BB_37	El Paso St/Tampico Dr	Neighborhood Bikeway from Guadeloupe Dr to La Paz Dr	8	34-45	$14,000
BL_56	Highway 3	Bike Lanes from Zimmerman Trail to Shorey Rd/ Alkali Creek Rd	8	34-45	$500,000
BL_59	58th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	8	34-45	$110,000
BL_60	66th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	8	34-45	$108,000
MT_09	Alkali Creek Trail Connection	This project would extend the trail from Swords Park at Main Street tunnel along Alkali Creek to new Aronson Connection Trail just east of Aronson Bridge	7	34-45	$1,472,000
MT_15	Enfield St/Toledo St/La Paz Dr	Multi-use Trail from Becraft Ln to Ford Rd	7	34-45	$1,146,000
MT_22	Rosebud Ln	Multi-use Trail from Highway 87E to West of Rosebud Ln	8	34-45	$5,458,000
MT_37	Alkali Creek Rim Trail	Multi-use Trail from Judicial Ave to Alkali Creek Rd	8	34-45	$627,000
MT_38	Peters St	Multi-use Trail from Highway 87E to East of Peters St	8	34-45	$919,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_42	Krumheuer Dr	Multi-use Trail from Old Hardin Rd to Mitzi Dr; spot improvement at Farnum Dr (Install crosswalk and trail crossing signage)	6	34-45	$982,000
MT_48	South of Governors Blvd	Multi-use Trail from W Wicks Ln to Aronson Ave; spot improvement on Wicks Lane (Install Beacon signal on east side of intersection if trail is constructed at Wicks Ln) and at Senators Blvd (Install crosswalk and trail crossing signage)	7	34-45	$1,721,000
				Total Funded CMAQ Projects	**$13,080,000**

CR

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
CR	$4,824,700	$4,851,500	$0	$0	$0	$0	$0	$0	$0

CR Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_01	King Ave West & 48th St West	Address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	-	24-28	$3,308,100
R_25	Billings District ADA Upgrades	Preliminary Engineering activities required for future upgrades of existing sidewalks includes curb ramps, approaches and new pedestrian facilities	-	24-28	$388,400
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	-	24-28	$1,155,000
				Total Funded CR Projects	$4,851,500

MACI

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures+ Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
MACI	$3,807,500	$3,824,900	$0	$5,160,000	$4,910,000	$250,000	$12,630,000	$11,979,000	$651,000

MACI Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_25	Billings District ADA Upgrades	Preliminary Engineering activities required for future upgrades of existing sidewalks includes curb ramps, approaches and new pedestrian facilities	-	24-28	$74,900
A_13	ADA Compliance Program	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	-	24-28	$2,500,000
A_17	Traffic Mitigation	Annual allocation to signalization projects	-	24-28	$1,250,000
				Total Funded MACI Projects	**$3,824,900**

MACI Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_39	Highway 3 Pedestrian/ Bicycle Underpasses	Construct an underpass beneath Highway 3 that would connect the newly constructed Skyline Trail to the new bike/ pedestrian multi-use path along Skyway Drive. The Montana Department of Transportation is undertaking a Highway 3 Corridor Study of this area and the MPO is requesting to be included in this study. If feasible, the MPO will ask for the additional review of this location for the	12	29-33	$1,160,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		underpass and potential state funding sources that could assist the MPO/City in the project development.			
A_13	ADA Compliance Program	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	N/A (Annual)	29-33	$2,500,000
A_17	Traffic Mitigation	Annual allocation to signalization projects	N/A (Annual)	29-33	$1,250,000
				Total Funded MACI Projects	**$4,910,000**

MACI Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_20	Montana Ave/Underpass Ave	Multi-use Trail from Division St to S Billings Blvd; spot improvement at State Ave (Enhance west side pedestrian crossing to facilitate access with curb cuts; construct curb ramp at southwest corner of State St and Access St, and south side of pork chop island) and at Underpass Ave (Install crosswalk and trail crossing signage; construct curb ramps north and south side of Underpass Ave)	10	34-45	$2,979,000
A_13	ADA Compliance Program	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	N/A (Annual)	34-45	$6,000,000
A_17	Traffic Mitigation	Annual allocation to signalization projects	N/A (Annual)	29-33	$3,000,000
				Total Funded MACI Projects	**$11,979,000**

BRIDGE

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
BRIDGE	$6,471,300	$6,657,800	$100	$3,740,100	$2,783,000	$957,100	$9,927,100	$0	$9,927,100

BRIDGE Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_05	I-90 Yellowstone River Bridges	Construction project to reconstruct the roadway and replace existing structures includes grading, gravel, cold milling, plant-mix surfacing, auxiliary lanes, ramp modifications, structure removal, retaining wall, drainage/storm drain/irrigation improvements, guardrail, cable rail, concrete barrier rail revisions, rumble strips, fencing, erosion control, random riprap, multi-use path, traffic signals, luminaires, signing and delineation.	-	24-28	$2,074,900
R_10	BR Pres Columbus Joliet Area	Minor bridge rehab (S Billings Boulevard bridge over Yellowstone River)	-	24-28	$1,746,300
R_11	Shiloh Overpass Rehab	Proposed project to rehab deck and substructure. Study in progress.	-	24-28	$2,836,600
				Total Funded BRIDGE Projects	**$6,657,800**

BRIDGE Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_11	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	3	29-33	$2,783,000
				Total Funded BRIDGE Projects	**$2,783,000**

FWP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
FWP	$908,700	$908,700	$0	$0	$0	$0	$0	$0	$0

FWP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_03	Rose Park Trail, Phase 2	Continuation of Rose Park Trail	-	24-28	$99,600
MT_04	Lillis Park Trail connector	Trail reconstruction	-	24-28	$125,000
MT_05	Big Ditch Trail Extension	Trail reconstruction	-	24-28	$125,000
MT_06	Southern Riverfront Park Trail	Trail reconstruction	-	24-28	$125,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_07	Trailside Education Signs	Trail signage	-	24-28	$59,100
MT_08	Rec Trails Program	Implementation of trails projects with FWP Recreational Trails program funding for FY 26 - 28. Projects to be determined.	-	24-28	$375,000
				Total Funded FWP Projects	**$908,700**

GTB

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
GTB	$22,813,370	$18,096,000	$4,717,370	$28,217,370	$17,657,000	$10,560,370	$66,950,370	$0	$66,950,370

GTB Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_31	54th St W (Grand to Rimrock)	This project will construct widening of 54th Street West from Grand Avenue to Rimrock Road along with storm drain improvements	-	24-28	$500,000
R_33	Downtown Pavement Maintenance/ Signals	This project is for the conversion of downtown 2-way streets as well as chip-sealing and traffic control upgrades. The one-way to two-way conversion moves toward a consistent network of two-way streets within downtown Billings, increasing accessibility for all users. Other benefits include increased exposure for businesses	-	24-28	$1,470,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		and increased bicycle connectivity. The project was identified as a priority in the Downtown Traffic Study.			
R_34	Monad Road (Daniels to Moore Ln)	This project will widen and reconstruct Monad Road. This project will reconstruct, widen and add storm drain to Monad Road and increase safety, particularly on the east end toward Moore Lane. Most of this street has no sidewalk. A large portion of the street is used by heavy truck traffic and experiences rutting. Intersection alignment and safety will be improved.	-	24-28	$2,800,000
R_35	Rimrock Road Widening (54th to 62nd)	This project will construct widening of Rimrock Road from 54th Street West to 62nd Street West. Rimrock Road from 54th Street West to 62nd Street West has high traffic counts and experiences congestion during peak times. This project is the second part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor and safety narrow two-lane road section.	-	24-28	$2,770,000
R_36	Rimrock Road Widening (Clearview to 54th)	Rimrock Road from Clearview Drive to 54th Street West has high traffic counts and experiences congestion during peak times. This project is the first part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor.	-	24-28	$900,000
R_38	Wicks Lane - Main to Bitteroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	-	24-28	$1,170,000
A_02	Annual PAVER program	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.	-	24-28	$4,120,000
A_03	Annuals SIDs	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's	-	24-28	$250,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		financial responsibility that may be included in an SID for a given year.			
A_04	Annual street reconstruction	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	$300,000
A_07	Misc., Curb, Gutter, and Sidewalk Program	This project funds the annual replacement and infill program of curb, gutter, and sidewalk. The project focuses on areas of missing sidewalk primarily on arterials, school routes, near parks, and where requested by citizens.	-	24-28	$1,960,000
A_08	Annual ADA Replacement	This project is for the replacement of curbed corners to add accessible ramps throughout the city. Proposed project areas include ADA ramps on 29th Street West to 30th Street West, ADA Areas in the EBURD (2-years), Broadwater Avenue from 24th Street West to Parkview, Broadwater Avenue from 12th Street to 16th Street, Poly Drive from 27th Street to Virginia, Wicks Lane from Bench Boulevard to Lake Elmo, 6th Street West from Broadwater to Central Avenue, 8th Street West from Broadwater to Central Avenue, ADA areas in the EBURD (2-years), 8th Street West from Broadwater to Grand, and Gabel Road from 32nd Street West to 24th Street West.	-	24-28	$1,250,000
A_09	Traffic Calming	There are areas of the City that experience consistent speeding of traffic through the neighborhoods. This project would install traffic calming measures in those neighborhoods. The work will be prioritized by City staff according to the severity of the problem.	-	24-28	$50,000
A_10	Annual Pedestrian Crossings	This is an annual program for enhanced pedestrian crossings throughout the City. Staff has prioritized pedestrian crossings based on a ranked project list recommended in the Safe Routes to School plans. There are approximately 70 pedestrian crossing improvement projects listed in the Safe Routes to School Plans. The 5-year list of projects anticipated are as follows: Colton Boulevard and 24th Street West, Broadwater Avenue at 5th Street West, Francis Avenue at Orchard School, multiple crossings of Jackson Street near Riverside School, crossing improvements at	-	24-28	$556,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		Zimmerman Trail, crossings of State Avenue at Jackson and Washington, and crossing improvements at Nutter Boulevard and Babcock Boulevard for Sandstone Elementary.			
				Total Funded GTB Projects	**$18,096,000**

GTB Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_12	S 41st St/Hallowell Ln/Arlington Dr/Carlton Ave SW	Neighborhood Bikeway from 1st Ave S to Carlton Ave SW; spot improvement at Hallowell Ln (Construct bumpouts at all four corners of intersection to reduce crossing distance)	12	29-33	$167,000
BL_65	Virginia Lane/ 5th St W	Visionary long-range bikeway to be constructed from Rimrock Rd to Montana Ave if major roadway construction occurs.	13	29-33	$151,000
BL_66	Broadwater Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	13	29-33	$376,000
BL_67	Central Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to 6th St W if major roadway construction occurs.	13	29-33	$358,000
BL_68	Grand Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	13	29-33	$376,000
BL_69	17th St West	Visionary long-range bikeway to be constructed from Grand Ave to Colton Blvd if major roadway construction occurs.	9	29-33	$39,000
BL_70	6th Ave N	Visionary long-range bikeway to be constructed from Division St to N 18th St if major roadway construction occurs.	13	29-33	$76,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_71	4th Ave N	Visionary long-range bikeway to be constructed from Division St to Main St if major roadway construction occurs.	12	29-33	$151,000
BL_72	27th St	Visionary long-range bikeway to be constructed from 6th Ave N to Airport Rd if major roadway construction occurs.	12	29-33	$133,000
BL_73	Wicks Ln	Visionary long-range bikeway to be constructed from Gleneagles Blvd to Bench Blvd if major roadway construction occurs.	12	29-33	$151,000
MT_10	Downtown BBWA Corridor Trail/ On Street Facilities	This project is for the completion of sidewalk/pathway through MSU-B Campus to connect campus and pedestrian improvements at Virginia Lane/Poly Drive intersection. 2015 project did not provide a pedestrian crossing at Virginia/Poly on the east side. Reassessments needed for this project to function as needed. Further analysis of the condition and operation of the BBWA Canal expected in 2021 and 2022 may provide opportunities in this area.	9	29-33	$928,000
MT_13	Broadwater Ave	Multi-use Trail from Shiloh Rd to 48th St W	6	29-33	$1,117,000
MT_19	6th Avenue N	Multi-use Trail from N 13th St to N 27th St (Modified from the actual 2016 Plan - partially committed in 24-28 CIP)	13	29-33	$1,472,000
MT_30	Gabel Rd	Multi-use Trail from Hesper Rd to Zoo Rd	6	29-33	$440,000
MT_31	King Ave W/S Frontage Road	Multi-use Trail from S 29th St W to S Frontage Rd; spot improvement at King Ave W (Install crosswalk; add pedestrian refuge in the existing hatched areas)	9	29-33	$3,871,000
MT_34	Gabel Rd	Multi-use Trail from S 32nd St W to Transtech Way	6	29-33	$269,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_35	West Wicks Ln	Multi-use Trail from Annandale Rd to Skyway Dr	6	29-33	$1,402,000
MT_36	Hesper Rd	Multi-use Trail from East of Majestic Ln to Gabel Rd	6	29-33	$264,000
MT_41	Shiloh Rd	Multi-use Trail from Pierce Pkwy to Autumn Ln	6	29-33	$1,046,000
R_42	Pemberton Lane - BBWA to Lake Elmo Dr	Roadway reconstruction/ widening to an urban roadway	4	29-33	$3,942,000
R_52	13th Street Road Diet (6th Ave N to 1st Ave N)	Roadway reallocation project to provide a single travel lane in each direction with cross section options to provide a center turn lane, on-street bicycle facilities, and on-street parking	8	29-33	$928,000
				Total Funded GTB Projects	**$17,657,000**

GTY

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
GTB	$3,719,645	$0	$3,719,645	$7,549,645	$5,341,000	$2,208,645	$11,408,645	$10,926,000	$482,645

GTY Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_39	Spotted Jack Loop S/Westgate Dr	Neighborhood Bikeway from Spotted Jack Loop E to Trailmaster Dr	8	29-33	$13,000
BL_61	60th Street Corridor	Construct Bicycle Lane along 60th St corridor	8	29-33	$39,000
P_33	Sidewalk along Piccolo Ln between Old Hardin Rd and Old US87	Construct sidewalk along Piccolo Lane; sidewalk that fills the sidewalk gap in front of the Lockwood Schools, directly across from Piccolo Lane; and a signalized pedestrian crossing at the intersection of Piccolo Lane and Highway 87	9	29-33	$534,000
P_34	Sidewalk along Old Hardin Rd between Piccolo Ln and Johnson Ln	Construct sidewalk along the south side of Old Hardin Road, east of Johnson Lane; and a signalized pedestrian crossing at the intersection of Old Hardin Road and Saddle Lane	9	29-33	$2,667,000
P_35	Sidewalk on Sunrise Ave	Construct sidewalk along the vacant Sunrise Avenue Right-Of-Way, east of Hemlock Drive to Johnson Lane; and a signalized pedestrian crossing on Johnson Lane between the Sunrise Right-Of-Way and Ford Road	9	29-33	$1,276,000
P_37	Sidewalk on Old Hardin Rd between Becraft Ln and Dickie Rd	Improve the signalized pedestrian crossing at the intersection of Old Hardin Road and Highway 87 to allow crossings from all directions	10	29-33	$812,000
				Total Funded GTY Projects	**$5,341,000**

GTY Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_40	Old Hardin Road - Lockwood Interchange to Johnson Ln	Roadway reconstruction/ widening to a 3-lane urban roadway including storm drainage improvements	8	34-45	$10,926,000
				Total Funded GTY Projects	**$10,926,000**

HSIP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
HSIP	$4,010,100	$5,481,900	$100	$2,790,100	$290,000	$2,500,100	$9,190,100	$5,620,000	$3,570,100

HSIP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_01	King Ave West & 48th St West	Address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	-	24-28	$1,600,000
I_02	SF189 South D5 Safety Improvements	MDT safety project to improve intersections with enhanced signage and lighting in some locations. Intersections include: 72nd Street/Neibauer Road, 72nd Street/Danford Road, 64th Street/Neibauer Road, 64th Street/Danford Road, 56th Street/Hesper Road, 48th Street/Hesper Road, 72nd Street/King Avenue, 64th Street/Hesper Road, 48th Street/King Avenue, 56th Street/Neibauer Road, 72nd Street/Hesper Road, 72nd Street/Laurel Airport Road, 64th Street/King Avenue, 48th Street/Neibauer Road .	-	24-28	$170,200
I_07	SF 169 Rimrock & 62nd St W	Construct roundabout to improve safety at Rimrock/ 62nd.	-	24-28	$374,500

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_08	SF 129 Roundabout King 56th	Construction project to reconstruct an intersection includes a roundabout, grading, plant-mix surfacing, irrigation, drainage, curb and gutter, lighting, signing and striping.	-	24-28	$94,500
R_27	SF 209 Billings District Signs	HSIP project to install safety improvement features (signs, delineation, chevrons, etc.) to address identified crash trends in the Billings District	-	24-28	$242,700
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	-	24-28	$500,000
A_18	Safety Projects (Various Locations)	Annual program for safety projects throughout the region.	-	24-28	$2,500,000
				Total Funded GTY Projects	**$5,481,900**

HSIP Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_18	Hesper Rd & 56th St West	Implement new all-way stop control at intersection to address safety and mobility issues.	3	29-33	$290,000
				Total Funded GTY Projects	**$290,000**

HSIP Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_14	Highway 312 & Dover Road - Intersection Control	Design and construct intersection improvement to increase safety and mobility	6	34-45	$5,620,000
				Total Funded GTY Projects	**$5,620,000**

IM

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
IM	$98,470,500	$98,470,700	-$200	$13,599,800	$12,949,000	$660,800	$33,300,800	$23,785,000	$9,515,800

IM Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_03	Lockwood Interchange - Billings	Reconstruction of existing interchange to a diverging diamond design. The design phase is scheduled for completion in 2026.	-	24-28	$53,707,300
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	$29,160,800
R_06	I 90: East Laurel - West Billings Improvements (Mossmain Intch-West Blgs Intch)	The I 90: East Laurel - West Billings project will improve I 90 from the west bridge ends of Mossmain Interchange to the east bridge ends of the West Billings Interchange bridges over King Avenue West. The project includes pavement preservation and other improvements scheduled for 2023 and beyond.	-	24-28	$1,051,700

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_12	Johnson Lane Interchange Ramps	Striping and durable pavement markings (I90 RP 455-455.5)	-	24-28	$4,000
R_13	Lockwood Interchange Ramps	Striping and durable pavement markings (I90 RP 452.6-453.1)	-	24-28	$4,000
R_14	27th Street Interchange Ramps	Striping and durable pavement markings (I90 RP 449.9-450.4)	-	24-28	$4,000
R_15	South Billings Blvd Interchange Ramps	Striping and durable pavement markings (I90 RP 447-447.5)	-	24-28	$4,000
R_16	King Ave West Interchange Ramps	Striping and durable pavement markings (I90 RP 446.2-446.4)	-	24-28	$4,000
R_17	Zoo Drive Interchange Ramps	Striping and durable pavement markings (I90 RP 443.1-443.7)	-	24-28	$4,500
R_18	I-90 Culverts - Billings Area	Culvert replacement	-	24-28	$7,026,400
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	-	24-28	$7,500,000
				Total Funded IM Projects	**$98,470,700**

IM Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_49	I-90 from S Blgs Blvd Inch to 27th St Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	7	29-33	$5,449,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	29-33	$7,500,000
				Total Funded IM Projects	**$12,949,000**

IM Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_50	I-90 from Lockwood Intch to Johnson Lane Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	8	29-33	$5,785,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	34-45	$18,000,000
				Total Funded IM Projects	**$23,875,000**

NH

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
NH	$109,884,000	$114,073,800	$0	$50,140,000	$24,270,000	$25,870,000	$146,210,000	$18,612,000	$127,598,000

NH Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_04	Exposition Drive and 1st Avenue N. (Billings)	Design and construct intersection improvement to enhance safety, improve bicycle and pedestrian connectivity, vehicle capacity, freight, drainage, and pavement condition.	-	24-28	$11,371,600
I_05	Airport Road and Main Street - Billings	Design and construct intersection improvement to improve safety and mobility for all users, reduce congestion, and improve the pedestrian and bicycle environment.	-	24-28	$8,283,400
P_03	Montana Avenue Crosswalks - Billings	Sidewalk Improvements ADA Compliance; milling and paving work on Laurel Road.	-	24-28	$2,687,000
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	$3,800,000
R_02	Billings Bypass - Railroad Overpass	Construction of new bridge over railroad	-	24-28	$989,200
R_03	Billings Bypass - Johnson Lane Interchange to RR Overpass	Construction of connection from interchange to railroad overpass	-	24-28	$9,252,800
R_04	Billings Bypass - Five Mile Road to US87	Construction of connection from Five Mile Road to US87	-	24-28	$15,219,600

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_07	1st Avenue N - 9th to RR Crossing	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the East Segment (9th to RR Crossing).	-	24-28	$20,928,200
R_08	1st Avenue N - RR Crossing to Broadway	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the Middle Segment (RR crossing to Broadway).	-	24-28	$8,613,800
R_09	1st Avenue N - Broadway to Division	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the West Segment (Broadway to Division).	-	24-28	$8,095,800
R_19	Heights Main Street	Striping and durable pavement markings (BR 190/ US 87 RP 0 to 4.7)	-	24-28	$140,700
R_20	27th St	Striping and durable pavement markings (MT 3 RP 0 to 3.3)	-	24-28	$142,200
R_21	Zoo Drive Interchange	Striping and durable pavement markings (Zoo Drive RP 0 to 0.9)	-	24-28	$55,500
R_22	King Ave West	Striping and durable pavement markings (King Ave West RP 2.5 to 3.1)	-	24-28	$22,500

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_23	Old Laurel Road	Striping and durable pavement markings (BR I90 RP 0 to 0.7)	-	24-28	$16,600
R_24	Underpass Ave Improvements	Construction project to reconstruct existing roadway includes grade, gravel, plant-mix surfacing, storm drain, traffic signals, signing, and pavement markings.	-	24-28	$3,686,100
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	-	24-28	$7,918,800
R_29	Billings Bypass	This project includes preliminary engineering, right-of-way, and incidental constructions costs for the Billings Bypass project.	-	24-28	$7,850,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	-	24-28	$5,000,000
				Total Funded NH Projects	**$114,073,800**

NH Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_09	King Ave/24th St	Design and construct intersection improvement to increase safety and mobility	13	29-33	$3,942,000
I_13	Highway 3/Rod & Gun Club Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	6	29-33	$3,478,000
I_19	King Ave/20th St	Design and construct intersection improvement to increase safety and mobility	12	29-33	$3,942,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_44	Highway 3 Widening - Zimmerman to Apache	Widen Highway 3 from Zimmerman Trail to Apache Trail, including one thru lane in each direction, bike lanes, and center turn lanes where needed for future development	7	29-33	$3,502,000
R_51	Hwy 3 from Airport to Zimmerman Trail	Roadway reconstruction/ widening (3-lane section)	8	29-33	$4,406,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	29-33	$5,000,000
				Total Funded NH Projects	**$24,270,000**

NH Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_40	Pedestrian Crossing of Exposition Dr	The pedestrian crossing of Exposition Drive is a key element in the revitalization of the East Billings Urban Renewal District (EBURD). As identified in the 2013 Exposition Gateway Concept Plan and the 2013 City of Billings Hospitality Corridor Planning Study, a pedestrian crossing would provide a vital connection between the east end of the EBURD and MetraPark. Exposition Drive is a principal arterial on a north-south alignment in Billings that currently provides three lanes in each direction with a center turn lane at intersections in the project location and a pedestrian crossing will significantly enhance a connection over the busiest thoroughfare in Montana to the busiest entertainment venue in the region. Other benefits include enhancing future development by encouraging investment in adjacent idle property, improving connectivity and safety, providing opportunities	9	34-45	$6,612,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		for event organizers, and allow users to enjoy amenities within walking distance in the Exposition Gateway Area.			
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	34-45	$12,000,000
				Total Funded IM Projects	**$18,612,000**

NHFP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
NHFP	$14,357,700	$14,357,700	$0	$0	$0	$0	$0	$0	$0

NHFP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	$14,357,700
				Total Funded NHFP Projects	**$14,357,700**

SCD

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
SCD	$7,095,000	$7,095,000	$0	$0	$5,179,000	$421,000	$17,531,000	$657,000	$16,874,000

SCD Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_04	Annual street reconstruction	Multi-use Trail from King Ave S to Glengary Ln; spot improvement at S Billings Blvd eastbound and westbound ramps (Construct curb ramps and install high visibility crosswalk)	-	24-28	$ 3,900,000.00
A_07	Misc., Curb, Gutter, and Sidewalk Program	Construct Bicycle Lane on 17th St W from Rimrock Rd to Colton Blvd	-	24-28	$ 3,195,000.00
				Total Funded SCD Projects	**$7,095,000**

SCD Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_64	17th St W	Construct Bicycle Lane on 17th St W from Rimrock Rd to Colton Blvd	8	29-33	$39,000
MT_33	S Billings Blvd/Blue Creek Rd	Multi-use Trail from King Ave S to Glengary Ln; spot improvement at S Billings Blvd eastbound and westbound ramps (Construct curb ramps and install high visibility crosswalk)	9	29-33	$5,140,000
				Total Funded SCD Projects	**$5,179,000**

SCD Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_27	24th	Multi-use Trail from Stillwater to South of King Ave W; spot improvement at Stillwater Dr (Install HAWK beacon on south leg of intersection; coordinate with adjacent signals)	9	34-45	$657,000
				Total Funded SCD Projects	**$657,000**

SID

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
SID	$12,275,000	$12,275,000	$0	$0	$9,695,000	$1,115,000	$34,185,000	$9,374,000	$24,811,000

SID Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_06	Gabel Road	Construct a new traffic signal at Gabel Road and Broso Park Drive, partially funded by developer contributions.	-	24-28	$275,000
A_01	Annual gravel street reconstruction	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	$7,000,000
A_03	Annual SIDs	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide	-	24-28	$5,000,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.			
				Total Funded SID Projects	**$12,275,000**

SID Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_02	Butterfly Lake Lane	Neighborhood Bikeway from Nutter Blvd to Uninta Park Dr	8	29-33	$7,000
BB_03	Crist Drive	Neighborhood Bikeway from Main St to Yellowstone River Trail	9	29-33	$6,000
BB_05	Wingate Lane	Neighborhood Bikeway from Rimrock Rd to Colton Blvd	8	29-33	$5,000
BB_07	Simpson Street	Neighborhood Bikeway from Newman Ln to Jackson St	9	29-33	$17,000
BB_08	Virginia Lane	Neighborhood Bikeway from Rimrock Rd to Poly Dr	8	29-33	$5,000
BB_09	Lewis Avenue	Neighborhood Bikeway from 24th St W to Parkview Dr; spot improvement at 24st St W (Install bike boxes on Lewis to provide priority for bicyclist movement)	9	29-33	$352,000
BB_11	Arronson/Uinta Park Dr/Riley/Cherry Creek Ln	Neighborhood Bikeway from Cherry Creek Loop to Governors Blvd; spot improvement at Main St (Install east/west crosswalk across southern leg of Main St; Move stop bar south to accommodate crosswalk; potentially retime signal. Construct curb cuts east and west side of new crosswalk; install cut-through raised median)	9	29-33	$131,000
BB_13	4th Ave S/Jackson St	Neighborhood Bikeway from S 28th St to King Ave E	12	29-33	$40,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_14	Avalon Rd/Vickery Dr/Vickery Ct	Neighborhood Bikeway from Colton Blvd to Vickery Ct	9	29-33	$17,000
BB_15	Lampman Dr/Decathlon Pkwy/S 38th St W	Neighborhood Bikeway from S 29th St W to S Shiloh Rd	9	29-33	$18,000
BB_16	Normal Ave/Ash St/Colton Blvd/N 32nd St	Neighborhood Bikeway from Rimrock Rd/South of Avenue B	9	29-33	$27,000
BB_17	Pemberton Ln/Crist Dr/Columbine Dr	Neighborhood Bikeway from Mary St/Main St	9	29-33	$19,000
BB_18	8th Ave S	Neighborhood Bikeway from S 28th to S 34th St	9	29-33	$11,000
BB_21	Fantan St	Neighborhood Bikeway from Siesta Ave to Wicks Ln	9	29-33	$11,000
BB_22	2nd St W	Neighborhood Bikeway from Avenue C to Montana Ave	9	29-33	$19,000
BB_23	Simpson St/Moore Ln/Stone St	Neighborhood Bikeway from Carlton Ave SW to Moore Ln; spot improvement at S Billings Blvd (Install HAWK Beacon at existing east/west crossing; reconstruct west side ramp if needed to create wider landing)	12	29-33	$210,000
BB_25	N 14th St	Neighborhood Bikeway from Park Pl to 6th Ave N	9	29-33	$5,000
BL_04	1ST AVE N	Bicycle Lane from N 13th St to N 36th St	12	29-33	$97,000
BL_08	N 30TH ST	Bicycle Lane from Poly Dr to N 12th Ave; spot improvement (Install dashed bike lane across Virginia Ln, connecting bike lanes (potentially installing dashed green pavement markings))	10	29-33	$10,000
BL_10	Minnesota/ 1st Ave S	Bicycle Lane from N 13th St to State Ave	12	29-33	$172,000
BL_11	POLY DR	Bicycle Lane from N 27th St to Virginia Ln	9	29-33	$41,000
BL_12	17TH ST W	Bicycle Lane from Grand Ave to Yellowstone Ave	8	29-33	$33,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_14	COLTON BLVD	Bicycle Lane from 17th St W to Rehburg Ln; Neighborhood Bikeway from Rehburg Ln to Zimmerman Tr; spot improvement at 32nd St W (Formalize path around fence to permit non-motorized travel) and at Rehberg Ln (Install bike boxes on Colton to provide priority for bicyclist movement) and at Hoover (Consider installing stop sign on Colton at Hoover)	9	29-33	$192,000
BL_15	15TH ST W	Bicycle Lane from Parkhill Dr to King Ave W; spot improvement at Miles Ave and 15th St (Install bike boxes on Miles to provide priority for bicyclist movement)	10	29-33	$177,000
BL_17	REHBERG LN	Bicycle Lane from Rimrock Rd to Grand Ave	12	29-33	$77,000
BL_21	ROLLING HILLS RD	Bicycle Lane from Annandale Rd to Lake Elmo Dr	9	29-33	$90,000
BL_22	32ND ST W	Bicycle Lane from Colton Blvd to Grand Ave	10	29-33	$39,000
BL_24	HIGH SIERRA BLVD	Bicycle Lane from Siesta Ave to W Wicks Ln	10	29-33	$28,000
BL_25	STATE AVE	Bicycle Lane from Sugar Ave to Hallowell Ln; spot improvement (Construct cut median on 6th and State to enable bicycles to cross)	12	29-33	$129,000
BL_26	S 36TH ST W	Bicycle Lane from Broadwater Ave to King Ave W	8	29-33	$113,000
BL_27	GABEL RD	Bicycle Lane from S 24th St W to Hesper Rd	9	29-33	$130,000
BL_28	RIMROCK RD	Bicycle Lane from Normal Ave to Virginia Ln	9	29-33	$11,000
BL_29	LAKE ELMO DR	Bicycle Lane from Wicks Lane to Uinta Park Dr	10	29-33	$21,000
BL_30	SAINT ANDREWS DR	Bicycle Lane from Gleneagles Blvd to Wicks Ln	8	29-33	$136,000
BL_31	S 20TH ST W	Bicycle Lane from Monad Rd to King Ave W	9	29-33	$40,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_32	KING AVE W	Bicycle Lane from S 15th St W to King Ave W	8	29-33	$43,000
BL_33	S 29TH ST W	Bicycle Lane from King Ave W to Gabel Rd	9	29-33	$60,000
BL_34	S 19TH ST W/Hoover Avenue	Bicycle Lane from Rimrock Rd to Monad Rd; spot improvement on Miles Ave (Install bike boxes on Miles to provide priority for bicyclist movement) and on Grand Ave (Install bike boxes on 19th to provide priority for bicyclist movement)	9	29-33	$152,000
BL_35	N 26TH ST	Bicycle Lane from 6th Ave N to 3rd Ave N	10	29-33	$18,000
BL_36	6TH AVE S	Bicycle Lane from S 25th St to State Ave	8	29-33	$28,000
BL_37	OVERLAND AVE	Bicycle Lane from S 24th St W to S 29th St W	8	29-33	$42,000
BL_39	S 34TH ST	Bicycle Lane from 1st Ave S to State Ave	9	29-33	$39,000
BL_40	11TH AVE S	Bicycle Lane from S 28th Street to State Ave	9	29-33	$16,000
BL_41	10TH AVE S	Bicycle Lane from S 27th St to S 28th St	9	29-33	$6,000
BL_42	N 35TH ST	Bicycle Lane from 2nd Ave N to 1st Ave N	9	29-33	$5,000
BL_43	MULLOWNEY LN	Bicycle Lane from Midland Rd to Elysian Rd	9	29-33	$40,000
BL_48	BENCH BLVD	Bicycle Lane from Alexander Rd to Hilltop Rd	9	29-33	$163,000
BL_49	MOORE LN	Bicycle Lane from Central Ave to Monad Rd	10	29-33	$38,000
BL_50	ROD AND GUN CLUB RD	Bicycle Lane from Iron Horse Trl to Highway 3	8	29-33	$42,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_51	HIGH SIERRA BLVD	Bicycle Lane from Benjamin Blvd to Matador Ave	8	29-33	$3,000
BL_53	N 13TH ST	Bicycle Lane from 6th Ave N to Minnesota Ave	10	29-33	$38,000
BL_55	Highway 3	Bike Lanes from North 27th St to Zimmerman Trail	9	29-33	$235,000
BL_62	Colton Blvd	Construct Bicycle Lane Extension of Colton Blvd	8	29-33	$207,000
MT_23	N 27th St	Multi-use Trail from Rimrock Rd to Mountain View Blvd	8	29-33	$433,000
MT_24	Grand Ave	Multi-use Trail from 24th St W to Zimmerman Trl	8	29-33	$934,000
MT_25	Hesper Rd	Multi-use Trail from East of Shiloh Rd to S Shiloh Rd	8	29-33	$252,000
MT_40	Railroad/State Ave Trail	Multi-use Trail from 2nd Ave S to Trail near S 24th St W	9	29-33	$4,465,000
				Total Funded SID Projects	**$9,695,000**

SID Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_01	Wentworth Drive	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr. Spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signal such as an RRFB; coordinate with adjacent signals and review crossing timing). Note: Cost estimate assumes neighborhood bikeway but may potentially include short segments of other facility types, including shared-use paths, bike lanes, or sharrows,	7	34-45	$22,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		consistent with Appendix A of the Bikeway and Trails Master Plan Update.			
BB_24	Cherry Hills/Black Diamond	Neighborhood Bikeway from Annandale Rd to Gleneagles Blvd	7	34-45	$29,000
BB_30	Constellation Trl/Eagle/Southern Hills/Venus	Neighborhood Bikeway from Riveroaks Dr to Saint Andrews Dr	7	34-45	$30,000
BB_34	Shamrock Ln	Neighborhood Bikeway from North of Killarney St to Emerald Dr	7	34-45	$7,000
BB_35	Sam Snead Trl	Neighborhood Bikeway from Ben Hogan Ln to Molt Rd	7	34-45	$29,000
BB_38	Lakewood Ln	Neighborhood Bikeway from East of Constellation Trl to Riveroaks Dr	7	34-45	$248,000
BL_02	IRONWOOD DR	Bicycle Lane from Woodcreek Dr to Molt Rd	7	34-45	$72,000
BL_07	54TH ST W	Bicycle Lane from N of Billy Casper Dr to Rimrock Rd	7	34-45	$73,000
BL_38	GLENEAGLES BLVD	Bicycle Lane from Sierra Granda Blvd to W Wicks Ln	7	34-45	$55,000
BL_44	HAWTHORNE LN	Bicycle Lane from Hemingway Ave to Yellowstone River Rd; spot improvement at Dublin St (install wayfinding signage)	7	34-45	$34,000
BL_45	BABCOCK BLVD	Bicycle Lane from Annandale Rd to Governors Blvd; spot improvement (Install full signal with north/south crosswalks both sides of intersection at Wicks Ln; Coordinate with adjacent signals)	7	34-45	$996,000
BL_47	BITTERROOT DR	Bicycle Lane from Elaine St to Wicks Ln	7	34-45	$29,000
MT_28	Broadwater Ave	Multi-use Trail from 24th St W to 28th St W	8	34-45	$997,000
MT_29	BBWA Canal Trail North	Multi-use Trail from East of Shadow Heights to Aronsen Ave; spot improvement (At Yellowstone River Rd, Construct curb cuts on north and south side of Hilltop Rd, install crosswalk	8	34-45	$6,587,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		and RRFB, and if road-diet is conducted, install raised median at crossing)			
P_38	Colton Blvd/ Zimmerman Trail Pedestrian Improvement	Pedestrian intersection improvement (RRFB)	8	34-45	$166,000
				Total Funded SID Projects	**$9,374,000**

SM

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
SM	$44,904,000	$44,904,000	$0	$0	$7,576,000	$19,674,000	$86,384,000	$6,240,000	$80,144,000

SM Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
CM_02	Traffic Signal Controller Upgrades	This is for the replacement of obsolete signal controllers with new technology which includes improved communication and detection at the intersection at 19 intersections. Locations include: 3rd St/ Grand Ave; Division St/ 3rd Ave N; N 13thSt/ 6th Ave N; 13th St West/ Rimrock Rd; 17th St W/ Rimrock Rd; Shiloh Road/ Rimrock Rd; 17th St W/ Colton Blvd; 14th St W/ Lewis Ave; 15th St W/ Lewis Ave; 16th St/ Lewis Ave; 17th St/ Poly Dr; Vermillion Dr/ Broadwater Ave; Mall Dr/ Central Ave; Target/	-	24-28	$650,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		Central Ave; Rehburg Ln/ Colton Blvd; N 18th St/ 4th Ave N; N 30th St/ 9th Ave N; 24h St W/ Fire Station #5.			
I_06	Gabel Road	Construct a new traffic signal at Gabel Road and Broso Park Drive, partially funded by developer contributions.	-	24-28	$275,000
MT_02	6th Ave N Multiuse Trail	This project will add a multi-use path on 6th Ave North from Exposition Drive to N 13th. The project will require additional plowing and bicycle improvements along 13th Street, 20th Street, and 3rd Avenue North will require additional maintenance for pavement markings and striping.	-	24-28	$250,000
R_31	54th St W (Grand to Rimrock)	This project will construct widening of 54th Street West from Grand Avenue to Rimrock Road along with storm drain improvements	-	24-28	$5,700,000
R_32	Broadwater - Vermillion to Shiloh	This project will reconstruct and widen Broadwater Avenue from Vermillion to Shiloh Road.	-	24-28	$3,600,000
R_33	Downtown Pavement Maintenance/ Signals	This project is for the conversion of downtown 2-way streets as well as chip-sealing and traffic control upgrades. The one-way to two-way conversion moves toward a consistent network of two-way streets within downtown Billings, increasing accessibility for all users. Other benefits include increased exposure for businesses and increased bicycle connectivity. The project was identified as a priority in the Downtown Traffic Study.	-	24-28	$2,130,000
R_34	Monad Road (Daniels to Moore Ln)	This project will widen and reconstruct Monad Road. This project will reconstruct, widen and add storm drain to Monad Road and increase safety, particularly on the east end toward Moore Lane. Most of this street has no sidewalk. A large portion of the street is used by heavy truck traffic and experiences rutting. Intersection alignment and safety will be improved.	-	24-28	$1,350,000
R_35	Rimrock Road Widening (54th to 62nd)	This project will construct widening of Rimrock Road from 54th Street West to 62nd Street West. Rimrock Road from 54th Street West to 62nd Street West has high traffic counts and experiences congestion during peak times. This project is the second part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor and safety narrow two-lane road section.	-	24-28	$3,630,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_36	Rimrock Road Widening (Clearview to 54th)	Rimrock Road from Clearview Drive to 54th Street West has high traffic counts and experiences congestion during peak times. This project is the first part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor.	-	24-28	$2,775,000
R_38	Wicks Lane - Main to Bitteroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	-	24-28	$930,000
A_01	Annual gravel street reconstruction	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	$2,750,000
A_02	Annual PAVER program	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.	-	24-28	$14,105,000
A_04	Annual street reconstruction	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	$1,200,000
A_05	Annual Travel Corridor Coordination	This is for improvements to corridors within the city that only require minor infrastructure modifications.	-	24-28	$281,000
A_06	Annual Intersection Improvements	This program is for the evaluation and construction of improvements to selected intersection trouble areas. Intersections are evaluated regularly to determine priority based	-	24-28	$2,778,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		on traffic counts, crash history, pedestrian counts and other factors.			
A_11	Annual SRTS (Non-sidewalk)	This program will install various pedestrian and traffic safety countermeasures along the routes to the 22 Billings elementary schools. These could be crossing treatments, street treatments, signs and markings, signals and other methods to reduce traffic and pedestrian issues.	-	24-28	$2,500,000
				Total Funded SM Projects	**$44,904,000**

SM Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_04	10th Street West	Neighborhood bikeway from Parkhill Dr to Central Ave	10	29-33	$25,000
BB_06	12th Street West	Neighborhood Bikeway from Lewis Ave to Central Ave	10	29-33	$14,000
BB_10	Milton/Prince of Wales/Heights Ln/Shawnee Dr/Arronson/Nutter	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr; spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signals at this leg as well. Conduct study to examine performance of existing pedestrian signal. Coordinate with adjacent signals and review crossing timing)	11	29-33	$192,000
BB_19	Constitution/Kootenai	Neighborhood Bikeway from Nutter Blvd to West of Amendment Cir	10	29-33	$28,000
BB_20	Jerrie Ln/Kyhl Ln/Elaine/Primrose/Maurine	Neighborhood Bikeway from East of Walter Rd to Lake Elmo Dr; spot improvement at Main St (Install consolidated crossing north side of intersection to enable east/west crossing. Install east/west crosswalk and HAWK Beacon. Reconstruct ramps and bulb out if needed to create wider landing)	11	29-33	$538,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_26	Marias Dr	Neighborhood Bikeway from Keno St to Kootenai Ave	10	29-33	$5,000
BB_27	Piccolo Ln	Neighborhood Bikeway from Old Hardin Rd to Highway 87E	9	29-33	$10,000
BB_28	Hemlock Dr	Neighborhood Bikeway from Clayton St to Hillner Ln	9	29-33	$12,000
BB_31	Maier Rd	Neighborhood Bikeway from Highway 87E Rosebud Ln	9	29-33	$6,000
BB_32	Sunrise Ave/Greenwood Ave	Neighborhood Bikeway from Hemlock Dr to Lockwood Tributary	9	29-33	$13,000
BB_42	32ND ST W	Neighborhood Bikeway from Poly Dr to Colton Blvd	10	29-33	$10,000
BL_01	38TH ST W	Bicycle Lane from Rimrock Rd to Colton Blvd	11	29-33	$38,000
BL_03	N 10TH ST	Bicycle Lane from 6th Ave N to 1st Ave N	10	29-33	$26,000
BL_05	MONTANA AVE	Bicycle Lane from N 18th St to Division St	11	29-33	$100,000
BL_06	11TH AVE N	Bicycle Lane from N 22nd St to 19th St W; spot improvement at Virginia Ln and at 17th St W (Install bike boxes on Parkhill to provide priority for bicyclist movement)	10	29-33	$217,000
BL_09	N 24TH ST	Bicycle Lane from 1st Ave N to North of 12th Ave N	11	29-33	$78,000
BL_13	N 18TH ST	Bicycle Lane from 6th ave N to Montana Ave	11	29-33	$33,000
BL_16	N 22ND ST	Bicycle Lane from 6th Ave N to 12th Ave N	11	29-33	$46,000
BL_18	2ND AVE N	Bicycle Lane from N 22nd St to Yellowstone Ave; spot improvements (Install two-stage turn box to facilitate southbound to eastbound turn movement at N 32nd St and N 30th St)	10	29-33	$79,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_20	13TH ST W	Bicycle Lane from Grand Ave to Lewis Ave	10	29-33	$38,000
BL_23	N BROADWAY	Bicycle Lane from 9th Ave N to 2nd Ave S	11	29-33	$65,000
BL_46	YELLOWSTONE RIVER RD	Bicycle Lane from E of Bench Blvd to West of Hansen Ln	11	29-33	$70,000
BL_58	3rd Ave N	Construct bike lane from Division to 22nd	11	29-33	$68,000
I_20	Avenue E/ Zimmerman Tr Traffic Signal	Install signal when warranted	8	29-33	$522,000
MT_16	Misc. trails spot improvements to existing infrastructure	Facilities/ pavement improvements at 7 locations (Install crosswalks at Aronson Ave at BBWA Canal Tr, Create cut in fence and install bollard at Hallowell Ln at Ponderosa SRTS Tr, Construct raised crosswalk and curb cuts at Shiloh Rd at Bell Ave, install crosswalk and curb cuts on Rimrock Rd at 54th St, Install crosswalk and curb cuts at Songbird Dr at Suburban Ditch Tr, Construct crossing on Dickie Rd at Bobolink St/ Canary Ave, construct curb ramps, crosswalk, and median refuge at Highway 3 and Zimmerman Trl); Install RRFB at 3 locations (S 29th St W and BBWA canal Tr, Songbird at Suburban Ditch Tr, and Highway 3 and Zimmerman Trail); Install HAWK beacons at 8 locations (all 4 legs of Shiloh Rd at Zoo Dr, Hesper Rd, Shiloh Crossing Blvd, King Ave W, Monad Rd, Central Ave, Broadwater Ave, Grand Ave)	10	29-33	$2,087,000
MT_21	Wicks Ln	Multi-use Trail from Gleneagles Blvd to Kiwanis Trail	10	29-33	$3,256,000
				Total Funded SID Projects	**$7,576,000**

SM Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_33	Ironwood Dr/Ben Hogan Ln	Neighborhood Bikeway from Molt Rd to 54th St W; spot improvement at Hog Ave (Install curb cut north side of Hog Ave leading to trail)	7	34-45	$77,000
BL_54	RIMROCK RD	Bicycle Lane from 50th St W to 70th St W	8	34-45	$270,000
CM_05	Central Avenue – 6th St W to Zimmerman	Update signal timing for 10 signals	9	34-45	$248,000
CM_06	Rimrock Road – 38th St W to 13th St W	Update signal timing for 5 signals	8	34-45	$124,000
CM_07	15th Street West – Central Ave to Grand Ave	Update signal timing for 5 signals	8	34-45	$124,000
CM_08	Wicks Lane – Governors Blvd to Bench Blvd	Update signal timing for 5 signals	9	34-45	$124,000
CM_09	19th Street West – Monad Rd to Grand Ave	Update signal timing for 5 signals	8	34-45	$124,000
CM_10	17th Street West – Grand Ave to Rimrock	Update signal timing for 5 signals	5	34-45	$124,000
CM_11	Monad Road – 19th St W to 32nd St W	Update signal timing for 4 signals	6	34-45	$100,000
CM_12	Governors Boulevard/Hilltop Road – Wicks Ln to Main St	Update signal timing for 3 signals	7	34-45	$75,000
MT_12	N 27th St Side Path	Build a Bike Pedestrian Path along N. 27th Street connecting Rimrock Road and Skyline Trail/Swords Park. It would begin near the existing trail underpass at the intersection of North 27th Street/Highway 3/Airport Road and would continue to the southeast along North 27th Street. It appears that there is existing width available on North 27th Street to consider moving the guardrail on the south side so that both bikes and pedestrians could use an off-street multi-use trail that could	7	34-45	$2,810,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		still be incorporated into the overall 27th Street cross section and ROW.			
MT_32	Mullowney Ln	Multi-use Trail from S Frontage Rd to Story Rd	8	34-45	$853,000
MT_39	State Ave/S 27th St	Multi-use Trail from 12th Ave S to Garden Ave	8	34-45	$1,187,000
				Total Funded SM Projects	**$6,240,000**

STP/S*/X*

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
STP/S*X*	$154,300	$69,700	$84,600	$234,600	$0	$234,600	$604,600	$0	$604,600

STP/S*/X* Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_26	88th St - Shiloh	Roadway striping	-	24-28	$69,700
				Total Funded STP/S*/X* Projects	**$69,700**

STPU

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
STPU	$25,526,400	$24,379,600	$1,146,800	$13,966,800	$8,812,000	$5,154,800	$35,934,800	$13,554,000	$22,380,800

STPU Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	$2,400,000
R_39	Grand Ave - Shiloh Rd to 62nd St West	Roadway reconstruction/ widening (5-lane section)	-	24-28	$21,979,000
				Total Funded STPU Projects	**$24,379,600**

STPU Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_10	US Highway 87 & Old Hardin Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	7	29-33	$3,478,000
I_15	Grand Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	7	29-33	$3,942,000
R_41	1st Avenue South-Minnesota Avenue - 21st St to N 13th St	Roadway reconstruction/ widening to an urban roadway	6	29-33	$1,392,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
				Total Funded STPU Projects	**$8,812,000**

STPU Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_16	Grand Ave & 56th St West	Design and construct intersection improvement to increase safety and mobility	5	34-45	$5,620,000
I_22	Grand Ave & 64th St West	Design and construct intersection improvement to increase safety and mobility	5	34-45	$5,620,000
R_47	62nd St West - Rimrock Rd to Western Bluffs Boulevard	Roadway reconstruction/ widening (3-lane section)	2	34-45	$2,314,000
				Total Funded STPU Projects	**$13,554,000**

TA

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
TA	$9,895,000	$8,738,275	$1,156,725	$5,226,725	$4,184,000	$1,042,725	$10,802,725	$9,293,000	$1,509,725

TA Projects (2024 – 2028)

The TA projects listed below include projects from the FFY 2024–2028 MPO TIP (MT_01 and P_02) as well as city projects funded through the 2025 Transportation Alternatives grant. These projects were incorporated into the list as information became available during the 2025 update. Note

that while the 2024–2028 CIP identifies several projects with TA as a potential funding source, those projects have not yet received TA funding. Instead, they were identified as priorities for future TA grant applications and are therefore included in the project list as Recommended or Illustrative projects, with TA shown as the anticipated funding source.

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_01	Stagecoach Trail	This project is for an 8-foot wide shared use pathway approximately 5,300 lineal feet that will run on the east side of Zimmerman Trail from Rimrock Road to Highway 3. The trail will be placed below the grade of the road along the roadside slope. This trail is an essential part of the Marathon Loop and will provide a connection from the top of the Rimrocks to the valley. This project is Billings TrailNet stop priority.	-	24-28	$6,279,900 (24-28 MPO TIP)
P_02	Sidewalks - Lockwood	Sidewalk construction - Old Hardin Road	-	24-28	$1,433,000
P_04	Jackson Street	Jackson Street Pedestrian Crossings and Curb Extensions (Bulb-outs)	-	24-28	$317,625
P_05	Riverside School Zone	Riverside School Zone Improvements	-	24-28	$283,250
P_06	South Billings Boulevard	South Billings Boulevard School Crossing and Pedestrian Refuge Island	-	24-28	$67,100
P_07	Governors Boulevard	Governors Boulevard Intersection Improvements for Castlerock School	-	24-28	$182,050
P_08	Central Avenue & 24th Street West	Central Avenue and 24th Street West - High Visibility Crossing and Leading Pedestrian Interval	-	24-28	$34,100
P_09	Parkhill Drive and 17th Street West	Parkhill Drive and 17th Street - High Visibility Crossing	-	24-28	$23,100
P_10	Poly Drive and Hoover Avenue	Poly Drive and Hoover Avenue Pedestrian Crossing - RRFB and Curb Extension	-	24-28	$118,450
				Total Funded TA Projects	**$8,738,575**

TA Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_40	Driftwood Ln/Marie Dr	Neighborhood Bikeway from Driftwood Ln to Mitzi Dr	8	29-33	$18,000
BB_41	Tanglewood Dr/San Marino Dr/La Paz Pl/Mitzi Dr	Neighborhood Bikeway from Noblewood Dr to La Paz Dr	8	29-33	$25,000
BL_19	JELLISON RD	Bicycle Lane from Blue Creek Rd to Aldona Rd	9	29-33	$61,000
MT_45	Chrysalis Acres	Multi-use Trail from Van Buren St to Hallowell Ln	7	29-33	$105,000
P_11	Alkali Creek - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Alkali Creek Elementary School. Key recommendations include installing fencing along Alkali Creek Road between the school's northern section and Indian Trail Road, constructing sidewalks on the west side of Alkali Creek Road, and installing curb extensions or a traffic island. A paved path along Alkali Creek is also recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	29-33	$542,000
P_12	Arrowhead - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Arrowhead Elementary School. Key recommendations include reducing travel lanes to shorten crossing distance and/ or curb extensions, implement in-street yield to pedestrian signs, construct a minimum 10-ft sidewalk or path on the west side of 38th St W between the school and the path to the south. A separated, buffered, or standard bike lane is also recommended on 38th Street West; however, this element is included in the Billings Area Bikeway and Trails Master Plan and is not accounted for in this project's cost.	12	29-33	$151,000
P_14	Bench - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bench Elementary School. Key recommendations include installing curb extensions at Lake Elmo Drive/ Milton Rd, paving streets and constructing sidewalks on the west side of Lake Elmo Dr north of Rice Ln, and building a shared-use path along the irrigation canal	11	29-33	$207,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		and connecting the path through City-owned land off of Windsor Circle and north of Hilltop Rd. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).			
P_15	Big Sky - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Big Sky Elementary School. Key recommendations include a pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, refreshed crosswalk markings and yield markings at 32nd Street and Lampman Drive, a high-visibility crosswalk and new curb ramps at the S 30th St W and Lampman Drive intersection.	12	29-33	$103,000
P_17	Boulder - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Boulder Elementary School. Key recommendations include curb extensions at 32nd St/ the school flashing beacon, a driver speed feedback sign on both approaches to Poly Drive at 32nd St, and a high-visibility crosswalk with curb extensions at Zimmerman Trail and Colton Boulevard. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	$128,000
P_18	Broadwater - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Broadwater Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis and 24th St W, installing high-visibility crosswalks at Lewis and 19th St W, installing a shared-use path from Arnold Drain to 24th St W, installing a shared use path parallel to the Arnold drain from Burlington Elementary to 24th St W.	12	29-33	$192,000
P_19	Burlington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Burlington Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis/ 24th St W. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	$35,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_20	Central Heights - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Central Heights Elementary School. Key recommendations include a pop-up pilot project to evaluate the effectiveness of on-street parking restrictions, tightening the curb radii and installing new curb ramps at Dallas Dr/ Pueblo Dr, install ADA compliant curb ramps at Lexington Dr north of Alamo Dr, and install curb extensions at Eldorado Dr/ Lexington Dr. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	$99,000
P_21	Eagle Cliffs - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Eagle Cliffs Elementary School. Key recommendations include signal phasing updates and reducing effective turn radii or installing curb extensions at Constitution Ave/ Governors Blvd. A shared-use path along connecting Marias Dr and Wicks Ln is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	29-33	$151,000
P_22	Highland - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Highland Elementary School. Key recommendations include installing high visibility crosswalks at Poly Dr/ Virginia Ln and conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restriction. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	$29,000
P_23	McKinley - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of McKinley Elementary School. Key recommendations include installing ADA ramps at the west approaches of Parkhill Dr/ 32nd St and Parkhill Dr/ 11th Ave N. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	$35,000
P_24	Meadowlark - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Meadowlark Elementary School. Key recommendations include	12	29-33	$742,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		paving streets and constructing sidewalks and curb ramps on at least one side of the street throughout the neighborhood. The cost estimate accounts for curb ramp construction at five intersections.			
P_25	Miles Avenue - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Miles Avenue Elementary School. Key recommendations include installing in-crosswalk "Yield to Ped" signs along Miles Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	12	29-33	$2,000
P_26	Newman - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Newman Elementary School. Key recommendations include conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restrictions and reconstructing sidewalks along Calhoun Ln.	12	29-33	$598,000
P_27	Orchard - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Orchard Elementary School. Key recommendations include conduct a pilot pop-up project to evaluate the effectiveness new on-street parking restrictions; and install curb extensions at Jackson St/ Francis Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	13	29-33	$64,000
P_28	Poly - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Poly Drive Elementary School. Key recommendations include adding a school zone flashing beacon on Rimrock Rd and on Colton Blvd; removing left turn lane on Colton Blvd turning north onto 24th Street; installing curb extensions for the west and south legs with lane width reduction at Colton Blvd/ 24th St; implement traffic calming and/ or road diet to slow traffic on Colton Blvd; and formalize side alley as a paved shared-use path. A bike lane is proposed on Colton Blvd from Rehberg Ln to 17th St; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	29-33	$696,000
P_29	Ponderosa - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Ponderosa Elementary School. Key recommendations include	13	29-33	$6,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		installing pedestrian lighting on the shared-use path from Ponderosa to Kings Green Dr. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).			
P_32	Washington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Washington Elementary School. Key recommendations include installing traffic calming elements and a wider sidewalk with buffer on Central from 12th St W to 10th St W; installing high visibility crosswalks at Central/ Moore Ln; conducting a pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions; and implementing adequate nighttime lighting at Central Ave/ Moore Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	13	29-33	$195,000
				Total Funded TA Projects	**$4,184,000**

TA Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_52	S 44TH ST W	Bicycle Lane from Georgina Dr to Hesper Rd	8	34-45	$42,000
BL_63	Becraft Ln	Construct Bicycle Lane on Becraft Ln from Noblewood Dr to Old Hardin Rd	8	34-45	$81,000
P_13	Beartooth - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Beartooth Elementary School. Key recommendations include new signage designating bus-only parking, high visibility crosswalk markings and lighting at Elaine St/ Bitteroot Dr and Bitteroot Dr/ Wicks Ln, implementing in-street yield to pedestrian signs, install new crosswalk across Barrett, install new sidewalk or trail along the south side of Barrett Rd.	10	34-45	$1,052,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_16	Bitterroot - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bitterroot Elementary School. Key recommendations include reducing travel lane widths to install bike lanes on Bench Blvd from Kyhl Ln to Barrett Rd, pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, construct a sidewalk on Khyl Ln in front of the school along the parking median, install curb extensions at Barrett Rd/ Bench Blvd, construct a sidewalk and neighborhood street access connections along the Heritage/ Kiwanis Trail and wayfinding, and install a new sidewalk or trail along the south side of Barrett Road from Kiwanis Trl to Columbine Dr.	11	34-45	$604,000
P_30	Rose Park - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Rose Park Elementary School. Key recommendations include reconfiguring 17th St W to reduce travel lane width and add a sidepath or separated bike lane; add high visibility crosswalk markings at Parkhill Dr/ 17th St W; reconstruct the pedestrian bridge over the canal at 19th St W with a minimum 14' width to accommodate 2-way bicycle and pedestrian traffic; and install curb extensions and refresh crosswalk markings at Avenue E/ 19th St W. A shared-use path along the irrigation canal is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	34-45	$938,000
P_31	Sandstone - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Sandstone Elementary School. Key recommendations include installing advance school warning signs on the north and south approaches of Wicks and Nutter/ Lake Hills; signal timing updates at Wicks and Nutter/ Lake Hills; installing curb extensions or pedestrian refuge islands at Claim Jumper Ln/ Babcock Ln; build sidewalk on at least one side of Claim Jumper Ln; constructing sidewalks on neighborhood streets southeast of Babcock Blvd and Wicks Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	12	34-45	$4,427,000
P_36	Sidewalk on Sunrise St between	Construct a sidewalk along the west side of Johnson Lane, south of Old Hardin Road	9	34-45	$2,149,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
	Hemlock Dr and Greenwood Ave				
				Total Funded TA Projects	**$9,293,000**

UPP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
UPP	$2,500,000	$2,500,000	$0	$2,580,000	$2,500,000	$2,580,000	$8,760,000	$6,000,000	$8,760,000

UPP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_15	Urban Pavement Preservation	Annual allocation to pavement preservation at various locations	-	24-28	$2,500,000
				Total Funded STPU Projects	**$2,500,000**

UPP Projects (2029 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_15	Urban Pavement Preservation	Annual allocation to pavement preservation at various locations	-	29-33	$2,500,000
				Total Funded STPU Projects	**$2,500,000**

UPP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_15	Urban Pavement Preservation	Annual allocation to pavement preservation at various locations	-	34-45	$6,000,000
				Total Funded STPU Projects	**$6,000,000**

FTA 5307/ TRANSADE

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
FTA 5307/ TRANSADE	$31,578,100	$28,731,100	$2,847,000	$1,290,000	$0	$16,230,000	$55,160,000	$0	$55,160,000

FTA 5307/ TRANSADE Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_18	Transit Operating Expense	General transit operating expenses	N/A (Annual)	24-28	$28,731,100
				Total Funded 5307/ TRANSADE Projects	**$28,731,100**

FTA 5307/ TRANSADE Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_18	Transit Operating Expense	General transit operating expenses	N/A (Annual)	29-33	$15,750,000
				Total Funded 5307/ TRANSADE Projects	**$15,750,000**

FTA 5307/ TRANSADE Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_18	Transit Operating Expense	General transit operating expenses	N/A (Annual)	34-45	$53,550,000
				Total Funded FTA 5307/ TRANSADE Projects	**$53,550,000**

FTA 5339/5310

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
FTA 5339/05310	$26,390,100	$15,095,900	$11,294,200	$0	$0	$5,090,000	$17,320,000	$0	$17,320,000

FTA 5339/ 5310 Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_19	Transit Capital Purchase	Expenses related to acquiring vehicles and related equipment	N/A (Annual)	24-28	$15,095,900
				Total Funded FTA 5339/ 5310 Projects	**$15,095,900**

FTA 5339/ 5310 Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_19	Transit Capital Purchase	Expenses related to acquiring vehicles and related equipment	N/A (Annual)	29-33	$4,950,000
				Total Funded FTA 5339/ 5310 Projects	**$4,950,000**

FTA 5339/ 5310 Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_19	Transit Capital Purchase	Expenses related to acquiring vehicles and related equipment	N/A (Annual)	34-45	$11,880,000
				Total Funded FTA 5339/ 5310 Projects	**$11,880,000**

TF

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
TF	$2,267,000	$2,267,000	$0	$0	$0	$11,450,000	$39,470,000	$0	$39,470,000

TF Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MET_07	Electrical supply upgrade for bus chargers	Project enhances the size of the electrical feed to the METropl ex for the install of bus charging stations required once the ne w EV buses arrive.	-	24-28	$302,000
MET_08	Metroplex expansion/ interior remodel	Project would remodel the interior of the main office and expa nd the Metroplex to the south.	-	24-28	$1,600,000
MET_09	MET EV bus chargers	Project would purchase and install 4 Electric Vehicle (EV) Bus chargers at the METroplex for electric buses.	-	24-28	$365,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
				Total Funded TF Projects	**$2,267,000**

TF Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MET_01	Downtown Transfer Center Remodel and Amenities	Project adds a public restroom and a customer service window at the Downtown Transfer Center (220 N 25th St) as well as optimized interior space. Customer service window and remodeled interior space provides a more centralized location for customer service; the restroom adds a much-needed amenity for transit riders.	-	29-33	$609,500
MET_02	Heights Transfer Center	Heights area fixed-route transfer center with passenger shelters and restroom, an operator break area and restroom, an office area, vehicle/equipment storage, and a security camera system. MET is currently investigating the feasibility of using existing City owned land in the heights as a potential location. The project includes all real estate, engineering and design fees, labor, equipment, materials, and administrative costs.	-	29-33	$3,175,000
MET_03	MET Access Control Updates	Project would purchase and install access controls to doors not included in the access control scope of the METroplex Administration and Bus Storage Facility remodel and expansion project. This project would add access controls to 6 additional door locations, a walkthrough gate location, and two vehicle access gates. The project includes all design fees, labor, equipment, materials, and administrative costs.	-	29-33	$72,450
MET_05	Stewart Park Passenger Amenities	Project adds a public restroom and additional shelters at the Stewart Park Transfer Center to improve service for transit passengers.	-	29-33	$290,000
MET_06	Update to Bus Stop Infrastructure	MET Transit will spend $50,000 annually to improve bus stop infrastructure to the 450+ designated stop locations across the City to support the fixed route bus system. Improvements will include adding more bus shelters, ADA corners, concrete bus pads, lighting etc.	-	29-33	$282,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
				Total Funded TF Projects	**$4,428,950**

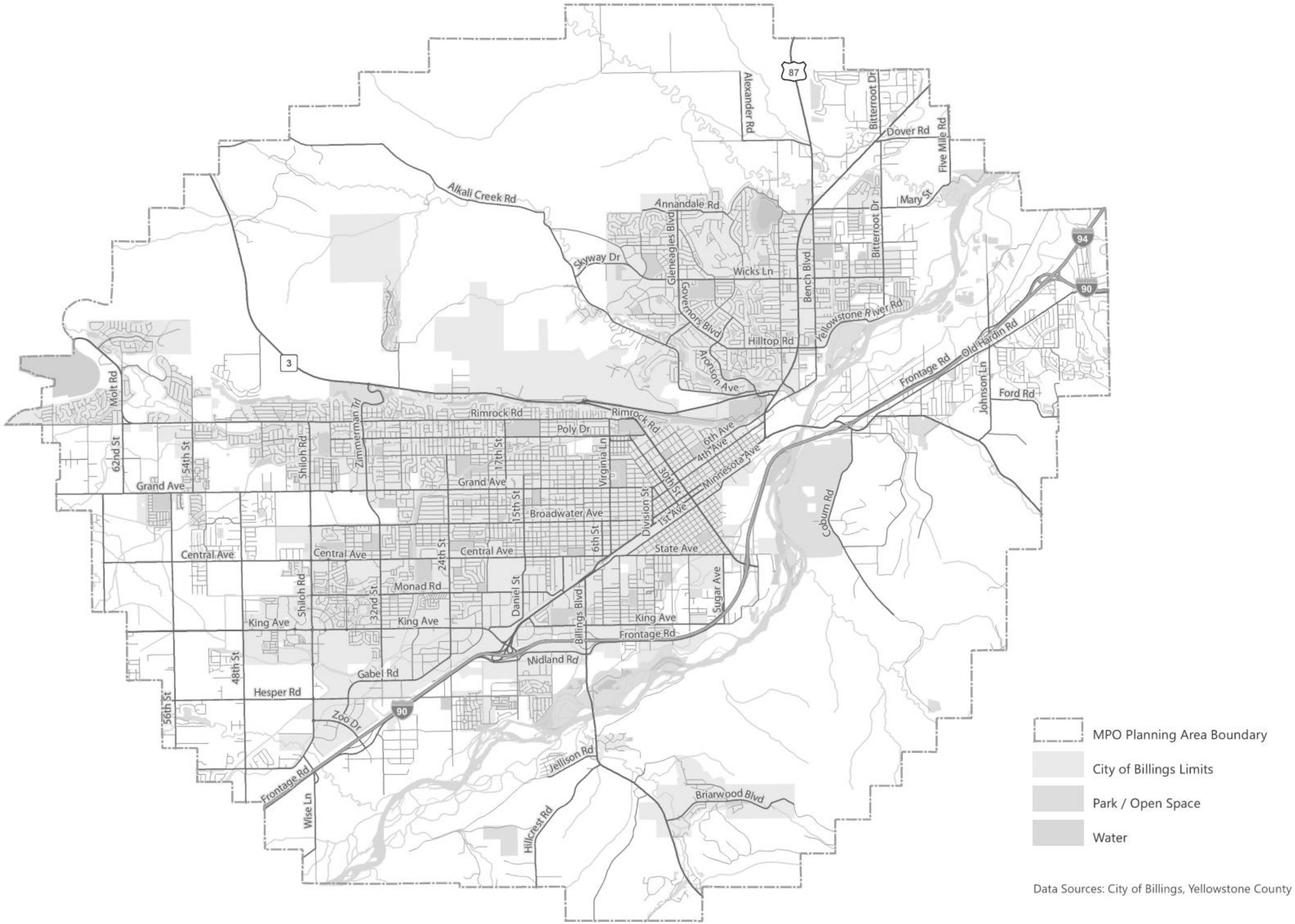
Other City Funding Sources

Other City funding sources were excluded from revenue projections. Committed projects funded by "Other" funding sources are provided below.

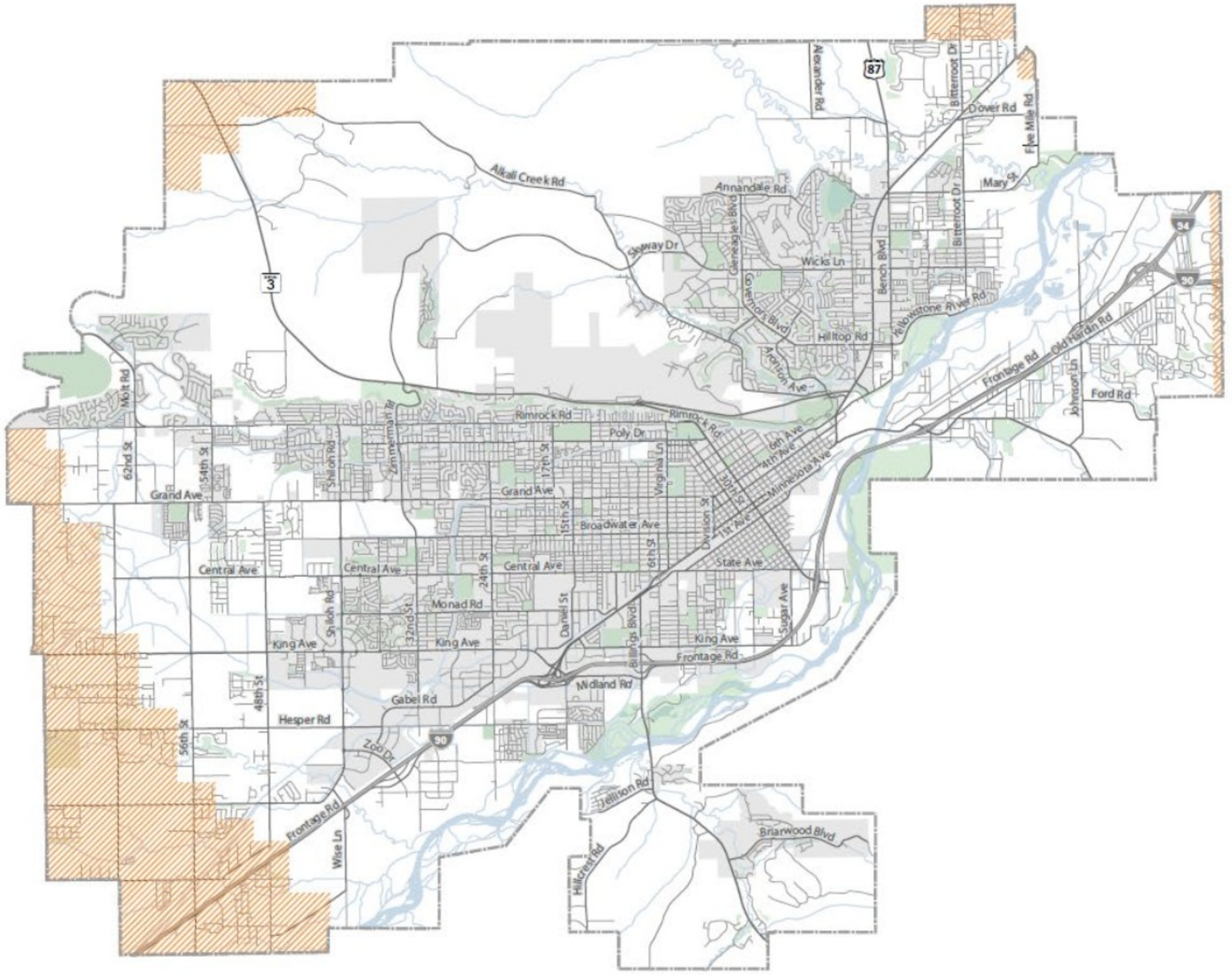
OTHER Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
CM_02	Traffic Signal Controller Upgrades	This is for the replacement of obsolete signal controllers with new technology which includes improved communication and detection at the intersection at 19 intersections. Locations include: 3rd St/ Grand Ave; Division St/ 3rd Ave N; N 13thSt/ 6th Ave N; 13th St West/ Rimrock Rd; 17th St W/ Rimrock Rd; Shiloh Road/ Rimrock Rd; 17th St W/ Colton Blvd; 14th St W/ Lewis Ave; 15th St W/ Lewis Ave; 16th St/ Lewis Ave; 17th St/ Poly Dr; Vermillion Dr/ Broadwater Ave; Mall Dr/ Central Ave; Target/ Central Ave; Rehburg Ln/ Colton Blvd; N 18th St/ 4th Ave N; N 30th St/ 9th Ave N; 24h St W/ Fire Station #5.	-	24-28	$650,000
MT_01	Stagecoach Trail	This project is for an 8-foot wide shared use pathway approximately 5,300 lineal feet that will run on the east side of Zimmerman Trail from Rimrock Road to Highway 3. The trail will be placed below the grade of the road along the roadside slope. This trail is an essential part of the Marathon Loop and will provide a connection from the top of the Rimrocks to the valley. This project is Billings TrailNet stop priority.	-	24-28	$6,280,000
MT_02	6th Ave N Multiuse Trail	This project will add a multi-use path on 6th Ave North from Exposition Drive to N 13th. The project will require additional plowing and bicycle improvements along 13th Street, 20th Street, and 3rd Avenue North will require additional maintenance for pavement markings and striping.	-	24-28	$500,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_30	21st Street Underpass Improvements	The 21st Street Underpass has a low clearance of only 8.5 feet, limiting the vehicles that can pass through this route. With the congestion of 27th nearby, the City will increase the clearance to standard minimum of 14 feet to provide a route for emergency vehicles or larger commercial vehicles, especially during train crossings on 27th.	-	24-28	$5,000,000
R_37	SBBURD Unimproved Street Improvements	This project funds improvements to gravel or unimproved streets in the South Billings Boulevard Urban Renewal District (SBBURD).	-	24-28	$2,620,000
R_38	Wicks Lane - Main to Bitteroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	-	24-28	$2,200,000
				Total Funded OTHER Projects	**$17,250,000**


Alexander Rd
87
Bitterroot Dr
Dover Rd
Five Mile Rd
Alkali Creek Rd
Annandale Rd
Mary St
Gleneagles Blvd
Skyway Dr
Wicks Ln
Governors Blvd
Bench Blvd
Bitterroot Dr
94
90
Yellowstone River Rd
Hilltop Rd
Aronson Ave
Frontage Rd
Old Hardin Rd
Johnson Ln
Ford Rd
3
Molt Rd
62nd St
54th St
Shiloh Rd
Zimmerman Trl
Rimrock Rd
Rimrock Rd
Poly Dr
6th Ave
4th Ave
17th St
Virginia Ln
Minnesota Ave
30th St
Grand Ave
Grand Ave
15th St
Broadwater Ave
Division St
1st Ave
Coburn Rd
Central Ave
Central Ave
Central Ave
24th St
6th St
State Ave
Monad Rd
Daniel St
Billings Blvd
Sugar Ave
Shiloh Rd
32nd St
King Ave
King Ave
King Ave
Frontage Rd
48th St
Midland Rd
Gabel Rd
Hesper Rd
56th St
90
Zoo Dr
Jellison Rd
Frontage Rd
Wise Ln
Hillcrest Rd
Briarwood Blvd
MPO Planning Area Boundary
City of Billings Limits
Park / Open Space
Water
Data Sources: City of Billings, Yellowstone County

BILLINGS PLANNING AREA



- Billings MPO Boundary
- MPO Boundary Additions
- City of Billings Limits
- Park / Open Space

Data Sources: City of Billings, Yellowstone County

City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Anti-Graffiti Fund Donation of $2,500 from Rimrock Credit Union
PRESENTED BY: Tina Hoeger
Department: Planning & Community Services
Presentation: No
Legal Review: Not Applicable
Project Number: N/A

RECOMMENDATION

Staff recommends the City Council accept the $2,500 donation from the Rimrock Federal Credit Union.

EXECUTIVE SUMMARY

Per council policy, any donations exceeding the amount of $500 must be approved by City Council. This is a $2,500 donation from the Rimrock Federal Credit Union and must be approved by the City Council. These funds have been donated specifically to the anti-graffiti fund to support Code Enforcement's continued efforts to abate graffiti.

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

In April of 2024, City Council approved by resolution to create an anti-graffiti fund in accordance with BMCC Section 18-1116. The fund is used for rewards for information on graffiti taggers, materials to abate graffiti, and can also be used for graffiti mitigation projects such as murals. This donation will add to the fund, bringing the current balance to approximately $10,574.

The reward system has been advertised to the public; however, no one has come forward to date with information leading to the arrest of a graffiti tagger so no rewards have been paid out of this fund.

The Code Enforcement Division also is pursuing ongoing graffiti abatement activities City-wide and also is working on some mural projects to discourage graffiti on public and private infrastructure across the community.

FISCAL EFFECTS

There is only positive impact to the General Fund or Code Enforcement's main budget as the funds will be placed in the anti-graffiti fund to support graffiti abatement and issuance of graffiti rewards.

STAKEHOLDERS

The community is benefiting from the formation of this fund and the generous donations we have received to date. This fund has provided support to the Code Enforcement Division's efforts to abate graffiti city-wide.

ALTERNATIVES

The City Council May:

- Approve the donation of $2,500 to the anti-graffiti fund; or,
- Not approve the donation of $2,500 to the anti-graffiti fund. Not approving the donation would be contrary to the Council forming the anti-graffiti fund and encouraging a public-private partnership to fight graffiti in the community.

City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Payment of Claims for week of December 15th, 2025
PRESENTED BY: Erin Watterud
Department: Finance
Presentation: No
Legal Review: Not Applicable
Project Number: N/A

RECOMMENDATION
Staff recommends Council approve the Payment of Claims

EXECUTIVE SUMMARY
Claims in the amount of $5,851,386.65 have been reviewed and are presented for City Council payment approval. A complete listing of the claims for the week are available in the Finance Department.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)
Payment Approval Process
Every invoice for payment is entered into the City's accounting system and the backup documentation is scanned in and attached (physical invoices, additional e-mails explaining payments, bids, contracts, etc.). Each invoice goes through a multi-step approval process depending upon the amount of the payment. First, invoices are entered by the department requesting the payment and the department director or designee must perform an initial review and approval of the purchase. The number of approvals within the department can vary based upon the size of the department, but no less than one approver within each department must verify the payment.
Second, all payments, regardless of size, must be approved by the Purchasing Agent or designee. The Purchasing Agent will review the payment to ensure purchasing procedures are followed and appropriate documentation is attached. If the payment is greater than $1,000, then it must be approved by the Finance Director or designee. If that payment is greater than $10,000, then it must be approved by the City Administrator or Assistant City Administrator. Once all approvals are completed, the payment is able to be made and the Accounts Payable Clerk can print the check. After all checks are printed, a list of all checks in excess of $2,500 is generated and placed on the next City Council meeting for review.

FISCAL EFFECTS
Claims have a varying impact on department budgets, but are submitted by the departments and reviewed by Finance staff before being sent to the Council.

STAKEHOLDERS

ALTERNATIVES
No other alternatives were analyzed.

Attachments

CouncilMemo wk of 12152025

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	ACH	A & I Distributors	Fleet	$ 327.60	146067
12/15/2025	ACH	A & I Distributors	Fleet	$ 954.80	146067-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 982.30	146067-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 184.32	146067-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 191.04	146067-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 41.53	150362
12/15/2025	ACH	A & I Distributors	Fleet	$ 41.53	150362
12/15/2025	ACH	A & I Distributors	Fleet	$ 41.53	150362
12/15/2025	ACH	A & I Distributors	Fleet	$ 41.53	150362
12/15/2025	ACH	A & I Distributors	Fleet	$ 385.00	150362-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 385.00	150362-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 954.80	150362-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 982.30	150362-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 1,052.00	150362-00
12/15/2025	ACH	A & I Distributors	Fleet	$ 56.80	150362-00
12/15/2025	ACH	A & I Distributors	Solid Waste	$ 825.00	DEF for operation of Landfill
12/15/2025	ACH	A & I Distributors	Solid Waste	$ 2,237.56	Def/Super Clean for Collections
12/15/2025	ACH	A & I Distributors	Solid Waste	$ 1,783.74	Drum of Grease
12/15/2025	885829	Advanced Employment	Solid Waste	$ 232.00	Contract Labor for 11/16/2025...SW Coll
12/15/2025	885829	Advanced Employment	Solid Waste	$ 1,036.00	Contract Labor for SW Collections..Week
12/15/2025	885829	Advanced Employment	Solid Waste	$ 2,525.60	Contract Labor for week ending 11/21/202
12/15/2025	885829	Advanced Employment	Solid Waste	$ 945.00	Contract Labor for Week of 11/14/2025...
12/15/2025	885829	Advanced Employment	Solid Waste	$ 2,485.00	Contract Labor for week of 11/14/2025..L
12/15/2025	885829	Advanced Employment	Solid Waste	$ 145.60	Contract Labor for week of 11/14/2025..S
12/15/2025	885829	Advanced Employment	Solid Waste	$ 1,127.00	Contract Labor for week of 11/28/2025..S
12/15/2025	885831	ALPHA ROCK AVIATION CONSULTING	Airport	$ 37,091.30	Airport Governance Analysis & Transition Plan
12/15/2025	885834	Ambiente H2O	Wastewater	$ 47,955.00	3 Submersible RZP-Type Mixers
12/15/2025	885838	Arthur J Gallagher Risk Management Svcs	City Ins Fund	$ 7,367.00	Fiduciary Liability Inv. 5766852
12/15/2025	885840	AT & T Corp	Airport	$ 801.24	Airport -
12/15/2025	885840	AT & T Corp	Building	$ 592.98	Building Cell Phones -2090 44510 403450
12/15/2025	885840	AT & T Corp	Building	$ 41.85	Building Manager -Jessica Fust
12/15/2025	885840	AT & T Corp	Building	$ 314.44	Building Surfaces
12/15/2025	885840	AT & T Corp	Building	$ (131.21)	Building Surfaces

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885840	AT & T Corp	CDBG	$ 129.61	Comm Dev
12/15/2025	885840	AT & T Corp	Court Grants	$ 83.70	Muni Court DC
12/15/2025	885840	AT & T Corp	Engineering	$ 262.92	Engineering Cell Phones and MiFi
12/15/2025	885840	AT & T Corp	Engineering	$ 187.59	Engineering Tablets
12/15/2025	885840	AT & T Corp	Facilities	$ 41.85	Doug and Christian and Larry
12/15/2025	885840	AT & T Corp	Facilities	$ 83.70	Doug and Christian and Larry
12/15/2025	885840	AT & T Corp	Facilities	$ 83.70	Facilities Managers- John and Tricia
12/15/2025	885840	AT & T Corp	Fleet	$ 83.70	FLEET
12/15/2025	885840	AT & T Corp	General	$ 111.07	Code Enforcement +Trina Arnold
12/15/2025	885840	AT & T Corp	General	$ 41.85	FINANCE -Liz Kampa
12/15/2025	885840	AT & T Corp	General	$ 283.77	Legal Dept -Domestic Violence -
12/15/2025	885840	AT & T Corp	IT Resources	$ 81.56	IT Department -On call Phone -
12/15/2025	885840	AT & T Corp	Library	$ 30.74	Library
12/15/2025	885840	AT & T Corp	Library	$ 109.52	Library Out Reach
12/15/2025	885840	AT & T Corp	Park Dist 1	$ 366.89	Parks Dept.
12/15/2025	885840	AT & T Corp	Park Dist 1	$ 494.38	Parks Tablets
12/15/2025	885840	AT & T Corp	Park Dist 1	$ 209.25	PRPL - Recreation Division
12/15/2025	885840	AT & T Corp	Park Dist 1	$ 18.34	REC SeasonaL
12/15/2025	885840	AT & T Corp	Parking	$ 251.10	Parking Phones and scanner
12/15/2025	885840	AT & T Corp	Parking	$ 226.08	Parking Phones and scanner
12/15/2025	885840	AT & T Corp	PD Program	$ 41.85	POLICE -DOM. VIOLENCE -Katie Nash
12/15/2025	885840	AT & T Corp	Phone System	$ 4.50	IT Department -On call Phone -
12/15/2025	885840	AT & T Corp	Phone System	$ 71.52	IT iPads
12/15/2025	885840	AT & T Corp	Phone System	$ 43.88	TeleComm Manager Doug
12/15/2025	885840	AT & T Corp	Planning	$ 43.88	-PLANNING ANNA VICKERS
12/15/2025	885840	AT & T Corp	Public Safety	$ 255.48	Animal Control Cell Phones
12/15/2025	885840	AT & T Corp	Public Safety	$ 183.84	Animal Control -MDT
12/15/2025	885840	AT & T Corp	Public Safety	$ 55.02	Assistant chiefs
12/15/2025	885840	AT & T Corp	Public Safety	$ 91.26	Assistant chiefs
12/15/2025	885840	AT & T Corp	Public Safety	$ 61.28	CCSIU Toughbook
12/15/2025	885840	AT & T Corp	Public Safety	$ 311.29	Comm. Center 9-1-1 Cell and Surfaces
12/15/2025	885840	AT & T Corp	Public Safety	$ 49.48	Comm. Center 9-1-1 Cell and Surfaces
12/15/2025	885840	AT & T Corp	Public Safety	$ 30.64	Detective Chartier -Toughbook

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885840	AT & T Corp	Public Safety	$ 351.44	FIRE CRADLEPOINT AND DRONES
12/15/2025	885840	AT & T Corp	Public Safety	$ 102.03	FIRE CRADLEPOINT AND DRONES
12/15/2025	885840	AT & T Corp	Public Safety	$ 1,275.72	Fire Department Cell Phones
12/15/2025	885840	AT & T Corp	Public Safety	$ 247.40	FIRE EMS
12/15/2025	885840	AT & T Corp	Public Safety	$ 167.40	Fire EMS Cell Phone
12/15/2025	885840	AT & T Corp	Public Safety	$ 150.72	FIRE INSPECTIONS
12/15/2025	885840	AT & T Corp	Public Safety	$ 49.48	Fire iPads and Surfaces
12/15/2025	885840	AT & T Corp	Public Safety	$ 30.64	Fire iPads and Surfaces
12/15/2025	885840	AT & T Corp	Public Safety	$ 169.56	Fire iPads and Surfaces
12/15/2025	885840	AT & T Corp	Public Safety	$ 56.52	Fire iPads and Surfaces
12/15/2025	885840	AT & T Corp	Public Safety	$ 376.80	Fire Station iPads
12/15/2025	885840	AT & T Corp	Public Safety	$ 337.04	MDT Fire
12/15/2025	885840	AT & T Corp	Public Safety	$ 64.39	POLICE CRADLEPOINT
12/15/2025	885840	AT & T Corp	Public Safety	$ 115.21	POLICE CSO
12/15/2025	885840	AT & T Corp	Public Safety	$ 4,135.78	Police Department Cell Phone
12/15/2025	885840	AT & T Corp	Public Safety	$ 43.88	Police -Drone
12/15/2025	885840	AT & T Corp	Public Safety	$ 30.64	POLICE -ICAC
12/15/2025	885840	AT & T Corp	Public Safety	$ 3,306.91	Police MDT Toughbooks and Loaner MDT's
12/15/2025	885840	AT & T Corp	Public Safety	$ 153.20	Police MDT Toughbooks and Loaner MDT's
12/15/2025	885840	AT & T Corp	Public Safety	$ 30.64	SRO Richter Hot Spot CPC Tablets
12/15/2025	885840	AT & T Corp	Public Safety	$ 61.28	SRO Richter Hot Spot CPC Tablets
12/15/2025	885840	AT & T Corp	Public Safety	$ 159.42	Yellowstone Co Cellular Charges
12/15/2025	885840	AT & T Corp	Public Safety	$ 61.28	Yellowstone Co Cellular Charges
12/15/2025	885840	AT & T Corp	Solid Waste	$ 517.56	SOLID WASTE Cell and iPads
12/15/2025	885840	AT & T Corp	Solid Waste	$ 143.57	SOLID WASTE Cell and iPads
12/15/2025	885840	AT & T Corp	Solid Waste	$ 33.84	SOLID WASTE CRADLE POINT
12/15/2025	885840	AT & T Corp	Street/Traffic	$ 56.85	School Flashers
12/15/2025	885840	AT & T Corp	Street/Traffic	$ 551.32	Street Traffic iPads and Derick Surface
12/15/2025	885840	AT & T Corp	Street/Traffic	$ 33.84	Street Traffic iPads and Derick Surface
12/15/2025	885840	AT & T Corp	Transit	$ 43.88	MET
12/15/2025	885840	AT & T Corp	Transit	$ 43.88	MET
12/15/2025	885840	AT & T Corp	Transit	$ 40.65	MET
12/15/2025	885840	AT & T Corp	Transit	$ 20.92	MET

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885840	AT & T Corp	Transit	$ 41.98	MET
12/15/2025	885840	AT & T Corp	Transit	$ 26.33	MET
12/15/2025	885840	AT & T Corp	Transit	$ 43.88	MET
12/15/2025	885840	AT & T Corp	Transit	$ 6.70	MET
12/15/2025	885840	AT & T Corp	Transit	$ 125.55	MET
12/15/2025	885840	AT & T Corp	Transit	$ 26.81	MET
12/15/2025	885840	AT & T Corp	Transit	$ 20.93	MET
12/15/2025	885840	AT & T Corp	Transit	$ 43.88	MET
12/15/2025	885840	AT & T Corp	Transit	$ 43.88	MET
12/15/2025	885840	AT & T Corp	Transit	$ 17.55	MET
12/15/2025	885840	AT & T Corp	Transit	$ 281.86	MET Transit Tablets
12/15/2025	885840	AT & T Corp	Transit	$ 394.55	MET Transit Tablets
12/15/2025	885840	AT & T Corp	Wastewater	$ 179.09	PW Environmental
12/15/2025	885840	AT & T Corp	Wastewater	$ 267.03	PWBELKNAP-DIST COLL CELL PHONES
12/15/2025	885840	AT & T Corp	Wastewater	$ 439.56	PWBLKNP Electricians -Phones
12/15/2025	885840	AT & T Corp	Wastewater	$ 14.99	PWBLKNP STORES -75/25
12/15/2025	885840	AT & T Corp	Wastewater	$ 847.04	PWBLNP-WWTRMNT1 WTP and iPads
12/15/2025	885840	AT & T Corp	Wastewater	$ 119.20	PWBLNP-WWTRMNT1 WTP and iPads
12/15/2025	885840	AT & T Corp	Wastewater	$ 261.43	PW-Distribution Collection Tablets 50/50
12/15/2025	885840	AT & T Corp	Wastewater	$ 136.06	PW-Environmental
12/15/2025	885840	AT & T Corp	Water	$ 267.04	PWBELKNAP-DIST COLL CELL PHONES 50/50
12/15/2025	885840	AT & T Corp	Water	$ 983.90	PWBELKNAP-WT Water Treatment
12/15/2025	885840	AT & T Corp	Water	$ 67.68	PWBELKNAP-WT Water Treatment
12/15/2025	885840	AT & T Corp	Water	$ 400.23	PWBLKNP COMM-METER CityWorks/Neptune
12/15/2025	885840	AT & T Corp	Water	$ 378.68	PWBLKNP MTRSHOP CELL PHONE AND IPADS
12/15/2025	885840	AT & T Corp	Water	$ 3,274.07	PWBLKNP MTRSHOP CELL PHONE AND IPADS
12/15/2025	885840	AT & T Corp	Water	$ 44.98	PWBLKNP STORES -75/25
12/15/2025	885840	AT & T Corp	Water	$ 261.42	PW-Distribution Collection Tablets 50/50
12/15/2025	885846	Bcs Scrip	City Ins Fund	$ 29,400.00	HIW Gift Card through November 2025
12/15/2025	885851	Blue Ridge Services Montana	Solid Waste	$ 2,537.50	CORE Assessment and On-Demand Safety Train
12/15/2025	885864	Clark Fork Maintenance	Facilities	$ 5,630.00	SoW was to create positive drainage away
12/15/2025	885874	Dakota Supply Group	Water	$ 85.00	102 SPIROL PIN FOR WB67 - (SP-W102)
12/15/2025	885874	Dakota Supply Group	Water	$ 543.71	12" HYMAX 2 COUPLING (12.40-13.66)

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885874	Dakota Supply Group	Water	$ 124.20	162 WEATHER SHIELD NUT GASKET - WB67
12/15/2025	885874	Dakota Supply Group	Water	$ 438.04	4" X 10" REPAIR CLAMP CI_FC - F1_514 X 10
12/15/2025	885874	Dakota Supply Group	Water	$ 914.74	6" X 30" CI-FC REPAIR CLAMP - F1-724 X 30 -SH
12/15/2025	885874	Dakota Supply Group	Water	$ 375.61	8" HYMAX COUPLING - 8.54-9.84 (86054021716)
12/15/2025	885874	Dakota Supply Group	Water	$ 237.03	GASKET STANDPIPE UPPER - AFC P/N 92 (52248)
12/15/2025	885876	Desert Mountain Corporation	Street/Traffic	$ 6,073.78	slicer for snow/ice removal
12/15/2025	ACH	Dick Anderson Construction	Water	$ 773,692.45	WO 19-12 West End Reservoir Const Services
12/15/2025	ACH	Dick Anderson Construction	Water	$ 1,791,530.10	WO 26-16 West End Reservoir Const Services
12/15/2025	885877	Downtown Billings Partnership	Tax Incrmnt N27	$ 27,175.42	FY26 DT TIF Operating Agreement. $326,105.00
12/15/2025	885879	EBMS	City Ins Fund	$ 825.00	Monthly billings statement for January 1, 2026
12/15/2025	885879	EBMS	City Ins Fund	$ 43,062.50	Monthly billings statement for January 1, 2026
12/15/2025	885879	EBMS	City Ins Fund	$ 82,927.54	Monthly billings statement for January 1, 2026
12/15/2025	885879	EBMS	City Ins Fund	$ 1,249.50	Monthly billings statement for January 1, 2026
12/15/2025	885879	EBMS	City Ins Fund	$ 1,815.00	Monthly billings statement for January 1, 2026
12/15/2025	885879	EBMS	City Ins Fund	$ 8,281.38	Monthly billings statement for January 1, 2026
12/15/2025	885879	EBMS	Payroll Clearing	$ 13,550.86	Monthly billings statement for January 1, 2026
12/15/2025	885880	Econo Print	General	$ 61.85	SSTF December Newsletter dtd 12-8-25
12/15/2025	885880	Econo Print	Solid Waste	$ 6,876.27	scale house invoices
12/15/2025	885881	Ecoverse Industries	Solid Waste	$ 9,661.31	GRINDER REMOTE
12/15/2025	885882	Emerson	Water	$ 2,728.99	Mountain View & Waldo discharge Pressure
12/15/2025	885883	Empire Heating & Cooling	Solid Waste	$ 2,637.50	service on exhaust fans
12/15/2025	885885	Farstad Oil	Transit	$ 2,240.00	IN-999926-25 5w40 oil
12/15/2025	885885	Farstad Oil	Transit	$ 438.94	IN-999926-25 ELC antifreeze
12/15/2025	885890	Fish Wildlife And Parks	Trl Donate	$ 2,989.27	RTP Reimbursement on retainage claim RTP2304
12/15/2025	885893	Friedel Clinic	General	$ 2,631.00	25 Sept. BMC Subsidy
12/15/2025	885896	Hanover Displays	Transit	$ 8,000.00	Transit Wireless Destination Signs
12/15/2025	885899	High Point Networks	Airport	$ 2,034.00	Monthly WIFI Management Fees
12/15/2025	885899	High Point Networks	Library	$ 740.00	2801485 Firewall monthly service
12/15/2025	885902	Insight Public Sector	General	$ 11,812.64	Qty 6 Surfaces Pros New Council and New Mayor
12/15/2025	885902	Insight Public Sector	General	$ 92.35	Surface Pro 11, Legal
12/15/2025	885902	Insight Public Sector	General	$ 2,119.47	Surface Pro 11, Legal
12/15/2025	885906	JC Billion	Wastewater	$ 23,933.00	One new current 2026 model one ton 4-wheel
12/15/2025	885906	JC Billion	Water	$ 23,933.00	One new current 2026 model one ton 4-wheel

Check Date	Check #	Name	Fund Name		Amount	Item Desc
12/15/2025	ACH	Joe Johnson Equipment	Street/Traffic	$	6,250.00	Broom wire for Units
12/15/2025	ACH	Joe Johnson Equipment	Wastewater	$	310.90	NOZZLE INSERTS
12/15/2025	ACH	Joe Johnson Equipment	Wastewater	$	69.73	RELIEF VALVE
12/15/2025	ACH	Joe Johnson Equipment	Wastewater	$	57.80	RUBBER ELBOW
12/15/2025	ACH	Joe Johnson Equipment	Water	$	310.90	NOZZLE INSERTS
12/15/2025	ACH	Joe Johnson Equipment	Water	$	69.74	RELIEF VALVE
12/15/2025	ACH	Joe Johnson Equipment	Water	$	57.81	RUBBER ELBOW
12/15/2025	885908	Karpel Solutions	General	$	8,018.76	Karpel Solutions Invoice #75336 ($8,018.76)
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	12.43	136867
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	14.16	136867
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	374.95	136925
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	374.95	136925
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	4,099.96	136958
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	4,470.88	137033
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	23.74	600965
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	168.54	600965
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	361.60	600965
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	150.00	601020
12/15/2025	ACH	Kois Brothers Equipment	Fleet	$	187.50	601020
12/15/2025	ACH	Kois Brothers Equipment	Street/Traffic	$	2,035.98	137082
12/15/2025	885912	L P Anderson Tire Co	Public Safety	$	76.20	NONE; ALIGNMENT
12/15/2025	885912	L P Anderson Tire Co	Public Safety	$	3,675.96	TIRE,STEMS,DISMNT & MNT
12/15/2025	885914	Langlas & Associates	Tax Incrmnt S	$	1,643,998.00	App App No. 8 Amend Park Recreation Campus
12/15/2025	885916	Mailing Technical Services	Central Services	$	4,621.17	Postage for November, 2025
12/15/2025	885916	Mailing Technical Services	Library	$	77.07	LIBR Library mailing November 2025
12/15/2025	885919	Montana CSED	Payroll Clearing	$	6,142.70	Payroll Summary
12/15/2025	885920	Montana Dakota Utilities	Airport	$	752.43	285 580 1000 6
12/15/2025	885920	Montana Dakota Utilities	Airport	$	6,395.22	595 580 1000 1
12/15/2025	885920	Montana Dakota Utilities	Airport	$	1,346.00	706 580 1000 7
12/15/2025	885920	Montana Dakota Utilities	Facilities	$	606.79	130 733 1000 8
12/15/2025	885920	Montana Dakota Utilities	Facilities	$	5,378.75	375 963 4481 4
12/15/2025	885920	Montana Dakota Utilities	Facilities	$	2,452.44	757 633 1000 2
12/15/2025	885920	Montana Dakota Utilities	Facilities	$	121.14	799 152 1209 0

Check Date	Check #	Name	Fund Name	Amount		Item Desc
12/15/2025	885920	Montana Dakota Utilities	Facilities	$ 3,295.33	989 733 1000 0	
12/15/2025	885920	Montana Dakota Utilities	Facilities	$ 406.79	993 733 1000 4	
12/15/2025	885920	Montana Dakota Utilities	Library	$ 2,384.50	219 924 4851 0	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 78.55	061 943 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 205.47	112 138 9381 8	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 75.09	371 101 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 190.70	437 780 1000 9	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 64.53	501 473 1000 2	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 256.39	571 295 3342 8	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 131.02	703 760 1000 8	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 173.24	879 660 1000 8	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 269.37	902 360 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Park Dist 1	$ 72.94	927 890 1000 3	
12/15/2025	885920	Montana Dakota Utilities	Parking	$ 31.23	717 353 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 31.23	062 907 9494 7	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 965.18	169 233 1000 3	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 963.95	307 111 5825 0	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 60.46	357 004 5071 7	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 370.56	442 190 1000 4	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 31.23	514 117 0478 9	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 223.54	533 653 1000 1	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 81.56	602 589 7178 1	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 239.35	668 670 1000 2	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 227.07	672 860 1000 3	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 921.62	819 360 1000 8	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 490.57	885 880 1000 4	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 56.38	930 442 2308 4	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 53.91	958 650 1000 3	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 99.93	959 389 9168 4	
12/15/2025	885920	Montana Dakota Utilities	Public Safety	$ 125.52	971 487 8549 2	
12/15/2025	885920	Montana Dakota Utilities	Solid Waste	$ 648.26	284 225 1320 1	
12/15/2025	885920	Montana Dakota Utilities	Solid Waste	$ 114.02	602 680 9335 2	
12/15/2025	885920	Montana Dakota Utilities	Solid Waste	$ 497.97	770 390 1000 2	

Check Date	Check #	Name	Fund Name	Amount		Item Desc
12/15/2025	885920	Montana Dakota Utilities	Transit	$ 613.56	962 880 1000 0	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 366.06	017 739 3911 9	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 4,424.23	293 780 1000 2	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 8,848.46	293 780 1000 2	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 4,424.23	293 780 1000 2	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 157.16	310 490 1000 7	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 74.16	410 490 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 184.41	470 750 1000 0	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 59.70	559 250 1000 5	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 163.18	596 733 1000 5	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 161.67	713 064 3190 0	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 69.72	735 453 1000 2	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 162.41	843 879 2205 1	
12/15/2025	885920	Montana Dakota Utilities	Wastewater	$ 109.48	868 563 1000 7	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 179.73	010 490 1000 0	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 78.55	076 225 9180 3	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 57.93	110 490 1000 9	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 70.29	162 660 1000 4	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 191.92	209 077 5055 6	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 212.70	210 490 1000 8	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 471.47	310 490 1000 7	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 32.25	373 580 1000 9	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 32.25	373 580 1000 9	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 222.47	410 490 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 2,400.40	500 490 1000 7	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 103.75	510 490 1000 5	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 60.08	527 033 1000 4	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 97.56	541 380 1000 1	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 72.94	566 923 1000 8	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 16.76	600 490 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 16.76	600 490 1000 6	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 115.94	610 490 1000 4	
12/15/2025	885920	Montana Dakota Utilities	Water	$ 80.83	666 923 1000 7	

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885920	Montana Dakota Utilities	Water	$ 219.85	700 490 1000 5
12/15/2025	885920	Montana Dakota Utilities	Water	$ 271.74	800 490 1000 4
12/15/2025	885920	Montana Dakota Utilities	Water	$ 35.64	832 001 1000 1
12/15/2025	885920	Montana Dakota Utilities	Water	$ 541.09	900 490 1000 3
12/15/2025	885920	Montana Dakota Utilities	Water	$ 166.74	921 580 1000 6
12/15/2025	885921	MFPE	Payroll Clearing	$ 2,997.28	Payroll Summary
12/15/2025	ACH	MMIA	Property Ins	$ 39,765.13	December 2025 Deductible Recovery Invoice
12/15/2025	885922	Montana Peterbilt	Fleet	$ 608.04	125730BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 71.54	125730BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 69.69	125912BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 452.05	125959BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 143.16	125959BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 255.30	125975BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 10.26	125978BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 125.45	126055BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 109.05	126108BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 571.86	126115BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 604.15	126237BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 212.50	126237BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 173.32	126237BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ 86.66	126237BL
12/15/2025	885922	Montana Peterbilt	Fleet	$ (212.50)	CM126237BL
12/15/2025	885922	Montana Peterbilt	Transit	$ 250.00	127293BL core (1841, WO: 1841- 2026-666)
12/15/2025	885922	Montana Peterbilt	Transit	$ 1,320.61	127293BL DEF doser pump (1841, WO: 2026-666)
12/15/2025	885922	Montana Peterbilt	Transit	$ 10.48	127440BL EGR gasket
12/15/2025	885922	Montana Peterbilt	Transit	$ 5.05	127440BL EGR gaskets
12/15/2025	885922	Montana Peterbilt	Transit	$ 96.26	127443BL EGR seal
12/15/2025	885922	Montana Peterbilt	Transit	$ 62.50	127531BL core exchange
12/15/2025	885922	Montana Peterbilt	Transit	$ 831.94	127531BL EGR
12/15/2025	885922	Montana Peterbilt	Transit	$ 131.68	127531BL fuel filters
12/15/2025	885922	Montana Peterbilt	Transit	$ (250.00)	CM127293BL core- CREDIT
12/15/2025	885922	Montana Peterbilt	Transit	$ (62.50)	CM127531BL core- CREDIT
12/15/2025	885924	MSFA	Payroll Clearing	$ 6,529.34	Payroll Summary

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12/15/2025	885925	Morrison Maierle	Airport	$	146,095.77	Ticketing Area & Baggage Belt System - Fed
12/15/2025	885925	Morrison Maierle	Airport	$	7,689.25	Ticketing Area & Baggage Belt System - Local El
12/15/2025	885925	Morrison Maierle	Airport	$	43,122.82	Ticketing Area & Baggage Belt System - Non El
12/15/2025	885927	MPPA	Payroll Clearing	$	3,957.66	Payroll Summary
12/15/2025	885930	MT Dept of Revenue-CGR2	Public Safety	$	626.10	TW Ridley - Station 5 Interior Remodel
12/15/2025	885930	MT Dept of Revenue-CGR2	Tax Incrmnt S	$	16,606.04	Pay App No. 8 Amend Park Recreation Campus
12/15/2025	885930	MT Dept of Revenue-CGR2	Water	$	7,815.08	WO 19-12 West End Reservoir Project
12/15/2025	885930	MT Dept of Revenue-CGR2	Water	$	18,096.26	WO 26-16 West End Reservoir Const Services
12/15/2025	885931	Nachurs Alpine Solutions Corp	Airport	$	22,178.55	Invoice #IN00186169. Runway De Ice Liquid
12/15/2025	885932	Napa Auto Parts	Fleet	$	29.42	703885
12/15/2025	885932	Napa Auto Parts	Fleet	$	31.62	703891
12/15/2025	885932	Napa Auto Parts	Fleet	$	7.20	703896
12/15/2025	885932	Napa Auto Parts	Fleet	$	13.63	703976
12/15/2025	885932	Napa Auto Parts	Fleet	$	14.40	703980
12/15/2025	885932	Napa Auto Parts	Fleet	$	7.26	704005
12/15/2025	885932	Napa Auto Parts	Fleet	$	213.98	704027
12/15/2025	885932	Napa Auto Parts	Fleet	$	16.92	704188
12/15/2025	885932	Napa Auto Parts	Fleet	$	370.00	704191
12/15/2025	885932	Napa Auto Parts	Fleet	$	18.30	704199
12/15/2025	885932	Napa Auto Parts	Fleet	$	120.88	704328
12/15/2025	885932	Napa Auto Parts	Fleet	$	78.95	704328
12/15/2025	885932	Napa Auto Parts	Fleet	$	137.84	704328
12/15/2025	885932	Napa Auto Parts	Fleet	$	84.09	704328
12/15/2025	885932	Napa Auto Parts	Fleet	$	38.90	704422
12/15/2025	885932	Napa Auto Parts	Fleet	$	101.17	704422
12/15/2025	885932	Napa Auto Parts	Fleet	$	22.26	704430
12/15/2025	885932	Napa Auto Parts	Fleet	$	7.47	704742
12/15/2025	885932	Napa Auto Parts	Fleet	$	21.52	704744
12/15/2025	885932	Napa Auto Parts	Fleet	$	6.26	704824
12/15/2025	885932	Napa Auto Parts	Fleet	$	156.73	704861
12/15/2025	885932	Napa Auto Parts	Fleet	$	46.73	704903
12/15/2025	885932	Napa Auto Parts	Fleet	$	276.00	705025
12/15/2025	885932	Napa Auto Parts	Fleet	$	78.95	705025

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12/15/2025	885932	Napa Auto Parts	Fleet	$ 84.09	705025
12/15/2025	885932	Napa Auto Parts	Fleet	$ 117.98	705113
12/15/2025	885932	Napa Auto Parts	Fleet	$ 276.00	705113
12/15/2025	885932	Napa Auto Parts	Fleet	$ 7.68	705167
12/15/2025	885932	Napa Auto Parts	Fleet	$ 167.76	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 114.48	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 117.72	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 93.67	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 51.05	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 55.36	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 57.18	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 35.13	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 71.04	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 90.28	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 107.33	705303
12/15/2025	885932	Napa Auto Parts	Fleet	$ 14.74	705399
12/15/2025	885932	Napa Auto Parts	Fleet	$ 14.61	705417
12/15/2025	885932	Napa Auto Parts	Fleet	$ 5.64	705499
12/15/2025	885932	Napa Auto Parts	Fleet	$ 10.91	705519
12/15/2025	885932	Napa Auto Parts	Fleet	$ 3.89	705519
12/15/2025	885932	Napa Auto Parts	Fleet	$ 80.58	705543
12/15/2025	885932	Napa Auto Parts	Fleet	$ (93.67)	705595
12/15/2025	885932	Napa Auto Parts	Fleet	$ 8.96	705640
12/15/2025	885932	Napa Auto Parts	Fleet	$ 4.22	705641
12/15/2025	885932	Napa Auto Parts	Fleet	$ 4.89	705667
12/15/2025	885932	Napa Auto Parts	Fleet	$ 58.75	705733
12/15/2025	885932	Napa Auto Parts	Fleet	$ 46.73	705744
12/15/2025	885932	Napa Auto Parts	Fleet	$ 347.24	705792
12/15/2025	885932	Napa Auto Parts	Fleet	$ 290.72	705792
12/15/2025	885932	Napa Auto Parts	Fleet	$ 73.08	705792
12/15/2025	885932	Napa Auto Parts	Fleet	$ 80.58	705792
12/15/2025	885932	Napa Auto Parts	Fleet	$ 21.44	706972
12/15/2025	885932	Napa Auto Parts	Fleet	$ 97.88	707003

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12/15/2025	885932	Napa Auto Parts	Fleet	$ 22.19	707053
12/15/2025	885932	Napa Auto Parts	Fleet	$ 1,950.00	711852
12/15/2025	885932	Napa Auto Parts	Fleet	$ 409.50	712241
12/15/2025	885932	Napa Auto Parts	Fleet	$ 304.53	712241
12/15/2025	885932	Napa Auto Parts	Fleet	$ 43.68	712241
12/15/2025	885932	Napa Auto Parts	Fleet	$ 219.03	712241
12/15/2025	885932	Napa Auto Parts	Fleet	$ 66.15	712450
12/15/2025	885932	Napa Auto Parts	Fleet	$ 156.36	712749
12/15/2025	885932	Napa Auto Parts	Fleet	$ 27.84	712749
12/15/2025	885932	Napa Auto Parts	Fleet	$ 43.44	712749
12/15/2025	885932	Napa Auto Parts	Fleet	$ 38.94	712749
12/15/2025	885932	Napa Auto Parts	Fleet	$ 68.28	712749
12/15/2025	885932	Napa Auto Parts	Fleet	$ 90.36	712749
12/15/2025	885932	Napa Auto Parts	Fleet	$ 21.80	712749
12/15/2025	885932	Napa Auto Parts	Fleet	$ 10.98	712749
12/15/2025	885937	NorthWestern Energy	Airport	$ 15.25	0712534-7. Gate 16 Light. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 71.93	0712535-4. Employee Parking. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 34.07	0712791-3. Gate 16. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 33.07	0712795-4. Gate17. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 31.52	0712797-0. Gate 9. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 27.69	0712805-1. IP-10. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 23.06	0712813-5. Burn Pit. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 33.18	0719759-3. Gate 12. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 86.45	0719760-1. Gate 14. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 35.10	0719761-9. Gate 15. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 33.70	0719762-7. Gate 13. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 32.80	0720296-3. Gate 29. November 2025
12/15/2025	885937	NorthWestern Energy	Airport	$ 53.32	2114868-9. Runway Weather System. Nov 2025
12/15/2025	885937	NorthWestern Energy	Building	$ 31.39	1569631-3
12/15/2025	885937	NorthWestern Energy	Facilities	$ 462.06	0720829-1
12/15/2025	885937	NorthWestern Energy	Facilities	$ 30.24	3866815-8
12/15/2025	885937	NorthWestern Energy	Facilities	$ 122.78	3922089-2
12/15/2025	885937	NorthWestern Energy	Facilities	$ 11,021.22	3927205-9

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 1,161.70	0100506-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 130.56	0712538-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 60.62	0712539-6
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 224.61	0712683-2
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 89.24	0720841-6
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.17	0722253-2
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 217.02	0722256-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 98.61	0722257-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 24.38	0722258-1
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 29.20	0722259-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 16.75	0722260-7
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 15.74	0722261-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 20.69	0722262-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 56.15	0722265-6
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 10.33	0722272-2
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 110.37	0722273-0
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 10.68	0722274-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 102.19	0722275-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 34.43	0722277-1
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 35.04	0722278-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 15.25	0722279-7
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.17	0722280-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.17	0722281-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.17	0722283-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.17	0722284-7
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 15.25	0722808-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 24.21	0722852-1
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 24.38	0722862-0
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 63.40	0722901-6
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.71	0722976-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 128.66	0722995-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 92.74	0723005-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.17	0723025-3

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12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 10.96	0723027-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 35.23	0723044-4
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.05	0723046-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.05	0723049-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 5.56	0723051-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 34.56	0723064-2
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 34.56	0723065-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 32.00	0723090-7
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 53.51	0723170-7
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 13.62	0723391-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 67.61	0723884-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 34.56	0723887-6
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 10.39	0793134-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 49.19	0813489-2
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 6.00	0831702-6
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 36.76	0920801-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 42.92	0978917-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 136.86	0999807-1
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 10.92	1141284-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.17	1156527-2
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.43	1230066-1
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.05	1588262-4
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 27.02	1635289-0
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 0.54	1692666-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 11.55	1849408-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.57	1902257-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 17.17	1904944-4
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 28.11	1941243-6
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.05	3020837-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.05	3178260-0
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.81	3241436-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 22.05	3477233-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 29.09	3771457-3

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12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 55.07	3999603-8
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 32.00	4081700-9
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 62.10	4148708-3
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 83.03	4204010-5
12/15/2025	885937	NorthWestern Energy	Park Dist 1	$ 64.31	4307764-3
12/15/2025	885937	NorthWestern Energy	Parking	$ 1,622.63	0720834-1
12/15/2025	885937	NorthWestern Energy	Parking	$ 1,308.91	1569636-2
12/15/2025	885937	NorthWestern Energy	Parking	$ 1,088.24	1594282-4
12/15/2025	885937	NorthWestern Energy	Parking	$ 122.38	3835890-9
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 6.89	0722272-2
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.17	0723384-4
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 24.01	0723385-1
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 24.01	0723386-9
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 24.01	0723387-7
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 24.01	0723388-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 9.09	0723391-9
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.63	0723392-7
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.57	0723393-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.17	0723394-3
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.17	0723395-0
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.17	0723396-8
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.17	0723397-6
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.17	0723398-4
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.17	0723835-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 24.38	0723836-3
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.30	0723840-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 5.23	0723879-3
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.57	0723883-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.41	0723885-0
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.81	0881455-0
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.54	0971824-8
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 4.24	1045813-1
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.53	1265177-4

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12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.54	1312707-1
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.42	1396192-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.41	1425364-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.73	1513796-1
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 10.60	1513800-1
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 24.74	1513802-7
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.05	1513804-3
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.57	1514388-6
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 22.81	1564209-3
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.54	2041362-1
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.41	3707234-5
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.41	3707235-2
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 0.41	3707236-0
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 4.20	4103439-8
12/15/2025	885937	NorthWestern Energy	Parks Maint	$ 173.85	4299970-6
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 28.46	0712532-1
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 461.05	0712537-0
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 338.08	0720840-8
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 954.53	1183483-5
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 149.55	1984150-1
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 170.84	1984155-0
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 2,296.54	3448739-7
12/15/2025	885937	NorthWestern Energy	Public Safety	$ 279.32	4045328-4
12/15/2025	885937	NorthWestern Energy	Radio	$ 338.87	0721580-9
12/15/2025	885937	NorthWestern Energy	Radio	$ 166.03	1006915-1
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 22.30	0855404-0
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 4.09	1045820-6
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 142.35	1738989-1
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 1.24	1797828-9
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 33.70	2047000-1
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 23.59	2047007-6
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 23.98	2047010-0
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 23.31	2047011-8

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12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 23.46	2047013-4
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 23.46	2047017-5
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 23.46	2047018-3
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 23.31	2047019-1
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 1.44	3088038-9
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 0.63	3590004-2
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 61.85	3648861-7
12/15/2025	885937	NorthWestern Energy	Street/Traffic	$ 22.05	3660075-7
12/15/2025	885937	NorthWestern Energy	Transit	$ 41.06	0712764-0
12/15/2025	885937	NorthWestern Energy	Transit	$ 453.69	0719225-5
12/15/2025	885937	NorthWestern Energy	Transit	$ 330.05	1784756-7
12/15/2025	885937	NorthWestern Energy	Transit	$ 6,709.01	4270013-8
12/15/2025	885937	NorthWestern Energy	Transit	$ 2,212.56	December electric- METroplex
12/15/2025	885937	NorthWestern Energy	Wastewater	$ 69,998.52	0100591-7
12/15/2025	885937	NorthWestern Energy	Wastewater	$ 1,035.50	0100606-3
12/15/2025	885937	NorthWestern Energy	Wastewater	$ 139.92	0723383-6
12/15/2025	885937	NorthWestern Energy	Wastewater	$ 374.05	0723878-5
12/15/2025	885937	NorthWestern Energy	Wastewater	$ 29.99	1704025-4
12/15/2025	885937	NorthWestern Energy	Wastewater	$ 86.42	1704030-4
12/15/2025	885937	NorthWestern Energy	Wastewater	$ 1,514.41	2132749-9
12/15/2025	885937	NorthWestern Energy	Water	$ 531.77	0100478-7
12/15/2025	885937	NorthWestern Energy	Water	$ 6,384.83	0100540-4
12/15/2025	885937	NorthWestern Energy	Water	$ 3,106.50	0100606-3
12/15/2025	885937	NorthWestern Energy	Water	$ 78,698.04	0100606-3
12/15/2025	885937	NorthWestern Energy	Water	$ 25.83	0722249-0
12/15/2025	885937	NorthWestern Energy	Water	$ 197.13	0722252-4
12/15/2025	885937	NorthWestern Energy	Water	$ 2,551.11	0722270-6
12/15/2025	885937	NorthWestern Energy	Water	$ 2,134.45	0723043-6
12/15/2025	885937	NorthWestern Energy	Water	$ 23.59	1160807-2
12/15/2025	885937	NorthWestern Energy	Water	$ 5.20	1346673-5
12/15/2025	885937	NorthWestern Energy	Water	$ 22.43	1867265-9
12/15/2025	885937	NorthWestern Energy	Water	$ 404.22	805 Constitution Ave...Nov 2025
12/15/2025	885942	Orion Planning + Design	Planning	$ 39,130.67	MT Billings Land Use Plan and FLUM - 100% City

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12/15/2025	885944	Polydyne	Wastewater	$ 58,608.00	Clarifloc
12/15/2025	885948	Pride of Montana	Facilities	$ 16,555.00	Monthly Cleaning of the Stillwater Building
12/15/2025	885951	Public Utilities	Facilities	$ 176.90	3080251
12/15/2025	885951	Public Utilities	Facilities	$ 992.45	3090329
12/15/2025	885951	Public Utilities	Facilities	$ 115.09	3100365
12/15/2025	885951	Public Utilities	Facilities	$ 307.56	3113425
12/15/2025	885951	Public Utilities	Facilities	$ 1,007.34	3113479
12/15/2025	885951	Public Utilities	Park Dist 1	$ 265.54	3060453
12/15/2025	885951	Public Utilities	Park Dist 1	$ 61.72	3064232
12/15/2025	885951	Public Utilities	Park Dist 1	$ 13.22	3066384
12/15/2025	885951	Public Utilities	Park Dist 1	$ 407.56	3068022
12/15/2025	885951	Public Utilities	Park Dist 1	$ 13.22	3086379
12/15/2025	885951	Public Utilities	Park Dist 1	$ 42.12	3086387
12/15/2025	885951	Public Utilities	Park Dist 1	$ 380.60	3086388
12/15/2025	885951	Public Utilities	Park Dist 1	$ 246.86	3089293
12/15/2025	885951	Public Utilities	Park Dist 1	$ 515.92	3091164
12/15/2025	885951	Public Utilities	Park Dist 1	$ 1,686.76	3091294
12/15/2025	885951	Public Utilities	Park Dist 1	$ 36.30	3098105
12/15/2025	885951	Public Utilities	Park Dist 1	$ 13.22	3098113
12/15/2025	885951	Public Utilities	Park Dist 1	$ 13.22	3109445
12/15/2025	885951	Public Utilities	Park Dist 1	$ 50.04	3109451
12/15/2025	885951	Public Utilities	Park Dist 1	$ 345.93	3110120
12/15/2025	885951	Public Utilities	Park Dist 1	$ 159.10	3111950
12/15/2025	885951	Public Utilities	Park Dist 1	$ 666.56	3113369
12/15/2025	885951	Public Utilities	Parking	$ 510.97	3088608
12/15/2025	885951	Public Utilities	Parks Maint	$ 4,011.60	3059048
12/15/2025	885951	Public Utilities	Parks Maint	$ 254.73	3061212
12/15/2025	885951	Public Utilities	Parks Maint	$ 333.38	3063374
12/15/2025	885951	Public Utilities	Parks Maint	$ 58.18	3063384
12/15/2025	885951	Public Utilities	Parks Maint	$ 10,665.19	3063385
12/15/2025	885951	Public Utilities	Parks Maint	$ 19.16	3064055
12/15/2025	885951	Public Utilities	Parks Maint	$ 111.78	3067458
12/15/2025	885951	Public Utilities	Parks Maint	$ 1,692.48	3069969

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12/15/2025	885951	Public Utilities	Parks Maint	$ 385.63	3072961
12/15/2025	885951	Public Utilities	Parks Maint	$ 24.48	3072990
12/15/2025	885951	Public Utilities	Parks Maint	$ 29.13	3073704
12/15/2025	885951	Public Utilities	Parks Maint	$ 192.76	3074740
12/15/2025	885951	Public Utilities	Parks Maint	$ 24.48	3074748
12/15/2025	885951	Public Utilities	Parks Maint	$ 28.68	3074750
12/15/2025	885951	Public Utilities	Parks Maint	$ 22.08	3074751
12/15/2025	885951	Public Utilities	Parks Maint	$ 149.60	3074752
12/15/2025	885951	Public Utilities	Parks Maint	$ 17.62	3074753
12/15/2025	885951	Public Utilities	Parks Maint	$ 362.88	3075407
12/15/2025	885951	Public Utilities	Parks Maint	$ 8.81	3075860
12/15/2025	885951	Public Utilities	Parks Maint	$ 30.89	3075860
12/15/2025	885951	Public Utilities	Parks Maint	$ 24.48	3078687
12/15/2025	885951	Public Utilities	Parks Maint	$ 28.68	3081602
12/15/2025	885951	Public Utilities	Parks Maint	$ 24.48	3084220
12/15/2025	885951	Public Utilities	Parks Maint	$ 28.68	3086389
12/15/2025	885951	Public Utilities	Parks Maint	$ 38.98	3086390
12/15/2025	885951	Public Utilities	Parks Maint	$ 111.78	3086391
12/15/2025	885951	Public Utilities	Parks Maint	$ 28.68	3086392
12/15/2025	885951	Public Utilities	Parks Maint	$ 38.58	3086393
12/15/2025	885951	Public Utilities	Parks Maint	$ 24.48	3086929
12/15/2025	885951	Public Utilities	Parks Maint	$ 391.48	3090572
12/15/2025	885951	Public Utilities	Parks Maint	$ 24.48	3095935
12/15/2025	885951	Public Utilities	Parks Maint	$ 13.22	3098114
12/15/2025	885951	Public Utilities	Parks Maint	$ 6.61	3098115
12/15/2025	885951	Public Utilities	Parks Maint	$ 35.29	3098115
12/15/2025	885951	Public Utilities	Parks Maint	$ 1,442.08	3098116
12/15/2025	885951	Public Utilities	Parks Maint	$ 28.68	3098117
12/15/2025	885951	Public Utilities	Parks Maint	$ 22.08	3098999
12/15/2025	885951	Public Utilities	Parks Maint	$ 8.81	3107297
12/15/2025	885951	Public Utilities	Parks Maint	$ 188.79	3107297
12/15/2025	885951	Public Utilities	Parks Maint	$ 28.68	3107305
12/15/2025	885951	Public Utilities	Parks Maint	$ 28.46	3107704

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12/15/2025	885951	Public Utilities	Parks Maint	$ 271.49	3107704
12/15/2025	885951	Public Utilities	Parks Maint	$ 938.13	3108190
12/15/2025	885951	Public Utilities	Parks Maint	$ 299.28	3109457
12/15/2025	885951	Public Utilities	Parks Maint	$ 22.08	3109458
12/15/2025	885951	Public Utilities	Parks Maint	$ 29.13	3109460
12/15/2025	885951	Public Utilities	Parks Maint	$ 22.08	3113693
12/15/2025	885951	Public Utilities	Parks Maint	$ 443.13	3113702
12/15/2025	885951	Public Utilities	Parks Maint	$ 1,599.36	3114277
12/15/2025	885951	Public Utilities	Public Safety	$ 165.62	3063998
12/15/2025	885951	Public Utilities	Public Safety	$ 81.76	3110936
12/15/2025	885951	Public Utilities	Solid Waste	$ 16.12	3077970
12/15/2025	885951	Public Utilities	Solid Waste	$ 180.00	3092576
12/15/2025	885951	Public Utilities	Solid Waste	$ 12.05	3112719
12/15/2025	885951	Public Utilities	Street/Traffic	$ 4,946.28	3058560
12/15/2025	885951	Public Utilities	Street/Traffic	$ 9,111.48	3064068
12/15/2025	885951	Public Utilities	Street/Traffic	$ 2,230.68	3064069
12/15/2025	885951	Public Utilities	Street/Traffic	$ 5,508.93	3064449
12/15/2025	885951	Public Utilities	Street/Traffic	$ 248.73	3073579
12/15/2025	885951	Public Utilities	Street/Traffic	$ 2,688.93	3073598
12/15/2025	885951	Public Utilities	Street/Traffic	$ 1,089.93	3075421
12/15/2025	885951	Public Utilities	Street/Traffic	$ 440.73	3075422
12/15/2025	885951	Public Utilities	Street/Traffic	$ 5,283.33	3075775
12/15/2025	885951	Public Utilities	Street/Traffic	$ 3,561.15	3079016
12/15/2025	885951	Public Utilities	Street/Traffic	$ 5,565.15	3079239
12/15/2025	885951	Public Utilities	Street/Traffic	$ 1,837.23	3083177
12/15/2025	885951	Public Utilities	Street/Traffic	$ 2,836.98	3085204
12/15/2025	885951	Public Utilities	Street/Traffic	$ 496.38	3087053
12/15/2025	885951	Public Utilities	Street/Traffic	$ 532.38	3087054
12/15/2025	885951	Public Utilities	Street/Traffic	$ 3,809.88	3090825
12/15/2025	885951	Public Utilities	Street/Traffic	$ 12,516.63	3090876
12/15/2025	885951	Public Utilities	Street/Traffic	$ 2,901.78	3094347
12/15/2025	885951	Public Utilities	Street/Traffic	$ 2,484.48	3098792
12/15/2025	885951	Public Utilities	Street/Traffic	$ 1,737.18	3102621

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885951	Public Utilities	Street/Traffic	$ 706.98	3108245
12/15/2025	885951	Public Utilities	Street/Traffic	$ 2,513.48	3110133
12/15/2025	885951	Public Utilities	Street/Traffic	$ 581.73	3110134
12/15/2025	885951	Public Utilities	Street/Traffic	$ 262.83	3110138
12/15/2025	885951	Public Utilities	Street/Traffic	$ 185.28	3114048
12/15/2025	885951	Public Utilities	Transit	$ 98.00	3064066
12/15/2025	885951	Public Utilities	Transit	$ 182.36	3064066
12/15/2025	885951	Public Utilities	Wastewater	$ 14,173.25	3060439
12/15/2025	885951	Public Utilities	Wastewater	$ 15.36	3075442
12/15/2025	885951	Public Utilities	Wastewater	$ 29.78	3092611
12/15/2025	885959	Rocky Mountain Health Network	City Ins Fund	$ 8,000.00	Healthy Is-Corporate Wellness
12/15/2025	885960	Romaine Electric Corporation	Transit	$ 1,772.79	10-082921 VGT actuator
12/15/2025	885960	Romaine Electric Corporation	Transit	$ 2,979.24	1-463931 rebuilt alternator- ceramic
12/15/2025	885965	SIGNAL 88 FRANCHISE GROUP	Facilities	$ 1,470.87	Event security for meetings and Patrol Tours
12/15/2025	885965	SIGNAL 88 FRANCHISE GROUP	Library	$ 18,094.47	US_109184 Security Guard Service Nov 2025
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 14.35	P12748SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 1,732.28	P12748SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 442.18	P16868SPO-A
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 909.24	P16868SPO-A
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 79.40	P16868SPO-A
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 109.12	P16868SPO-A
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 986.28	P16868SPO-A
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 4.98	P16868SPO-A
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 53.82	P16868SPO-A
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 18.37	P16871SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 1,114.25	P16871SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 137.56	P17140SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 17.52	P17140SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 246.84	P17173SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 134.58	P17173SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 28.38	P17635SPO
12/15/2025	885968	Solid Waste Systems Inc	Fleet	$ 3,161.03	P17635SPO
12/15/2025	885969	SRF Consulting Group Inc	Transit	$ 14,339.26	Financial Sustainability & Governance Study

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	885971	St Vincent Occupational Health	Airport	$ 571.25	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	City Ins Fund	$ 78.00	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	City Ins Fund	$ 500.00	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Fleet	$ 60.00	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	General	$ 2,130.25	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Park Dist 1	$ 114.25	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Public Safety	$ 159.25	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Solid Waste	$ 262.25	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Street/Traffic	$ 114.25	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Transit	$ 546.25	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Wastewater	$ 82.13	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Water	$ 148.00	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	885971	St Vincent Occupational Health	Water	$ 82.12	Drug Testing/Flu Shots/DOT Physicals/Hep B
12/15/2025	ACH	Standard Insurance Company	Payroll Clearing	$ 14,878.66	12/1/25 Standard Life Insurance Premiums
12/15/2025	885972	Steiner Thuesen PLLC	Park Dist 1	$ 2,696.46	Millice Park Irrigation System Replacement
12/15/2025	885977	Tank Management Services	Airport	$ 3,821.80	Repair of Underground Fuel Tank
12/15/2025	ACH	Teamsters Union Local 190	Payroll Clearing	$ 10,614.00	Payroll Summary
12/15/2025	885978	Tetra Tech, Inc.	Solid Waste	$ 3,291.60	surface emission and groundwater monitoring
12/15/2025	885979	The Madison Agency Inc	Airport	$ 7,174.00	Marketing Program Consulting & Support FY26
12/15/2025	885979	The Madison Agency Inc	Planning	$ 2,345.00	SRTS Education Campaign (Year 1)
12/15/2025	ACH	Town & Country Supply	Airport	$ 21,870.10	Unleaded/Dyed #2 fuel for Operations
12/15/2025	ACH	Town & Country Supply	Fleet	$ 10,831.27	449598
12/15/2025	ACH	Town & Country Supply	Fleet	$ 5,231.53	449598
12/15/2025	ACH	Town & Country Supply	Fleet	$ 2.30	449598
12/15/2025	ACH	Town & Country Supply	Fleet	$ 4,337.75	449599
12/15/2025	ACH	Town & Country Supply	Fleet	$ 3,252.75	449599
12/15/2025	ACH	Town & Country Supply	Transit	$ 4,671.47	451401 unleaded gas (1951 gal.)
12/15/2025	ACH	Town & Country Supply	Transit	$ 5,170.51	451805 diesel fuel- 1799 gal. (5998 gal. total)
12/15/2025	ACH	Town & Country Supply	Transit	$ 9,781.99	451805 diesel fuel- 4199 gal. (5998 gal. total)
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 1,698.24	CARTRIDGE
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 246.00	DOOR
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 577.76	FILTER ELEMENT
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 970.72	FILTER ELEMENT

Check Date	Check #	Name	Fund Name	Amount	Item Desc
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 1,809.85	FILTER ELEMENT
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 1,994.41	FILTER ELEMENT
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 116.85	FITTING
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 1,202.26	FUEL, FILTER, OIL
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 155.24	PARTS
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 1,362.00	REPAIR
12/15/2025	ACH	Tractor & Equipment	Solid Waste	$ 1,451.00	SERVICE
12/15/2025	ACH	Tractor & Equipment	Wastewater	$ 726.32	Repair for Cat Forklift 7871
12/15/2025	ACH	Tractor & Equipment	Wastewater	$ 846.00	Repair for Cat Forklift 7871
12/15/2025	ACH	TW Ridley	Public Safety	$ 58,884.67	Station 5 Interior Remodel
12/15/2025	885985	Vermeer Mountain West	Water	$ 28,953.37	Skid Mounted Portable Vac Unit
12/15/2025	885987	Vision West Inc	General	$ 2,758.40	COB leadership team retreat in Red Lodge MT
12/15/2025	885990	Xylem Water Solutions USA	Wastewater	$ (2,578.90)	refund for adaptors that were received b
12/15/2025	885990	Xylem Water Solutions USA	Wastewater	$ 6,356.60	Sam Snead wet well pump disconnect coupl
12/15/2025	885993	Yellowstone Valley Animal Shelter	Public Safety	$ 28,038.75	CITY CONTACT 11/2025

City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Payment of Claims for week of January 5th, 2026
PRESENTED BY: Erin Watterud
Department: Finance
Presentation: No
Legal Review: Not Applicable
Project Number: N/A

RECOMMENDATION
Staff recommends Council approve the Payment of Claims

EXECUTIVE SUMMARY
Claims in the amount of $2,563,772.12 have been reviewed and are presented for City Council payment approval. A complete listing of the claims for the week are available in the Finance Department.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)
Payment Approval Process Every invoice for payment is entered into the City's accounting system and the backup documentation is scanned in and attached (physical invoices, additional e-mails explaining payments, bids, contracts, etc.). Each invoice goes through a multi-step approval process depending upon the amount of the payment. First, invoices are entered by the department requesting the payment and the department director or designee must perform an initial review and approval of the purchase. The number of approvals within the department can vary based upon the size of the department, but no less than one approver within each department must verify the payment. Second, all payments, regardless of size, must be approved by the Purchasing Agent or designee. The Purchasing Agent will review the payment to ensure purchasing procedures are followed and appropriate documentation is attached. If the payment is greater than $1,000, then it must be approved by the Finance Director or designee. If that payment is greater than $10,000, then it must be approved by the City Administrator or Assistant City Administrator. Once all approvals are completed, the payment is able to be made and the Accounts Payable Clerk can print the check. After all checks are printed, a list of all checks in excess of $2,500 is generated and placed on the next City Council meeting for review.

FISCAL EFFECTS
Claims have a varying impact on department budgets, but are submitted by the departments and reviewed by Finance staff before being sent to the Council.

STAKEHOLDERS

ALTERNATIVES
No other alternatives were analyzed.

Attachments

CouncilMemo wk of 01052026

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/05/2026	886310	Ace Electric	Water	$ 7,500.00	Install wireway at Chemical Bldg Loading Dock area
01/05/2026	886312	Advanced Traffic Products	Street/Traffic	$ 4,392.00	Traffic Signals Omni Arrow Cir Lens
01/05/2026	886313	Aerzen USA Corporation	Wastewater	$ 3,568.66	Filters for Aeration blowers
01/05/2026	ACH	Askin Construction	Gas Tax	$ 180,873.99	WO2528 Safe Routes to School Proj - Constr Contract
01/05/2026	886317	BAR 10	Park Dist 1	$ 3,950.00	ARNOLD DRAIN RENOVATION PICNIC TABLE-53
01/05/2026	886317	BAR 10	Park Dist 1	$ 8,000.00	skyline shade structure - matching grant program 54
01/05/2026	886322	Bobcat Of Big Sky	Street/Traffic	$ 97,086.48	Toolcat replacing unit 1220; Invoice 6699
01/05/2026	886323	Brenntag Pacific	Street/Traffic	$ 11,747.80	Liquid deicer
01/05/2026	886323	Brenntag Pacific	Street/Traffic	$ 11,747.80	Liquid Deicer
01/05/2026	886324	Busta	Public Safety	$ 3,256.50	Reimbursement of Fall tuition @75%.
01/05/2026	886326	Capehon Development	Parking	$ 13,726.25	7_PARKING LEASE/UTILITIES- JANUARY 2026
01/05/2026	886337	Cop Construction	Water	$ 110,115.21	WO2501 Contract 1...Grand Ave Water Main Replace
01/05/2026	886341	Dell Computer	Park Dist 1	$ 1,923.61	Dell Pro Max 14 and Docking station -Bolin REC
01/05/2026	886341	Dell Computer	Park Dist 1	$ 1,676.12	Dell Pro Max 14" Laptop -Parks and Rec Presentation
01/05/2026	886341	Dell Computer	Parking	$ 242.99	Docking Station -Jenny Parking
01/05/2026	ACH	Dick Anderson Construction	Water	$ 1,254,980.24	WO 19-12 West End Reservoir Const Services Contract
01/05/2026	ACH	Dick Anderson Construction	Water	$ -	WO 26-16 West End Reservoir Const Services Contract
01/05/2026	886343	DOWL	Storm Sewer	$ 7,298.25	02/10/2025...Approved by CC. .Engineer
01/05/2026	886343	DOWL	Water	$ 20,351.45	WO 25-01 Contract 1: 2025 Water Main Replacement
01/05/2026	886344	Downtown Billings Partnership	Tax Incrmnt N27	$ 21,331.14	Pass Thru Grant Montana Main Street Program
01/05/2026	886345	Earth Movers Excavation	Storm Sewer	$ 3,886.25	Retainage Release FULL
01/05/2026	886345	Earth Movers Excavation	Storm Sewer	$ 107,054.64	WO 25-13 Storm Drain Rehab
01/05/2026	886346	EBSCO Industries	Library	$ 3,563.86	0587846
01/05/2026	886348	Engineering Inc	Gas Tax	$ 26,031.50	Approved by CC..Engineer
01/05/2026	886348	Engineering Inc	Gas Tax	$ 13,140.00	Rimrock Rd: Clearview - %4th St W...Phase 2
01/05/2026	886348	Engineering Inc	Gas Tax	$ 20,215.00	Rimrock Rd: Clearview - %4th St W...Phase 2
01/05/2026	886348	Engineering Inc	Gas Tax	$ 31,353.00	WO 25-36 Rimrock Road 54th - 62nd
01/05/2026	886348	Engineering Inc	Gas Tax	$ 29,711.22	WO 25-36 Rimrock Road 54th - 62nd
01/05/2026	886348	Engineering Inc	Storm Sewer	$ -	Rimrock Rd: Clearview - %4th St W...Phase 2
01/05/2026	886348	Engineering Inc	Storm Sewer	$ -	Rimrock Rd: Clearview - %4th St W...Phase 2
01/05/2026	886348	Engineering Inc	Storm Sewer	$ 9,777.00	WO 25-36 Rimrock Road 54th - 62nd
01/05/2026	886348	Engineering Inc	Storm Sewer	$ -	WO 25-36 Rimrock Road 54th - 62nd
01/05/2026	886354	Granite Peak Pump Service	Park Dist 1	$ 41,575.00	replacement pump for Central Park; INVOICE 25257

Check Date	Check #	Name	Fund Name		Amount	Item Desc
01/05/2026	ACH	Great West Engineering	Solid Waste	$	4,547.45	WO 25-07 Horizontal Landfill Gas Collector Constr
01/05/2026	886359	Hawkins	Water	$	19,000.00	Chlorine gas
01/05/2026	ACH	HDR	Bk Trl Donate	$	23,458.72	WO 24-37 Stagecoach Trail
01/05/2026	ACH	HDR	Trl Donate	$	-	WO 24-37 Stagecoach Trail
01/05/2026	ACH	HDR	Wastewater	$	9,480.36	Yellowstone River Water Quality Study 2025
01/05/2026	ACH	HDR	Wastewater	$	550.86	Yellowstone River Water Quality Study 2025
01/05/2026	ACH	HDR	Water	$	12,417.68	WO 23-12 Zone 4 Pump Station & Waterline Improvs
01/05/2026	886360	High Point Networks	IT Resources	$	32,208.00	Council Approved -3 year renewal VMWare licenses
01/05/2026	886368	Invoice Cloud	Building	$	25.71	Biller Portal Services 11/01-11/30/2025
01/05/2026	886368	Invoice Cloud	City Ins Fund	$	22.49	Biller Portal Services 11/01-11/30/2025
01/05/2026	886368	Invoice Cloud	Parking	$	22.49	Biller Portal Services 11/01-11/30/2025
01/05/2026	886368	Invoice Cloud	Solid Waste	$	7,085.14	Biller Portal Access Fee,Credit card Pro
01/05/2026	886368	Invoice Cloud	Solid Waste	$	571.92	Biller Portal Services 11/01-11/30/2025
01/05/2026	886368	Invoice Cloud	Storm Sewer	$	3,148.95	Biller Portal Access Fee,Credit card Pro
01/05/2026	886368	Invoice Cloud	Wastewater	$	12,202.20	Biller Portal Access Fee,Credit card Pro
01/05/2026	886368	Invoice Cloud	Water	$	16,925.61	Biller Portal Access Fee,Credit card Pro
01/01/2026	886305	Johnson	Sidewalk Debt Svc	$	7,500.00	Bond Payments January 1, 2026
01/05/2026	886373	Kittelson & Associates	Gas Tax	$	4,440.19	WO 25-19 Transportation Corridor Plan
01/05/2026	886419	MT Department Of Administration	General	$	3,000.00	FY 2025 ACFR Filing Fee
01/01/2026	886306	Montana Municipal Cooperative	SID Fund	$	637.50	Bond Payments January 1, 2026
01/01/2026	886306	Montana Municipal Cooperative	SID Fund	$	156.25	Bond Payments January 1, 2026
01/01/2026	886306	Montana Municipal Cooperative	SID Fund	$	11,001.00	Bond Payments January 1, 2026
01/01/2026	886306	Montana Municipal Cooperative	SID Fund	$	6,808.00	Bond Payments January 1, 2026
01/01/2026	886306	Montana Municipal Cooperative	SID Fund	$	1,770.00	Bond Payments January 1, 2026
01/01/2026	886306	Montana Municipal Cooperative	Sidewalk Debt Svc	$	1,015.00	Bond Payments January 1, 2026
01/01/2026	886306	Montana Municipal Cooperative	Sidewalk Debt Svc	$	1,436.71	Bond Payments January 1, 2026
01/05/2026	886382	Montana Tire & Alignment	Water	$	1,144.00	NEW TIRES
01/05/2026	886382	Montana Tire & Alignment	Water	$	1,144.00	NEW TIRES
01/05/2026	886382	Montana Tire & Alignment	Water	$	1,144.00	NEW TIRES
01/05/2026	886383	Morrison Maierle Inc	Wastewater	$	45,512.17	WO 25-01 Contract 2: 2025 Sewer Replacement Proj
01/05/2026	886383	Morrison Maierle Inc	Water	$	22,520.50	WO 24-41 Heights Water District Consolidation Study
01/05/2026	886384	Moulton Bellingham PC	General	$	2,769.50	(Good Stuff - Zoning Violations)
01/05/2026	886384	Moulton Bellingham PC	General	$	2,145.00	(Knife River -Possible Litigation)

Check Date	Check #	Name	Fund Name		Amount	Item Desc
01/05/2026	886385	MT Dept of Revenue-CGR2	Gas Tax	$	1,827.01	WO2528 Safe Routes to School Proj - Const Contract;
01/05/2026	886385	MT Dept of Revenue-CGR2	Storm Sewer	$	1,081.36	WO2513 Storm Drain Rehab
01/05/2026	886385	MT Dept of Revenue-CGR2	Water	$	12,676.57	WO1912 West End Reservoir Project
01/05/2026	886385	MT Dept of Revenue-CGR2	Water	$	12.75	WO 24-27 2024 Water Service Repairs
01/05/2026	886385	MT Dept of Revenue-CGR2	Water	$	1,112.27	WO 25-01 Grand Ave Water Main Replacement
01/05/2026	886385	MT Dept of Revenue-CGR2	Water	$	-	WO 26-16 West End Reservoir Const Services Contract
01/05/2026	886390	Park One	Facilities	$	3,832.50	Park One Rent for January, 2026
01/05/2026	886392	Pioneer Technical Services	Tax Incrmnt S	$	14,289.62	Professional Services through November 30, 2025
01/05/2026	886394	Polydyne	Wastewater	$	54,648.00	Dry Polymer for centrifuge
01/01/2026	886307	Purinton Family Trust	Sidewalk Debt Svc	$	1,500.00	Bond Payments January 1, 2026
01/01/2026	886307	Purinton Family Trust	Sidewalk Debt Svc	$	1,725.00	Bond Payments January 1, 2026
01/01/2026	886307	Purinton Family Trust	Sidewalk Debt Svc	$	1,625.00	Bond Payments January 1, 2026
01/05/2026	886396	Ratco	Street/Traffic	$	11,039.78	Plow for # 1117
01/05/2026	886396	Ratco	Street/Traffic	$	12,039.78	Plow for 1167
01/05/2026	886396	Ratco	Wastewater	$	5,430.72	utility box for new Truck
01/05/2026	886396	Ratco	Water	$	5,430.72	utility box for new Truck
01/05/2026	886398	Routeware Inc	Solid Waste	$	20,312.00	Cameras Installed in collection vehicles
01/01/2026	886308	Royal C. Johnson Irrevocable Trust	SID Fund	$	540.00	Bond Payments January 1, 2026
01/01/2026	886308	Royal C. Johnson Irrevocable Trust	SID Fund	$	247.50	Bond Payments January 1, 2026
01/01/2026	886308	Royal C. Johnson Irrevocable Trust	Sidewalk Debt Svc	$	20,600.00	Bond Payments January 1, 2026
01/05/2026	886399	Ruhl Inc.	PD Program	$	6,502.50	(5) Ruhl entry tool kits.
01/05/2026	886400	S & S Machine	Wastewater	$	4,036.00	Gas Compressor machine Bearings
01/05/2026	886400	S & S Machine	Wastewater	$	1,300.00	Shaft SLeeve for Heat Exchanger water Ci
01/05/2026	886400	S & S Machine	Water	$	4,600.00	filter actuator adapter - Efflunt
01/05/2026	886400	S & S Machine	Water	$	325.00	Leavens spool piece for Bypass Repair
01/05/2026	ACH	Standard Insurance Company	Payroll Clearing	$	14,973.47	January 1, 2026 Standard Life Insurance
01/05/2026	ACH	Town & Country Supply	Fleet	$	3,714.45	451137
01/05/2026	ACH	Town & Country Supply	Fleet	$	4,121.04	451137
01/05/2026	ACH	Town & Country Supply	Fleet	$	2.24	452034
01/05/2026	ACH	Town & Country Supply	Fleet	$	7,049.03	452034
01/05/2026	ACH	Town & Country Supply	Fleet	$	7,538.58	452034
01/05/2026	ACH	Town & Country Supply	Fleet	$	2.47	452051
01/05/2026	ACH	Town & Country Supply	Fleet	$	9,554.41	452051

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/05/2026	ACH	Town & Country Supply	Water	$ 6,276.90	452087
01/05/2026	ACH	Town & Country Supply	Water	$ 5,852.83	452087
01/05/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,734.00	Labor for unit #0262
01/05/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,113.00	Labor for unit #0265
01/05/2026	ACH	Tractor & Equipment	Solid Waste	$ 69.36	Parts for unit #0262
01/05/2026	ACH	Tractor & Equipment	Solid Waste	$ 336.66	Parts for unit #0265
01/05/2026	ACH	Tractor & Equipment	Street/Traffic	$ 62.72	CONSUMABLES
01/05/2026	ACH	Tractor & Equipment	Street/Traffic	$ 1,628.53	CONSUMABLES
01/05/2026	ACH	Tractor & Equipment	Street/Traffic	$ 660.00	REPAIR
01/05/2026	ACH	Tractor & Equipment	Street/Traffic	$ 2,033.00	REPAIR BRAKES
01/05/2026	886415	Western States Automation	Wastewater	$ 212.99	Rotork Actuator repair - Shipping
01/05/2026	886415	Western States Automation	Wastewater	$ 4,215.00	Rotork Actuator Repair WRF

City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Payment of Claims for week of January 12th, 2026
PRESENTED BY: Erin Watterud
Department: Finance
Presentation: No
Legal Review: Not Applicable
Project Number: N/A

RECOMMENDATION
Staff recommends Council approve the Payment of Claims

EXECUTIVE SUMMARY
Claims in the amount of $2,468,037.82 have been reviewed and are presented for City Council payment approval. A complete listing of the claims for the week are available in the Finance Department.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)
Payment Approval Process Every invoice for payment is entered into the City's accounting system and the backup documentation is scanned in and attached (physical invoices, additional e-mails explaining payments, bids, contracts, etc.). Each invoice goes through a multi-step approval process depending upon the amount of the payment. First, invoices are entered by the department requesting the payment and the department director or designee must perform an initial review and approval of the purchase. The number of approvals within the department can vary based upon the size of the department, but no less than one approver within each department must verify the payment. Second, all payments, regardless of size, must be approved by the Purchasing Agent or designee. The Purchasing Agent will review the payment to ensure purchasing procedures are followed and appropriate documentation is attached. If the payment is greater than $1,000, then it must be approved by the Finance Director or designee. If that payment is greater than $10,000, then it must be approved by the City Administrator or Assistant City Administrator. Once all approvals are completed, the payment is able to be made and the Accounts Payable Clerk can print the check. After all checks are printed, a list of all checks in excess of $2,500 is generated and placed on the next City Council meeting for review.

FISCAL EFFECTS
Claims have a varying impact on department budgets, but are submitted by the departments and reviewed by Finance staff before being sent to the Council.

STAKEHOLDERS

ALTERNATIVES
No other alternatives were analyzed.

Attachments

CouncilMemo wk of 01122026

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	886420	A-1 Landscaping & Nursery	Building	$ 677.50	Snow Plow / Removal Services: Planning
01/12/2026	886420	A-1 Landscaping & Nursery	CDBG	$ 237.50	Snow Plow / Removal Services: Community Development
01/12/2026	886420	A-1 Landscaping & Nursery	CDBG	$ 237.50	Snow Plow / Removal Services: Community Development
01/12/2026	886420	A-1 Landscaping & Nursery	Facilities	$ 2,175.00	Snow Plow / Removal Services: Operations Center
01/12/2026	886420	A-1 Landscaping & Nursery	Facilities	$ 832.50	Snow Plow / Removal Services: Stillwater Building
01/12/2026	886420	A-1 Landscaping & Nursery	Facilities	$ 960.00	Snow Plow / Removal Services: YVAS
01/12/2026	886420	A-1 Landscaping & Nursery	Library	$ 932.50	Snow Plow / Removal Services: Library
01/12/2026	886420	A-1 Landscaping & Nursery	Library	$ 517.50	Snow Plow / Removal Services: Library
01/12/2026	886420	A-1 Landscaping & Nursery	Parking	$ 250.00	Snow Plow / Removal Services: Parking
01/12/2026	886420	A-1 Landscaping & Nursery	Parking	$ 637.50	Snow Plow / Removal Services: Parking
01/12/2026	886420	A-1 Landscaping & Nursery	Parking	$ 720.00	Snow Plow / Removal Services: Parking
01/12/2026	886420	A-1 Landscaping & Nursery	Parking	$ 877.50	Snow Plow / Removal Services: Parking
01/12/2026	886420	A-1 Landscaping & Nursery	Parking	$ 447.50	Snow Plow / Removal Services: Parking
01/12/2026	886420	A-1 Landscaping & Nursery	Urban Renewa	$ 1,155.00	Snow Plow / Removal Services: Community Development
01/12/2026	886424	Advanced Engin and Environ	Water	$ 19,819.75	WO 23-96 WTP Intake #2 Catwalk Renovations; Pmt 23
01/12/2026	886424	Advanced Engin and Environ	Water	$ 11,272.00	WO 23-96 WTP Intake #2 Catwalk Renovations; Pmt 24
01/12/2026	886426	Advanced Pump & Equipment	Wastewater	$ 3,633.07	Rebuild kit for Gorman Rupp T series pum
01/12/2026	886428	All Color Embroidery Services	Public Safety	$ 1,782.00	--; GRAPHICS
01/12/2026	886428	All Color Embroidery Services	Public Safety	$ 1,782.00	--; GRAPHICS
01/12/2026	886428	All Color Embroidery Services	Public Safety	$ 1,782.00	--; GRAPHICS
01/12/2026	886431	Archie Cochrane	Fleet	$ 76.12	5605489
01/12/2026	886431	Archie Cochrane	Fleet	$ 106.65	5605489
01/12/2026	886431	Archie Cochrane	Fleet	$ 38.50	5605856
01/12/2026	886431	Archie Cochrane	Fleet	$ 91.25	5606552
01/12/2026	886431	Archie Cochrane	Fleet	$ 10.16	5606554
01/12/2026	886431	Archie Cochrane	Fleet	$ 7.54	5606554
01/12/2026	886431	Archie Cochrane	Fleet	$ 47.93	5606554
01/12/2026	886431	Archie Cochrane	Fleet	$ 44.97	5606554
01/12/2026	886431	Archie Cochrane	Fleet	$ 10.49	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 115.32	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 135.94	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 24.08	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 27.36	5606578

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	886431	Archie Cochrane	Fleet	$ 15.72	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 250.00	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 1,118.93	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 61.80	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 744.88	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 250.00	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 48.16	5606578
01/12/2026	886431	Archie Cochrane	Fleet	$ 42.49	5606600
01/12/2026	886431	Archie Cochrane	Fleet	$ 321.06	5607167
01/12/2026	886431	Archie Cochrane	Fleet	$ 95.91	5607168
01/12/2026	886431	Archie Cochrane	Fleet	$ (250.00)	5607337
01/12/2026	886431	Archie Cochrane	Fleet	$ (250.00)	5607337
01/12/2026	886431	Archie Cochrane	Fleet	$ 306.43	5607471
01/12/2026	886431	Archie Cochrane	Fleet	$ 3.18	5607762
01/12/2026	886431	Archie Cochrane	Fleet	$ 2.58	5607762
01/12/2026	886431	Archie Cochrane	Fleet	$ 304.00	5607762
01/12/2026	886431	Archie Cochrane	Fleet	$ 232.49	5607917
01/12/2026	886431	Archie Cochrane	Fleet	$ 75.00	5607917
01/12/2026	886431	Archie Cochrane	Fleet	$ 33.86	5607926
01/12/2026	886431	Archie Cochrane	Fleet	$ (75.00)	5608452
01/12/2026	886431	Archie Cochrane	Fleet	$ 288.96	5610161
01/12/2026	886431	Archie Cochrane	Fleet	$ 159.70	5610161
01/12/2026	886431	Archie Cochrane	Fleet	$ 288.96	5610161
01/12/2026	886431	Archie Cochrane	Fleet	$ 79.20	5610161
01/12/2026	886431	Archie Cochrane	Fleet	$ 159.70	5610593
01/12/2026	886431	Archie Cochrane	Fleet	$ 79.20	5610593
01/12/2026	886431	Archie Cochrane	Transit	$ 225.00	5608938 cores
01/12/2026	886431	Archie Cochrane	Transit	$ 60.00	5608938 cores
01/12/2026	886431	Archie Cochrane	Transit	$ 593.60	5608938 crewbox (1872, WO: 2026-757)
01/12/2026	886431	Archie Cochrane	Transit	$ 293.44	5608938 PS pump (1872, WO: 2026-757)
01/12/2026	886431	Archie Cochrane	Transit	$ 227.11	5608959 Pitman Arm (1872, WO: 2026-757)
01/12/2026	886431	Archie Cochrane	Transit	$ (327.15)	5609479 core, gaskets- CREDIT
01/12/2026	886431	Archie Cochrane	Transit	$ 234.08	5610238 vapor canister (1879, WO: 2026-625)

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	Askin Construction	St Maint Dist	$ 38,872.24	Retainage Release 1
01/12/2026	886434	ATS Inland NW	Airport	$ 3,984.00	FY26 Energy Management Services - Terminal
01/12/2026	886437	Bcs Scrip	City Ins Fund	$ 17,500.00	Wellness Incentive 4th Quarter 2025
01/12/2026	886444	Billings Clinic	Public Safety	$ 11,466.00	2025-0972025-0622025-1232025-1162025-1222025-1132025-095
01/12/2026	886444	Billings Clinic	Public Safety	$ 10,710.00	565774750 565805931 565773726 565805011 564827228
01/12/2026	886444	Billings Clinic	Public Safety	$ 4,800.00	NFS Invoices
01/12/2026	886445	Billings Community Cable	General	$ 57,005.00	Jan 1, 26 Quarterly Disbursement Community Seven Television
01/12/2026	886452	Cambridge Econometrics	Planning	$ 2,500.00	Professional services through November 2025
01/12/2026	886454	Cascade Engineering	Solid Waste	$ 30,460.00	Residential Solid Waste Containers
01/12/2026	886454	Cascade Engineering	Solid Waste	$ 30,460.00	Residential Solid Waste Containers
01/12/2026	886454	Cascade Engineering	Solid Waste	$ 30,460.00	Residential Solid Waste Containers
01/12/2026	886464	CM Tree Service and Removal	Gas Tax	$ 2,825.00	WO 25-05 Tree Trimming/Removal
01/12/2026	886465	Community Solutions	Court Grants	$ 770.00	25 Dec. CSI EtG's
01/12/2026	886465	Community Solutions	Court Grants	$ 1,790.00	25 Dec. CSI EtG's
01/12/2026	886472	Cummins Inc - Rocky Mtn	Fleet	$ 1,653.91	38-251224036
01/12/2026	886472	Cummins Inc - Rocky Mtn	Fleet	$ 12.25	38-251224036
01/12/2026	886472	Cummins Inc - Rocky Mtn	Fleet	$ 47.55	38-251224038
01/12/2026	886472	Cummins Inc - Rocky Mtn	Fleet	$ 546.02	38-251224097
01/12/2026	886472	Cummins Inc - Rocky Mtn	Fleet	$ 351.19	38-251224392
01/12/2026	886472	Cummins Inc - Rocky Mtn	Transit	$ 178.07	38-251224407 pulley accessory drive
01/12/2026	886472	Cummins Inc - Rocky Mtn	Transit	$ 204.68	38-251224407 pulleys
01/12/2026	886472	Cummins Inc - Rocky Mtn	Transit	$ 199.00	38-251224439 DOC clean
01/12/2026	886472	Cummins Inc - Rocky Mtn	Transit	$ 349.00	38-251224439 DPF clean
01/12/2026	886472	Cummins Inc - Rocky Mtn	Transit	$ 203.56	38-260124795 V band clamp
01/12/2026	886474	Dana Safety Supply	Fleet	$ 602.32	991256
01/12/2026	886474	Dana Safety Supply	Fleet	$ 5,915.70	991256
01/12/2026	886474	Dana Safety Supply	Fleet	$ 1,951.50	991256
01/12/2026	886474	Dana Safety Supply	Fleet	$ 1,750.50	991256
01/12/2026	886474	Dana Safety Supply	Fleet	$ 1,519.50	991256
01/12/2026	886474	Dana Safety Supply	Fleet	$ 840.00	991274
01/12/2026	886474	Dana Safety Supply	Fleet	$ 25.00	991274
01/12/2026	886474	Dana Safety Supply	Fleet	$ 925.00	991274
01/12/2026	886474	Dana Safety Supply	Fleet	$ 642.50	991274

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	Dick Anderson Construction	Wastewater	$ 198,300.96	WO 24-15 WRF Chemical Room Repair; Pmt 1
01/12/2026	ACH	Dick Anderson Construction	Water	$ 519,301.53	WO 23-96 WTP Intake #2 Catwalk Repairs and Improvements
01/12/2026	886485	EBMS	City Ins Fund	$ 810.00	Monthly Billings - February 1, 2026
01/12/2026	886485	EBMS	City Ins Fund	$ 43,281.50	Monthly Billings - February 1, 2026
01/12/2026	886485	EBMS	City Ins Fund	$ 82,838.17	Monthly Billings - February 1, 2026
01/12/2026	886485	EBMS	City Ins Fund	$ 1,449.00	Monthly Billings - February 1, 2026
01/12/2026	886485	EBMS	City Ins Fund	$ 1,656.00	Monthly Billings - February 1, 2026
01/12/2026	886485	EBMS	City Ins Fund	$ 8,312.58	Monthly Billings - February 1, 2026
01/12/2026	886485	EBMS	Payroll Clearir	$ 13,880.53	Monthly Billings - February 1, 2026
01/12/2026	886487	EnergiSystems	Fleet	$ 4,552.00	Inv #263094 replacement of spill bucket & drop tube.
01/12/2026	886487	EnergiSystems	Fleet	$ 248.50	Inv #263119 Adjusted fuel sensor
01/12/2026	886487	EnergiSystems	Fleet	$ 324.87	Inv 263230 Remove water from fuel tank.
01/12/2026	886488	Energy Laboratories	Wastewater	$ 234.00	Monthly O & G Analysis B25120561
01/12/2026	886488	Energy Laboratories	Water	$ 398.00	Pretreatment samples B25111600
01/12/2026	886488	Energy Laboratories	Water	$ 3,484.00	Quarterly DBP's B25110350
01/12/2026	886488	Energy Laboratories	Water	$ 390.00	THM Analysis B25111435
01/12/2026	886488	Energy Laboratories	Water	$ 260.00	THM Analysis B25120172
01/12/2026	886490	EnvisionWare	Library	$ 3,457.00	INV-US_79829 RFID tags
01/12/2026	886490	EnvisionWare	Library	$ 185.22	INV-US-79815
01/12/2026	886499	First Montana Title	CDBG	$ 15,000.00	FTHB - 1537 Wyoming Ave
01/12/2026	886508	Governmentjobs.com	General	$ 31,605.51	Inv. 151371 Governmentjobs.com Subscription
01/12/2026	886508	Governmentjobs.com	Public Safety	$ 2,750.00	INV-148205, vetted subscription
01/12/2026	886511	Hauf Industries	Public Safety	$ 2,890.00	Fall and Winter Scheduled Maintenance
01/12/2026	886515	Highmark Traffic Services	Airport	$ 9,735.00	Invoice #14937. Runway Centerline Re-Striping
01/12/2026	ACH	Jacobs Engineering Group	Solid Waste	$ 11,263.10	WO 22-27 Landfill Gas Emissions Compliance, Professional Svcs
01/12/2026	ACH	Joe Johnson Equipment	Fleet	$ 5,100.00	P03390
01/12/2026	ACH	Joe Johnson Equipment	Fleet	$ 238.87	P03390
01/12/2026	ACH	Joe Johnson Equipment	Fleet	$ 421.00	P03393
01/12/2026	886532	Kittelson & Associates	Planning	$ 15,306.31	Professional Services through November 30, 2025
01/12/2026	886534	L N Curtis and Sons	Public Safety	$ 1,068.66	MSA Cairns Standard Helmet Front 1836 MSA Cairns Trad Helmet
01/12/2026	886534	L N Curtis and Sons	Public Safety	$ 3,591.25	Structural Firefighting Boots x6
01/12/2026	886538	Life-Assist Inc	Public Safety	$ 6,200.00	Zoll AED X4
01/12/2026	886542	Mailing Technical Services	Library	$ 2,558.83	LIBR Library mailing December 2025

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	886543	Marketing Specialties	Public Safety	$ 5,061.54	Station 2 Electrical Services
01/12/2026	886546	Metropolis Capital Holdings	Airport	$ 40,287.60	November/December Holiday Shuttle Service
01/12/2026	886547	Midrange Consulting Group	IT Resources	$ 7,200.00	IBM Annual Hosting 1/1/26-12/31/26
01/12/2026	886548	Midwest Tape	Library	$ 6,731.45	508253541 Hoopla December 2025
01/12/2026	886552	Montana CSED	Payroll Clearir	$ 6,142.70	Payroll Summary
01/12/2026	886553	Montana Dakota Utilities	CDBG	$ 56.11	1709 St Johns Ave / Final Utility Bill FORECLOSURE ACQUISITION
01/12/2026	886553	Montana Dakota Utilities	Facilities	$ 1,068.60	130 733 1000 8
01/12/2026	886553	Montana Dakota Utilities	Facilities	$ 3,955.37	757 633 1000 2
01/12/2026	886553	Montana Dakota Utilities	Facilities	$ 6,296.17	989 733 1000 0
01/12/2026	886553	Montana Dakota Utilities	Facilities	$ 974.94	993 733 1000 4
01/12/2026	886553	Montana Dakota Utilities	Park Dist 1	$ 86.29	061 943 1000 6
01/12/2026	886553	Montana Dakota Utilities	Park Dist 1	$ 115.17	371 101 1000 6
01/12/2026	886553	Montana Dakota Utilities	Park Dist 1	$ 340.41	571 295 3342 8
01/12/2026	886553	Montana Dakota Utilities	Park Dist 1	$ 106.14	927 890 1000 3
01/12/2026	886553	Montana Dakota Utilities	Public Safety	$ 1,120.38	169 233 1000 3
01/12/2026	886553	Montana Dakota Utilities	Public Safety	$ 534.04	442 190 1000 4
01/12/2026	886553	Montana Dakota Utilities	Public Safety	$ 90.09	602 589 7178 1
01/12/2026	886553	Montana Dakota Utilities	Public Safety	$ 1,024.44	885 880 1000 4
01/12/2026	886553	Montana Dakota Utilities	Public Safety	$ 97.97	911 Center Generator December Services
01/12/2026	886553	Montana Dakota Utilities	Solid Waste	$ 1,086.12	284 225 1320 1
01/12/2026	886553	Montana Dakota Utilities	Solid Waste	$ 125.90	602 680 9335 2
01/12/2026	886553	Montana Dakota Utilities	Solid Waste	$ 845.13	770 390 1000 2
01/12/2026	886553	Montana Dakota Utilities	Transit	$ 2,194.07	962 880 1000 0
01/12/2026	886553	Montana Dakota Utilities	Wastewater	$ 274.58	310 490 1000 7
01/12/2026	886553	Montana Dakota Utilities	Wastewater	$ 382.90	410 490 1000 6
01/12/2026	886553	Montana Dakota Utilities	Wastewater	$ 144.17	868 563 1000 7
01/12/2026	886553	Montana Dakota Utilities	Water	$ 263.94	010 490 1000 0
01/12/2026	886553	Montana Dakota Utilities	Water	$ 90.09	076 225 9180 3
01/12/2026	886553	Montana Dakota Utilities	Water	$ 86.66	110 490 1000 9
01/12/2026	886553	Montana Dakota Utilities	Water	$ 334.85	209 077 5055 6
01/12/2026	886553	Montana Dakota Utilities	Water	$ 425.91	210 490 1000 8
01/12/2026	886553	Montana Dakota Utilities	Water	$ 823.72	310 490 1000 7
01/12/2026	886553	Montana Dakota Utilities	Water	$ 1,148.69	410 490 1000 6

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	886553	Montana Dakota Utilities	Water	$ 3,895.97	500 490 1000 7
01/12/2026	886553	Montana Dakota Utilities	Water	$ 113.10	510 490 1000 5
01/12/2026	886553	Montana Dakota Utilities	Water	$ 90.85	527 033 1000 4
01/12/2026	886553	Montana Dakota Utilities	Water	$ 171.49	566 923 1000 8
01/12/2026	886553	Montana Dakota Utilities	Water	$ 20.04	600 490 1000 6
01/12/2026	886553	Montana Dakota Utilities	Water	$ 20.04	600 490 1000 6
01/12/2026	886553	Montana Dakota Utilities	Water	$ 134.63	610 490 1000 4
01/12/2026	886553	Montana Dakota Utilities	Water	$ 145.77	666 923 1000 7
01/12/2026	886553	Montana Dakota Utilities	Water	$ 443.29	700 490 1000 5
01/12/2026	886553	Montana Dakota Utilities	Water	$ 371.09	800 490 1000 4
01/12/2026	886553	Montana Dakota Utilities	Water	$ 74.85	832 001 1000 1
01/12/2026	886553	Montana Dakota Utilities	Water	$ 1,157.70	900 490 1000 3
01/12/2026	886554	Montana DEQ	Public Safety	$ 902.65	2025 DEQ fees
01/12/2026	886554	Montana DEQ	Solid Waste	$ 2,212.46	Emission Fees for Calendar Year 2025
01/12/2026	886556	MFPE	Payroll Clearir	$ 2,974.40	Payroll Summary
01/12/2026	886558	MMIA	Property Ins	$ 65,612.12	Inv. DR1005829 Deductible recovery
01/12/2026	886559	Montana Peterbilt	Fleet	$ 77.54	126935BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 263.36	127207BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 117.82	129069BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 201.64	129069BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 52.40	129069BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 314.84	129069BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 73.09	129069BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 81.03	129069BL
01/12/2026	886559	Montana Peterbilt	Fleet	$ 102.30	129069BL
01/12/2026	886559	Montana Peterbilt	Solid Waste	$ 65.64	PIN; PIN
01/12/2026	886559	Montana Peterbilt	Transit	$ 62.50	128172BL core exchange
01/12/2026	886559	Montana Peterbilt	Transit	$ 5.24	128172BL gasket
01/12/2026	886559	Montana Peterbilt	Transit	$ 49.53	128172BL gasket
01/12/2026	886559	Montana Peterbilt	Transit	$ 1,317.54	128172BL kit
01/12/2026	886559	Montana Peterbilt	Transit	$ 48.13	128172BL seal
01/12/2026	886559	Montana Peterbilt	Transit	$ 5.05	128172BL stock parts- EGR gasket
01/12/2026	886559	Montana Peterbilt	Transit	$ 831.94	128172BL valve

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	886559	Montana Peterbilt	Transit	$ 360.00	128904BL cores
01/12/2026	886559	Montana Peterbilt	Transit	$ 379.68	128904BL rear brake shoes
01/12/2026	886559	Montana Peterbilt	Transit	$ 212.50	129038BL core
01/12/2026	886559	Montana Peterbilt	Transit	$ 614.15	129038BL nox sensor (1827, WO: 2026)
01/12/2026	886560	MSFA	Payroll Clearir	$ 6,050.77	Payroll Summary
01/12/2026	886562	Morrison Maierle	Transit	$ 3,979.91	Amendment 10 MET Transit Remodel Project
01/12/2026	886565	MPPA	Payroll Clearir	$ 3,933.23	Payroll Summary
01/12/2026	886567	MT Dept of Revenue-CGR2	St Maint Dist	$ 392.64	Retainage Release 1
01/12/2026	886567	MT Dept of Revenue-CGR2	Stillwater Con	$ 174.20	CO #2
01/12/2026	886567	MT Dept of Revenue-CGR2	Stillwater Con	$ 199.02	CO #5 Generator test on overtime for two days
01/12/2026	886567	MT Dept of Revenue-CGR2	Stillwater Con	$ 89.56	Modernization of elevators at the Stillwater Building
01/12/2026	886567	MT Dept of Revenue-CGR2	Wastewater	$ 2,003.04	WO 24-15 WRF Chemical Room Repair; Pmt 1
01/12/2026	886567	MT Dept of Revenue-CGR2	Water	$ 5,245.47	WO 23-96 WTP Intake #2 Catwalk Repairs and Improvements
01/12/2026	886569	Napa Auto Parts	Fleet	$ 10.83	708976
01/12/2026	886569	Napa Auto Parts	Fleet	$ 13.75	709110
01/12/2026	886569	Napa Auto Parts	Fleet	$ 128.58	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 55.32	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 11.44	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 73.08	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 80.58	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 347.24	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 137.78	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 146.96	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 157.40	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 13.48	709112
01/12/2026	886569	Napa Auto Parts	Fleet	$ 647.68	709114
01/12/2026	886569	Napa Auto Parts	Fleet	$ 32.46	709166
01/12/2026	886569	Napa Auto Parts	Fleet	$ 3.08	709677
01/12/2026	886569	Napa Auto Parts	Fleet	$ 87.00	709677
01/12/2026	886569	Napa Auto Parts	Fleet	$ 2.42	709778
01/12/2026	886569	Napa Auto Parts	Fleet	$ 3.31	709801
01/12/2026	886569	Napa Auto Parts	Fleet	$ 78.70	709922
01/12/2026	886569	Napa Auto Parts	Fleet	$ 303.06	709962

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	886569	Napa Auto Parts	Fleet	$ 304.22	709962
01/12/2026	886569	Napa Auto Parts	Fleet	$ 111.10	709962
01/12/2026	886569	Napa Auto Parts	Fleet	$ 115.58	709962
01/12/2026	886569	Napa Auto Parts	Fleet	$ 9.07	709969
01/12/2026	886569	Napa Auto Parts	Fleet	$ 9.30	709972
01/12/2026	886569	Napa Auto Parts	Fleet	$ 50.84	710006
01/12/2026	886569	Napa Auto Parts	Fleet	$ 45.60	710006
01/12/2026	886569	Napa Auto Parts	Fleet	$ 50.20	710020
01/12/2026	886569	Napa Auto Parts	Fleet	$ 10.12	710020
01/12/2026	886569	Napa Auto Parts	Fleet	$ 81.15	710025
01/12/2026	886569	Napa Auto Parts	Fleet	$ (78.70)	710038
01/12/2026	886569	Napa Auto Parts	Fleet	$ (9.30)	710038
01/12/2026	886569	Napa Auto Parts	Fleet	$ (50.84)	710038
01/12/2026	886569	Napa Auto Parts	Fleet	$ (45.60)	710038
01/12/2026	886569	Napa Auto Parts	Fleet	$ 176.20	710050
01/12/2026	886569	Napa Auto Parts	Fleet	$ 79.42	710139
01/12/2026	886569	Napa Auto Parts	Fleet	$ 43.68	717004
01/12/2026	886569	Napa Auto Parts	Fleet	$ 292.04	717004
01/12/2026	886569	Napa Auto Parts	Fleet	$ 546.00	717004
01/12/2026	886569	Napa Auto Parts	Fleet	$ 507.55	717004
01/12/2026	886569	Napa Auto Parts	Fleet	$ 3.64	718029
01/12/2026	886569	Napa Auto Parts	Fleet	$ 117.32	718040
01/12/2026	886569	Napa Auto Parts	Fleet	$ 44.58	718350
01/12/2026	886569	Napa Auto Parts	Fleet	$ 67.11	718350
01/12/2026	886569	Napa Auto Parts	Fleet	$ 228.36	718350
01/12/2026	886569	Napa Auto Parts	Fleet	$ 17.88	718535
01/12/2026	886569	Napa Auto Parts	Wastewater	$ 206.22	wire to install inverter in trucks
01/12/2026	886569	Napa Auto Parts	Wastewater	$ 30.25	WIRING FOR UNIT# 7408
01/12/2026	886569	Napa Auto Parts	Water	$ 206.23	wire to install inverter in trucks
01/12/2026	886569	Napa Auto Parts	Water	$ 30.25	WIRING FOR UNIT# 7408
01/12/2026	886573	NorthWestern Energy	Airport	$ 37,835.38	0100482-9. Vault Main Account. December 2025
01/12/2026	886573	NorthWestern Energy	Airport	$ 342.20	0712817-6
01/12/2026	886573	NorthWestern Energy	Facilities	$ 768.36	0720829-1

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01/12/2026	886573	NorthWestern Energy	Facilities	$ 1,887.26	0975808-7
01/12/2026	886573	NorthWestern Energy	Facilities	$ 640.26	1160802-3
01/12/2026	886573	NorthWestern Energy	Facilities	$ 2,221.50	1160804-9
01/12/2026	886573	NorthWestern Energy	Facilities	$ 2,541.05	1269391-7
01/12/2026	886573	NorthWestern Energy	Facilities	$ 11,182.47	3927205-9
01/12/2026	886573	NorthWestern Energy	Library	$ 5,983.65	3039007-4 Library electricity January 2026
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 1,210.60	0100506-5
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 45.16	0712387-0
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 165.64	0712536-2
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 7.31	0712539-6
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 224.61	0712683-2
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 43.31	0720818-4
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 267.55	0720821-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 83.32	0720841-6
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.05	0722237-5
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.57	0722247-4
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 62.59	0722251-6
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 0.94	0722254-0
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 105.13	0722255-7
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 217.02	0722256-5
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 157.63	0722257-3
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 89.62	0722260-7
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 223.63	0722266-4
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 1.15	0722268-0
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 31.65	0722269-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 34.43	0722277-1
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 43.97	0722287-0
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 12.57	0722292-0
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 41.80	0722293-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.43	0722905-7
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 97.30	0722933-9
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 9.23	0723027-9
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 83.88	0723035-2

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01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.71	0723036-0
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 153.68	0723037-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 56.34	0723042-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 42.77	0723044-4
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 35.66	0723045-1
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 43.75	0723054-3
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.05	0723055-0
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 38.56	0723056-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 23.71	0723057-6
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 28.33	0723058-4
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 32.00	0723090-7
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.05	0723162-4
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 39.49	0723170-7
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 36.64	0789437-1
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 6.00	0831702-6
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 36.39	0920801-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 225.06	0925496-2
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 160.02	0999807-1
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 38.59	1141284-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.30	1156527-2
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 47.43	1191404-1
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.71	1230066-1
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 0.54	1692666-9
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 26.66	1836666-6
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 22.71	1902257-3
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 46.87	3999603-8
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 32.00	4081700-9
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 5.04	4089118-6
01/12/2026	886573	NorthWestern Energy	Park Dist 1	$ 105.75	4307764-3
01/12/2026	886573	NorthWestern Energy	Parking	$ 2,099.40	0720834-1
01/12/2026	886573	NorthWestern Energy	Parking	$ 1,649.84	1569636-2
01/12/2026	886573	NorthWestern Energy	Parking	$ 1,220.51	1594282-4
01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 24.01	0723385-1

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01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 0.54	0971824-8
01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 0.42	1029192-0
01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 0.64	1312707-1
01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 22.95	1564209-3
01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 0.53	1948667-9
01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 4.78	2055817-7
01/12/2026	886573	NorthWestern Energy	Parks Maint	$ 232.58	4299970-6
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 498.76	0712537-0
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 378.10	0720840-8
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 627.76	0871546-8
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 217.60	1984150-1
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 259.49	1984155-0
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 2,395.53	3448739-7
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 1,798.76	December Station 1 Services
01/12/2026	886573	NorthWestern Energy	Public Safety	$ 483.98	December Station 6 Services
01/12/2026	886573	NorthWestern Energy	Radio	$ 354.92	0721580-9
01/12/2026	886573	NorthWestern Energy	Radio	$ 160.41	1006915-1
01/12/2026	886573	NorthWestern Energy	Solid Waste	$ 1,224.90	3252194-0
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 22.05	0723645-8
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 274.82	1738989-1
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 0.29	1740357-7
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 0.53	1748896-6
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 1.44	1797828-9
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 35.10	2047000-1
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 23.46	2047011-8
01/12/2026	886573	NorthWestern Energy	Street/Traffic	$ 23.71	2047018-3
01/12/2026	886573	NorthWestern Energy	Transit	$ 41.06	0712764-0
01/12/2026	886573	NorthWestern Energy	Transit	$ 471.81	1784756-7
01/12/2026	886573	NorthWestern Energy	Wastewater	$ 66,819.97	0100591-7
01/12/2026	886573	NorthWestern Energy	Wastewater	$ 942.90	0100606-3
01/12/2026	886573	NorthWestern Energy	Wastewater	$ 110.73	1704030-4
01/12/2026	886573	NorthWestern Energy	Wastewater	$ 1,462.29	2132749-9
01/12/2026	886573	NorthWestern Energy	Water	$ 606.20	0100478-7

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01/12/2026	886573	NorthWestern Energy	Water	$ 953.92	0100485-2
01/12/2026	886573	NorthWestern Energy	Water	$ 5,277.41	0100540-4
01/12/2026	886573	NorthWestern Energy	Water	$ 2,828.69	0100606-3
01/12/2026	886573	NorthWestern Energy	Water	$ 71,660.06	0100606-3
01/12/2026	886573	NorthWestern Energy	Water	$ 266.52	0722252-4
01/12/2026	886573	NorthWestern Energy	Water	$ 3,822.96	0722264-9
01/12/2026	886573	NorthWestern Energy	Water	$ 2,800.44	0723040-2
01/12/2026	886573	NorthWestern Energy	Water	$ 2,960.08	0723043-6
01/12/2026	886573	NorthWestern Energy	Water	$ 25.25	0723059-2
01/12/2026	886573	NorthWestern Energy	Water	$ 408.59	1116452-2
01/12/2026	886573	NorthWestern Energy	Water	$ 165.03	1142253-2
01/12/2026	886580	Peacekeeper Products	PD Program	$ 4,025.00	24" Peacekeeper R.C.B. Expandable Baton (Black)
01/12/2026	886580	Peacekeeper Products	PD Program	$ 129.00	Baton Strike Plate: 12 x 12 x 2"
01/12/2026	886580	Peacekeeper Products	PD Program	$ 479.25	Molle Vest Holster (Tactical Black for 29" Peacekeeper Baton
01/12/2026	886580	Peacekeeper Products	PD Program	$ (272.98)	Multiple Order Discount-Discount based on this quotation only.
01/12/2026	886580	Peacekeeper Products	PD Program	$ 558.00	Peacekeeper "Convertible" Strike Shield: Hand Held with
01/12/2026	886580	Peacekeeper Products	PD Program	$ 459.50	Secure-Lock Rotational Holster (Large) for 24" and 26" RCB Baton
01/12/2026	886580	Peacekeeper Products	PD Program	$ 307.85	Shipping 􀀦 Handling
01/12/2026	886582	Petty Cash CCSIU	PD Program	$ 4,687.79	May - December Petty Cash for CCSIU. Receipts on file at the BPD.
01/12/2026	886585	Pride of Montana	Library	$ 2,760.00	72730 Custodial December 2025
01/12/2026	886586	Public Utilities	Airport	$ 7,017.44	11/17/2025 - 12/17/2025 Water Service
01/12/2026	886586	Public Utilities	Facilities	$ 1,120.35	3090329
01/12/2026	886586	Public Utilities	Facilities	$ 307.56	3113425
01/12/2026	886586	Public Utilities	Facilities	$ 1,007.34	3113479
01/12/2026	886586	Public Utilities	Park Dist 1	$ 50.04	3109451
01/12/2026	886586	Public Utilities	Parking	$ 11.25	3076980
01/12/2026	886586	Public Utilities	Parking	$ 252.46	3088608
01/12/2026	886586	Public Utilities	Parks Maint	$ 10.05	3109460
01/12/2026	886586	Public Utilities	Wastewater	$ 15.36	3075442
01/12/2026	886591	Rocky Mountain Health Network	City Ins Fund	$ 8,000.00	January 2026 Healthy Is-Corporate Wellness
01/12/2026	886594	SHI International Corp	IT Resources	$ 35,480.00	Omnia Contract # 2024056-02 Horizon renewal 1/12/26-1/11-27
01/12/2026	886595	SIGNAL 88 FRANCHISE GROUP	Facilities	$ 1,781.77	Roving Patrol Tours -Dedicated Security Officer - Meeting Dec 25
01/12/2026	886595	SIGNAL 88 FRANCHISE GROUP	Library	$ 20,682.35	US_118092 Security Guard Service December 2025

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01/12/2026	886599	Solid Waste Systems	Fleet	$ 49.01	P18496SPO
01/12/2026	886599	Solid Waste Systems	Fleet	$ 321.50	P18496SPO
01/12/2026	886599	Solid Waste Systems	Fleet	$ 82.34	P18759SPO
01/12/2026	886599	Solid Waste Systems	Fleet	$ 2,378.55	P18759SPO
01/12/2026	886599	Solid Waste Systems	Fleet	$ 499.99	P21304SPO
01/12/2026	886600	Speedy Auto Glass	Public Safety	$ 395.68	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Public Safety	$ 399.91	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Public Safety	$ 636.06	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Public Safety	$ 636.06	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Public Safety	$ 675.81	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Public Safety	$ 675.81	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Solid Waste	$ 150.00	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Solid Waste	$ 280.86	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Solid Waste	$ 280.86	--; WINDSHIELD
01/12/2026	886600	Speedy Auto Glass	Solid Waste	$ 280.86	--; WINDSHIELD
01/12/2026	ACH	Teamsters Union Local 190	Payroll Clearir	$ 10,394.00	Payroll Summary
01/12/2026	886606	TK Elevator	Stillwater Con	$ 17,245.80	fire proof/patch around the jambs where there's exposed wood.
01/12/2026	886606	TK Elevator	Stillwater Con	$ 19,700.98	CO #5 Generator test on overtime for two days
01/12/2026	886606	TK Elevator	Stillwater Con	$ 8,867.69	Modernized the elevator equipment at the Stillwater Building
01/12/2026	ACH	Town & Country Supply	Airport	$ 16,458.26	Invoice #451820. Dyed #1 for Operations
01/12/2026	ACH	Town & Country Supply	Fleet	$ 3,007.47	452186
01/12/2026	ACH	Town & Country Supply	Fleet	$ 3,577.67	452186
01/12/2026	ACH	Town & Country Supply	Fleet	$ 6,979.61	452186
01/12/2026	ACH	Town & Country Supply	Fleet	$ 3,058.98	452186
01/12/2026	ACH	Town & Country Supply	Fleet	$ 2.28	452186
01/12/2026	ACH	Town & Country Supply	Public Safety	$ 3,074.95	Unleaded fuel and diesel for stations
01/12/2026	ACH	Town & Country Supply	Transit	$ 9,207.66	451828 diesel fuel
01/12/2026	ACH	Town & Country Supply	Transit	$ 4,883.22	451828 diesel fuel
01/12/2026	ACH	Tractor & Equipment	Fleet	$ 31.84	BLCS0875473
01/12/2026	ACH	Tractor & Equipment	Fleet	$ 115.18	BLCS0875473
01/12/2026	ACH	Tractor & Equipment	Fleet	$ 394.89	BLCS0875560
01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 91.14	CONSUMABLES
01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 675.24	CONSUMABLES

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01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,220.75	CONSUMABLES
01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 744.00	MAINTENANCE
01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,251.76	ORINGS, FILTER ELEMENT
01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,302.00	REPAIR SEAT
01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 1,511.00	SERVICE
01/12/2026	ACH	Tractor & Equipment	Solid Waste	$ 2,412.00	SYSTEM, REPLACED STARTER
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 157.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 444.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 154.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 256.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 71.41	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 2,196.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 2,913.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 106.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 997.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 2,350.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 71.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 29.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 139.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 129.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 119.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 180.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 95.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 6.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 14.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 46.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 47.03	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 110.91	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 493.64	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 500.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 216.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 2,372.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 216.00	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 193.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 104.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,875.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 709.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 180.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 23.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 152.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 237.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 157.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 138.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 281.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 63.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 17.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 3.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 84.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 372.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 13.71	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 31.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 119.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 58.12	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 341.81	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 341.81	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 181.93	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 419.58	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 89.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 76.64	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 34.02	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 70.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ (119.04)	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 16.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 456.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 627.31	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 550.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 825.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 87.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 67.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 429.62	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 495.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,088.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 190.38	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 181.38	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,207.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 864.67	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 16.38	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,052.66	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 285.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ (126.92)	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 25.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 12.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 12.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 18.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 104.93	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 324.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 772.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,189.65	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,250.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 9.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 814.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 89.81	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 34.53	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 57.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,309.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 24.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 648.02	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 252.00	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 400.53	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 252.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 928.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 15.17	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 101.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Airport	$ 1,287.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 109.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 168.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 6.86	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 58.45	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 228.33	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 260.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 187.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 1,100.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 48.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 42.66	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 22.28	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 54.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 50.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 32.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 8.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 45.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 72.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Building	$ 60.00	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 31.03	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 16.99	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 65.15	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 209.00	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ (16.99)	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 457.98	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 19.99	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 19.99	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 125.00	PCard
01/12/2026	ACH	U.S. Bank PCards	CDBG	$ 50.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ 225.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ 27.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ 40.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ 351.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Central Servic	$ (35.16)	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 17.63	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 38.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 28.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 23.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 40.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 69.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 105.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 19.52	PCard
01/12/2026	ACH	U.S. Bank PCards	Court Grants	$ 123.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 15.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 106.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 250.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 61.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 150.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 412.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 356.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 59.97	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 18.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 22.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 152.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 117.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 25.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 11.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 73.69	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 70.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 444.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Engineering	$ 76.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 181.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,222.89	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,167.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 2,763.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 596.58	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 435.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 28.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 30.86	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 30.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 88.11	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 51.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 99.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 269.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 85.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 174.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 100.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 604.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 186.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 54.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 83.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 27.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 624.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 133.60	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 380.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 505.35	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 2,230.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,870.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,555.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,888.28	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 211.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 151.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,796.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 394.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 2.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 35.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 4.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 49.51	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 213.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 37.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 75.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 833.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,090.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 428.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 101.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 339.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 99.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 18.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 583.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 19.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 25.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 93.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 12.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 37.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Facilities	$ 1,172.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Fire Grants	$ 398.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Fire Grants	$ 355.77	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Fleet	$ 80.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Fleet	$ 810.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Fleet	$ 729.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 66.39	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 2.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 16.45	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 162.94	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 319.79	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 114.22	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 313.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 7.65	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 275.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ (14.96)	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 321.20	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 27.75	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 2,255.33	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 55.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 1,418.63	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 6.08	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 159.04	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 149.25	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 139.24	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 25.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 61.87	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 300.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 59.66	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 149.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 149.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 564.37	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 564.37	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	General	$ 79.44	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 369.48	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 786.59	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 60.75	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 60.75	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 9.98	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 195.33	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 339.26	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 8.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 1,777.50	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 287.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 30.90	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 265.12	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 19.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 89.29	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ (87.89)	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ (18.99)	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 24.98	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 16.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 5.29	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 19.80	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 54.53	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 51.80	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 24.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 15.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 15.83	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 24.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 19.98	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 27.76	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 10.89	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 72.08	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 23.99	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	General	$ 189.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 19.90	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 8.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 64.75	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 7.64	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 25.26	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 96.11	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 37.94	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 35.48	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 29.47	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 10.31	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 98.88	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 16.99	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 30.00	PCard
01/12/2026	ACH	U.S. Bank PCards	General	$ 187.01	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 47.21	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 42.97	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 32.60	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 390.00	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 64.00	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 250.00	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 34.78	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 763.75	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 13.04	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 35.00	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 40.99	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 21.79	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 113.13	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 31.12	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 39.95	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 32.71	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 77.98	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 189.90	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 6.46	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 163.69	PCard
01/12/2026	ACH	U.S. Bank PCards	IT Resources	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 1,800.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 770.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 770.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 600.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 600.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 600.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 600.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 340.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Legal Grants	$ 2,400.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 51.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 343.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 99.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 52.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 52.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 274.64	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 22.34	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 19.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 61.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 13.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 5.47	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Library	$ 10.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 39.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 2,100.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 125.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 26.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 70.01	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 28.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 140.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 22.24	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 65.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,287.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 264.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,414.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 25.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 77.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 31.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,009.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,022.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,042.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,052.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,023.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 1,023.45	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 25.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 106.45	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 3.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 23.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 7.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 15.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 15.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 17.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 49.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 174.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 14.99	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Library	$ 4.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 3.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 29.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 17.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 7.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 110.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 13.02	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 11.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 48.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 16.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 10.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 29.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 22.91	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 149.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 49.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 7.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 20.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 12.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 24.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 5.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 9.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 11.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 13.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 13.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 11.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 14.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 7.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 13.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 8.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 18.95	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Library	$ 7.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 7.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 91.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 12.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 15.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 10.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 109.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 29.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 6.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Library	$ 136.50	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 439.68	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 310.60	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 104.65	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ (119.99)	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 55.17	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 20.17	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 70.34	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 35.97	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 48.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 283.80	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 50.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 114.70	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 154.70	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 545.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 436.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 511.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 299.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 249.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 55.93	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 71.22	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 81.92	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 84.99	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 43.70	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 375.00	PCard
01/12/2026	ACH	U.S. Bank PCards	P.W. Admin	$ 36.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 35.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 72.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 46.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 107.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 18.52	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 74.63	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 130.58	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 12.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 11.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ (49.91)	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 173.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 49.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 53.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 200.17	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 5.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 578.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 250.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 450.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 120.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 518.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 25.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 65.64	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 52.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 134.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 50.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 49.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 168.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 56.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 233.70	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 32.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 29.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 112.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 122.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 152.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 72.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 114.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 182.91	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 129.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 143.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 37.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 49.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 524.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 79.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 19.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 178.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 305.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 82.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 13.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 95.35	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 267.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 13.35	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 331.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 93.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 50.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 118.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 20.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 98.83	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 80.09	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 261.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 66.44	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 142.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 42.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 110.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 196.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 87.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 26.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 220.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 41.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 470.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 470.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 463.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 108.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 90.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 244.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 2,348.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 67.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 1.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 6.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 13.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 46.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 21.17	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 40.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 46.34	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 65.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 23.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 23.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 27.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 13.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 37.51	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 111.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 221.34	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 70.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 25.98	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 79.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 76.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 2.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 41.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 53.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 29.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 94.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 177.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 65.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 83.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 19.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 169.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 9.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ (9.99)	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 15.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 197.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 231.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 181.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 113.12	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 206.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 61.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 378.63	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 204.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 58.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 30.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 101.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 35.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 98.13	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 21.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 102.91	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 85.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 109.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 12.99	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 41.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 4.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 44.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 23.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 32.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 34.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 19.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 134.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 68.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 277.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 199.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 2,525.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 655.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 655.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 95.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 27.67	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 249.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 17.14	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 37.81	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 175.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 9.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 358.58	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ (28.74)	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 112.55	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 102.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 5.51	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 119.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 1,793.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 169.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 120.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 119.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 59.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 69.99	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 69.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 12.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 19.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 19.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 59.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 69.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 77.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 28.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 21.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 42.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 34.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 7.28	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 25.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 19.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 9.09	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 127.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 93.53	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 122.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 37.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 34.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 9.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 24.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 58.11	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 7.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 7.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 142.28	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 14.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 147.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 5.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 5.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 5.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 119.47	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 51.93	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 178.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 15.33	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 51.03	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 62.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 4.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 112.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 24.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 972.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 286.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 179.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ (179.90)	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 79.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 59.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 7.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 12.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 2.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 165.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 30.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Park Dist 1	$ 35.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 138.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 90.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 25.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 18.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 18.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 1,400.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 520.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 2,185.00	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 58.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 3.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 3.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 587.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 5.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 14.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 22.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 35.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 17.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 35.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 17.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 17.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 124.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 124.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 5.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 44.13	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 205.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 6.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 63.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 63.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 135.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 135.91	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 147.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 147.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 16.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 25.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 132.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 29.69	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 25.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 25.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 63.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 5.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 683.86	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 90.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 52.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Parking	$ 90.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 996.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 33.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 293.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 200.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 55.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 27.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 54.93	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 27.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 84.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Parks Maint	$ 124.97	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 201.21	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 321.36	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 1,191.76	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 825.00	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 2,954.61	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 2,914.00	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 13.56	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 1,200.00	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 2,385.00	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 102.81	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 27.84	PCard
01/12/2026	ACH	U.S. Bank PCards	PD Program	$ 769.77	PCard
01/12/2026	ACH	U.S. Bank PCards	Phone System	$ 75.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Phone System	$ 13.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Phone System	$ 33.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Phone System	$ 4.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 35.96	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 44.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 40.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 23.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 124.63	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 24.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 265.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 25.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ (53.99)	PCard
01/12/2026	ACH	U.S. Bank PCards	Planning	$ 71.67	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 26.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 73.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 20.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ (82.77)	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ (82.77)	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 637.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 866.17	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 31.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 221.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,639.83	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 660.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 270.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 163.71	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 165.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 157.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 349.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 270.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 129.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,020.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 216.13	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 364.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 227.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 70.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 308.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 746.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 17.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 17.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 83.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 95.33	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 15.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 39.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 17.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 15.79	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 15.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 33.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 25.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 19.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 22.38	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 36.89	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 15.79	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 23.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ (23.96)	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 51.31	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 55.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,331.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 200.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,440.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 29.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 41.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 70.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 42.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 42.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 437.00	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 70.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 44.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 308.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 56.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,172.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 658.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 37.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 425.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 93.03	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 68.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 171.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 21.33	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 64.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 79.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 186.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 160.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 35.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 601.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 474.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 82.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 236.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 194.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 62.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 11.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 43.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,192.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 2.34	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 35.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 153.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 65.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 20.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 460.31	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 150.00	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 88.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 174.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 97.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 25.31	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 126.55	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 706.51	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 227.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 32.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 964.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 772.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 688.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 207.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 550.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 550.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 550.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 550.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 508.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 508.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 548.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 381.89	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 168.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 87.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 62.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 88.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 190.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 22.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 23.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 56.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 26.34	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 60.62	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 16.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 31.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 33.68	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 304.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 51.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 199.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 139.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 424.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 924.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 472.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 4,125.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 454.86	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 161.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 394.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 288.14	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 263.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 60.38	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 226.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 66.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 209.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 330.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 171.13	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 120.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 463.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 254.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 148.55	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 15.24	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 62.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ (62.75)	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 156.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 418.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 402.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 123.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 123.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 123.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 75.00	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 550.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,087.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 42.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 369.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,149.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 62.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 183.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 392.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 127.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 234.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 325.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 23.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 22.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 12.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 16.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 29.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 890.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 445.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,351.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 298.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 799.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 117.35	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 115.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 18.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 106.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ (50.98)	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 101.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 70.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 128.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,399.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 25.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 86.28	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ (1,499.00)	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,583.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 136.28	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 314.14	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 50.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 21.12	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 192.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 80.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 320.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 80.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,049.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 46.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 29.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 29.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 59.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 239.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 312.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 17.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 15.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 5.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 252.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 19.12	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 294.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 36.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 49.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 339.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 51.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 711.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 49.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 251.93	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 12.79	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 39.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 26.94	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 24.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 404.31	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 19.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 295.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 89.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 48.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 66.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 171.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 119.41	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 89.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 7.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 26.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 59.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 50.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 143.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 1,267.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 841.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 280.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 735.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 192.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 24.65	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ (35.00)	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 165.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 51.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 39.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 396.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 108.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 600.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 204.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 581.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 874.75	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 427.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 369.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 464.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 149.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 38.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 155.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 79.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 46.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 30.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 39.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 284.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 605.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 396.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 4.33	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 41.79	PCard
01/12/2026	ACH	U.S. Bank PCards	Public Safety	$ 945.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 28.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 65.66	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 525.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 79.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 515.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 147.71	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 47.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 75.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 223.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 34.21	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 45.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 71.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 483.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 55.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 72.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 47.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 101.37	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 358.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 71.81	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 4,610.66	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 874.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 325.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 232.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 119.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 408.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 903.77	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 1,569.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 243.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 96.56	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 175.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 60.12	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 10.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 14.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 14.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 35.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 6.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 1,025.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 1,122.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 192.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 483.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 392.38	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 17.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 75.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 8.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 20.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 99.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 39.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 173.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 24.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 630.53	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 66.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 2,157.51	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 1,222.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 2,760.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 833.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 903.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 833.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Solid Waste	$ 12.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 89.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 111.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 39.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 17.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 35.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 560.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 3,180.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 64.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 28.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 104.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 2,444.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 670.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 136.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 31.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 116.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 252.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 46.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 0.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 210.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 199.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 241.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 196.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 25.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 33.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 167.96	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 4.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 42.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 197.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 53.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 55.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 22.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 355.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 240.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 40.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 21.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 21.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 36.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 21.14	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 19.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 314.77	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 9.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 21.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 693.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 37.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 2,455.45	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 1,244.66	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 3,635.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 260.85	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 47.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Street/Traffic	$ 26.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 16.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ (16.29)	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 76.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 342.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 83.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ (98.14)	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 59.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 236.64	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 1,476.83	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 550.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 1,080.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 45.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 36.45	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 19.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 44.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 169.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 84.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 121.31	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 6.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 68.91	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 20.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 39.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 19.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 32.11	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ (18.00)	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 11.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 55.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 41.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 24.45	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 307.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 2,800.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 2,800.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 2.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 16.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 6.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 249.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 26.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 51.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 76.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 258.30	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 69.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 1,011.07	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 84.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 109.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 18.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 174.89	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 27.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 19.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 139.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 17.89	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 18.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 13.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 54.52	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 21.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 72.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 61.86	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 15.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 5.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 9.12	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 20.34	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 27.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 26.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 12.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 132.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 118.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 33.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ (500.00)	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 1,089.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Transit	$ 20.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 75.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 13.69	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 155.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 884.70	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 100.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 140.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 9.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 1,115.03	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 46.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 436.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 149.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 239.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 22.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 57.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 3,295.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 129.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 189.63	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 32.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 155.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 103.86	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 109.86	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 697.62	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 67.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 33.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 994.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 548.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 59.91	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 33.83	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 239.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 470.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 56.60	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 364.70	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 495.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 406.09	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 2,798.53	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 2,986.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 449.52	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 414.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 8.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 1,722.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 9.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 320.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 1,408.71	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 528.31	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 432.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 167.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 86.40	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 52.17	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 1,195.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 215.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 334.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 13.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 631.01	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 462.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 301.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 19.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 28.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 81.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 64.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 86.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 148.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 870.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 41.52	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 120.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 98.09	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 31.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 15.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 15.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 57.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 10.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 625.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 2.79	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 24.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 5.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 29.67	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ (4.49)	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 9.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 25.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 3.14	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 5.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 215.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 13.11	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 199.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 846.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 107.87	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 342.01	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 127.17	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 14.31	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ (1.95)	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ (37.52)	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 27.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 73.69	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 174.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 967.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 65.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 17.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 31.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 110.27	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 7.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 22.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 61.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 37.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 332.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 13.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 331.24	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 219.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 476.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 60.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 122.51	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 49.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 12.45	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 53.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 111.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 62.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 31.25	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 321.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 120.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 920.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 197.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 98.66	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 371.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 737.42	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 29.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 559.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 1,087.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 29.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 125.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 362.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 29.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 16.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 17.49	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 2,220.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 40.89	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 81.71	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 234.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 10.18	PCard
01/12/2026	ACH	U.S. Bank PCards	Wastewater	$ 10.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 65.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 75.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 149.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 329.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 329.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 174.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 32.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 117.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 13.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 821.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 230.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 36.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 27.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1,259.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 36.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 88.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 436.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 79.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 129.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 264.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 50.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 329.59	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 47.64	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 135.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 121.04	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Water	$ 42.34	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 33.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 5.86	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 994.47	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1,089.06	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 101.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 37.76	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 98.82	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 198.65	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 45.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 113.68	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1,123.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 757.37	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 255.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 141.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 92.20	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 29.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 22.72	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 23.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 2,172.04	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 27.23	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 34.01	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ (1,550.00)	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 2,197.73	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1,550.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 167.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 346.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 171.54	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 71.80	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 190.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 306.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 19.30	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Water	$ 171.69	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 95.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 209.08	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 74.52	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 543.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 31.16	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 78.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1,509.17	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 2,310.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 47.36	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 41.61	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 133.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 187.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 150.32	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 85.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 370.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 58.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 704.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 190.92	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 28.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 81.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 46.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 43.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 16.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 78.94	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 199.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 249.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 516.30	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 310.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 120.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 98.09	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 94.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 45.00	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Water	$ 45.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 57.27	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 10.79	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 22.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 33.26	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 30.95	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 43.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 40.97	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 4.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 6.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 31.12	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 51.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 17.24	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 29.66	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ (4.50)	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 9.44	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 25.43	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 3.15	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 30.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 301.84	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 47.67	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 68.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 91.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 53.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 53.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1,057.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 345.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 53.46	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 93.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 67.88	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 13.49	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 39.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 35.50	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Water	$ 29.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 60.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 235.48	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 36.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 138.22	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 13.29	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 239.96	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 55.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 187.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 93.75	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 321.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 120.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 371.05	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 641.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 282.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 88.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 559.74	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 641.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 282.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 88.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 125.98	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 641.70	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 282.10	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 88.78	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 16.50	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 13.39	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 62.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 49.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 1,000.00	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 307.14	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 122.57	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 81.71	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 163.42	PCard

Check Date	Check #	Name	Fund Name	Amount	Item Desc
01/12/2026	ACH	U.S. Bank PCards	Water	$ 19.38	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 8.81	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 174.99	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 10.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 10.19	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 80.90	PCard
01/12/2026	ACH	U.S. Bank PCards	Water	$ 119.24	PCard
01/12/2026	886614	Venturedyne	Solid Waste	$ 21,615.00	8 Ft Atlas Magnetic Sweeper
01/12/2026	ACH	Wastequip Manufacturing	Fleet	$ 918.88	4153607
01/12/2026	ACH	Wastequip Manufacturing	Fleet	$ 421.14	4153607
01/12/2026	ACH	Wastequip Manufacturing	Fleet	$ 314.00	4153743
01/12/2026	ACH	Wastequip Manufacturing	Fleet	$ 480.11	4165855
01/12/2026	ACH	Wastequip Manufacturing	Fleet	$ 151.16	4165855
01/12/2026	ACH	Wastequip Manufacturing	Fleet	$ 506.15	4165860
01/12/2026	ACH	Wastequip Manufacturing	Street/Traffic	$ 681.02	4153743
01/12/2026	886623	YWCA	Public Safety	$ 100,000.00	#014 FY26 Northern Lights Family Justice Center

City Council Regular Business Meeting
Meeting Date: 02/09/2026
TITLE: Council appointment to Yellowstone County Behavioral Health Coalition
PRESENTED BY: Chris Kukulski, City Administrator
Department: City Hall Administration
Presentation: No
Legal Review: Not Applicable
Project Number: N/A

RECOMMENDATION

Determine which councilmember will serve on the following board (unless otherwise designated) for the next two years (January 2028 expiration).

Community Board and Commission:

- Yellowstone County Behavioral Health Coalition

EXECUTIVE SUMMARY

This item requires City Council action to appoint a councilmember to Yellowstone County Behavioral Health Coalition for the upcoming term. Appointments are made in accordance with established policies and resolutions, with most terms expiring in January 2028. These assignments ensure Council representation, continuity of governance, and fulfillment of statutory and policy obligations. There is no fiscal impact associated with these appointments.

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

The committees meet as follows:

Yellowstone County Behavioral Health Coalition - Second Monday of the month at RiverStone Health, 123 S. 27th Street at 9:30 AM

Terms for the Board and/or Commission will be two (2) years, beginning in January.

FISCAL EFFECTS

There is no financial impact to the City in serving on these boards, commissions and committees.

STAKEHOLDERS

ALTERNATIVES

There are no viable alternatives. Council is obligated to fill and serve in these positions.
