

****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.



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

WORK SESSION AGENDA

COUNCIL CHAMBERS

JANUARY 20, 2026

5:30 P.M.

CALL TO ORDER: Mayor Nelson

PUBLIC COMMENT ON ALL ITEMS. This is the time to comment on any matter (Agenda or Non-Agenda) falling within the scope of the Billings City Council. There will also be time in conjunction with each agenda item for public comment relating to that item. You may only speak once for each item during the meeting.

Please note, the City Council cannot take action on any item of significant interest to the public that does not appear on the agenda. Comments are limited to three (3) minutes during each public comment period or as set by the Mayor. **Speaker sign-in required.** Please sign the roster at the cart located at the back of the Council chambers or at the podium.

- 1. Energy and Conservation Commission Final Recommendations.**
- 2. MT3 Corridor Study and Access Management Plan.**
- 3. 2023 Long Range Transportation Plan and Metropolitan Planning Organization.**
- 4. Timing of Traffic Impact Study Submittals.**

HIGHLIGHT UPCOMING AGENDA ITEMS OF COUNCIL INTEREST:

COUNCIL DISCUSSION:

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.)*

ADJOURN:

Note:

- This meeting is an "informal" meeting of the City Council. The content of the Agenda is subject to change at the meeting.
- In the event there is a Closed Executive Session, the sole purpose is to discuss litigation strategy. The other parties to the case(s) discussed are not public bodies or associations as described in Section 2-3-203(1) and (2), MCA. The meeting is closed, as allowed by Section 2-3-203(4) (a), MCA, "to discuss a strategy to be followed with respect to litigation when an open meeting would have a detrimental effect on the litigating position" of the City of Billings.

City Council Work Session

1.

Meeting Date: 01/20/2026**TITLE:** Energy and Conservation Commission Final Recommendations**PRESENTED BY:** Louis Engels, Water Quality Superintendent**Department:** Public Works**Presentation:** Yes**Legal Review:** Not Applicable**Project Number:** N/A

RECOMMENDATION

This is a discussion item and does not require council action at this time.

EXECUTIVE SUMMARY

City Council is being asked to consider and provide feedback to the Energy and Conservation Commission (ECC) on each of the ten (10) ECC recommendations in the attached plan. The ECC is also seeking input on whether the City Council would like to extend the ECC past its current expiration date, which was December 31, 2025.

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

The Energy and Conservation Commission (ECC) was established by Resolution 19-10794 and is made up of 7 commission members and 1 staff liaison with experience in the fields of energy and conservation. The purpose of the ECC is to consider ways to conserve energy and water, and reduce waste and pollution. This includes making recommendations where the City can reduce the amount of money it spends on resources and ways to limit the City's impact on the environment. The duties of the ECC per Resolution 19-10794 are creating and implementing a comprehensive energy and conservation plan that includes: a) An inventory of water and wastewater treatment, waste removal and disposal, pollution and energy efficiency of City-owned-and managed facilities, transportation and equipment; and b) Specific goals and strategies to reduce energy consumption, pollution and waste by measurable amounts; and c) A timetable for accomplishing the outlined goals and strategies.

Over the course of the ECC term, hundreds of conservation concepts and proposed programs were developed. As part of a disciplined process that included department head input, along with alignment with City Strategic Goals, the ECC was able to distill these concepts into an actionable plan of 10 recommendations.

FISCAL EFFECTS

There are no fiscal impacts as no formal decision will be made.

STAKEHOLDERS**ALTERNATIVES**

No formal action will be taken. City Council is asked for feedback on the following:

- The 10 recommendations in the ECC Plan.
- Extension of the ECC past the expiration date of December 31, 2025

Attachments

ECC Recommendations
Summary Table



Billings
ENERGY AND
CONSERVATION
COMMISSION



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Recommendation 1:

Improve Potable Water Efficiency in Parks

Applicable Council Strategic Goal	Sustain and Upgrade Critical Infrastructure
LEED for Cities Category	Water

Energy and Conservation Commission Proposal 1

Date: 1/20/26

Title: Improve Potable Water Efficiency in Parks

Associated Departments: Public Works/Parks

ECC Subcommittee: Water Efficiency **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The Energy and Conservation Commission (ECC) recommended that Parks reduce its potable water consumption by 20% during the summer irrigation season beginning in 2023. The Parks Director directed his staff to reduce consumption by 20%, anticipating that it would have minimal impact on the color or integrity of the parks' turfed areas. Parks reduced potable water use by 35% during the 2023 irrigation season compared with the previous 3-year average (2020 – 2022). They made this change with no additional public complaints about turf color. Changes were also made in turf maintenance practices including fertilizing, weed spraying, soil aerating, and soil amendments. The Parks Department has continued to keep the watering down in 2024 and 2025 with similar consumption totals as 2023. The ECC recommends that these watering changes become standard practice in the near-term.

In the medium term, the ECC recommends installing automated sprinkler systems in parks that lack them. Parks that currently don't have automated sprinklers include Boulder, Burlington, Commanche, Evergreen, Millice, Heritage Cir, Riverfront, and Spring Creek. It is recommended that automated systems be installed in these parks to reduce staff operating time and water-pumping energy costs. Additionally, three parks were identified as having the potential to be irrigated using non-potable water: Optimist Park, Boulder Park, and Spring Creek Park. Specifically, Optimist Park can be irrigated from the City-County Drain or the Suburban Ditch; Boulder Park, from the Big Ditch; and Spring Creek Park, from Spring Creek, which feeds the City-County Drain. Because there can be water quality and quantity implications of irrigation from ditches and drains, the ECC recommends assessing the feasibility of non-potable irrigation at Optimist Park, Boulder Park, and Spring Creek Park.

In the long term, the ECC recommends that the Parks Department explore alternatives to reduce potable water consumption further at the top 10 highest water-using parks. South Park, Centennial Park, High Sierra, Optimist Park, Harvest Park, Central Park, Olympic Park, Harvest-Canyon Park, Terry Park, and Ironwood Park. This approach will need to be balanced with customer expectations and park uses such as higher demand for existing parks and turf areas, more traffic and wear, and more expectations to provide park space for a growing city. We recommend analyzing the need for turfed areas. Harvest Park, Olympic Park, and Harvest-

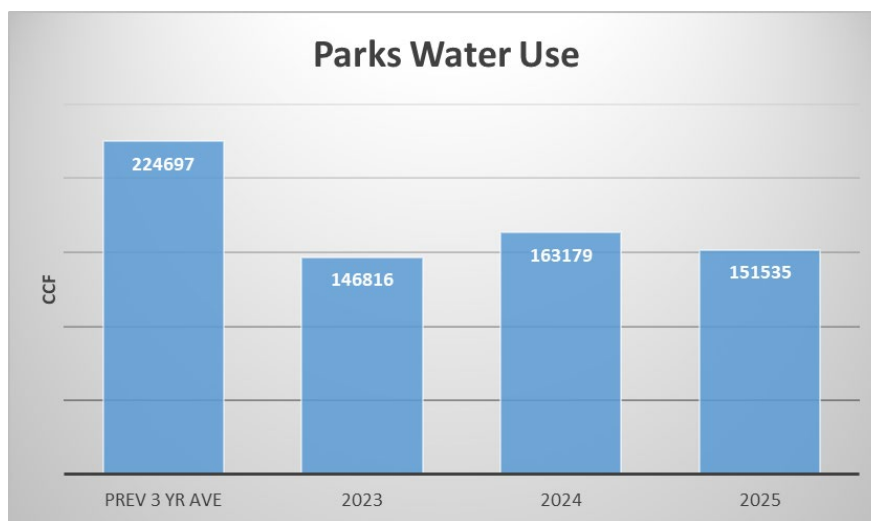
Canyon Park are the highest water users per acre. These parks consist of groups of small strips of green space in the Harvest-Olympic subdivision. The ECC recommends that the Parks Department explore alternatives for these small strips of green spaces to reduce consumption. We recommend conducting a feasibility assessment to determine whether these are viable alternatives to potable water at this location.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

Potable water is costly and energy-intensive to treat and pump around the City. Further improvements in irrigation efficiency benefit the public by deferring the need to upsize potable water infrastructure. Additionally, this will reduce costs for the Park Department and Public Works.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC's duties include creating and implementing a comprehensive energy and conservation plan that provides for "specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts". Reducing potable water use in parks directly aligns with the resolution to reduce energy and water waste. The figure below shows the Parks Department's reduction in potable water use since the 2023 changes.



HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates Cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated. However, the LEED for Cities Score for Water consumption was 1/6 in 2022. This score is largely based on per capita water consumption. If the Billings community reduced its consumption by 20%, it would receive a rating of 5/6 in the Water Efficiency category. Further, reducing water consumption by 13% = 4/6; 7% = 3/6; 2% = 2/6. The improvements in parks' efficiency are estimated to improve our score to 2/6. Improved water

efficiency also demonstrates leadership for the Billings community to conserve further, potentially resulting in additional points from the public following the City's lead resulting in increased water efficiency.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

The Integrated Water Plan executive summary states that the City should implement a water conservation program, which calls explicitly to "target City-owned facilities such as parks with water efficiency measures" while also stating that Billings has the highest per capita water use among Miles City, Helena, Bozeman, and Rapid City. This proposal aligns directly with the Integrated Water Plan and may close the gap with other peer-group Montana cities.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL'S STRATEGIC GOALS?

City Council has a strategic goal of Sustain and Upgrade Critical Water Infrastructure. Objective 1 of that goal is to expand the capacity and improve the resiliency of the water system by 2027. While this proposal doesn't directly increase capacity, it better utilizes existing water system capacity by improving water infrastructure efficiency.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

Water efficiency improvements are increasing across the arid Rocky Mountain West as competition for water resources intensifies. The success of the program will be measured by comparing the annual potable water use in Parks to 2020-2022 levels and documenting changes.

ALTERNATIVES

City Council may approve the following alternatives related to parks water consumption:

- 1) Near-Term Recommendations:
 - a) Approve the recommendation that the 20% watering reduction on parks made in 2023 become standard practice. These changes resulted in no additional complaints in 2023.
 - b) Approve the recommendation to pursue automated sprinkler systems on Commanche, Evergreen, Spring Creek, Boulder, Millice, Heritage Cir, and Riverfront parks.
- 2) Long-Term Recommendations:
 - a) Approve the recommendation to assess the feasibility of putting Optimist Park, Boulder Park, and Spring Creek Park on ditch water rather than potable water.
 - b) Approve the recommendation to explore alternatives to reduce potable water consumption further at the top 10 highest parks: South Park, Centennial Park, High Sierra, Optimist Park, Harvest Park, Central Park, Olympic Park, Harvest-Canyon Park, Terry Park, and Ironwood Park.
- 3) Do not Approve the recommendations and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

The proposal to make the 20% watering reductions standard practice will result in minor cost

savings to the City of Billings rate payer due to decreased water costs and reduced park maintenance water use fees. Pursuing automation for sprinkler systems will cost approximately \$150-200k per park but will decrease maintenance costs by reducing staff time spent manually moving sprinklers. Assessing the feasibility of Optimist Park, Boulder Park, and Spring Creek Park being removed utilizing ditch water rather than potable water will be a minor cost that could be completed by internal staff. However, if additional irrigation pump stations are constructed at Optimist, Boulder, and Spring Creek, additional capital and O&M costs will be incurred. Costs for a pump station and automation are approximately \$200-250k per park.

Recommendation 2:

Residential Water Efficiency and Irrigation Controller Rebate Program

Applicable Council Strategic Goal	Sustain and Upgrade Critical Infrastructure
LEED for Cities Category	Water

Energy and Conservation Commission Proposal 2

Date: 1/20/26

Title: Residential Water Efficiency and Irrigation Controller Rebate Program

Associated Departments: Public Works/Parks

ECC Subcommittee: Water Efficiency **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The Energy and Conservation Commission (ECC) recommends that the Parks Department develop public education materials on landscaping and what constitutes healthy grass for the Billings climate to be communicated to residents to optimize residential water efficiency through the communication proposal (#10). Communication should include the benefits and importance of water efficiency for all customers through relevant, timely outreach materials and social media. The ECC recommends that this be developed in the near term.

A second near-term recommendation is that the City of Billings develop information for residents to perform a self-assessment of their homes for leaks. Similar information has been developed by peer-group municipalities in the Rocky Mountain region to help customers save money on their water bills. A third near-term recommendation is to increase the number of users using the utility billing online portal. This portal includes a “ways to save” page where customers can take control of their water use and implement actions to be more efficient.

In the long term, it is recommended that Public Works provide a rebate program for the installation and use of water-saving irrigation controllers. This rebate program can be directed at both commercial and residential properties. The utility billing portal already includes a “cash back” tab on the “ways to save” page that allows rebate programs to be included.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

Potable water is costly and energy-intensive to treat and pump around the City of Billings. Residential irrigation use is the primary driver of the annual spike in potable water use in summer months. Baseline usage increases approximately 3 times the winter volume. Summer irrigation can represent a considerable increase in a customer’s water bill. Providing a means to reduce irrigation helps the citizens save money.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC's duties include creating and implementing a comprehensive energy and conservation plan that provides for “specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts”. Reducing the potable water directly aligns with the resolution to reduce wasted water by measurable amounts.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates Cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated. However, the LEED for Cities Score for Water consumption was 1/6 in 2022. This score is largely based on per capita water consumption. If the Billings community reduced its consumption by 20%, it would receive a rating of 5/6 in the Water Efficiency category. Further, reducing consumption results in the following LEED points: 13% = 4/6; 7% = 3/6; 2% = 2/6. The reduction in potable water use is estimated to improve our score to 2/6.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

The Integrated Water Plan states that Billings has the highest per capita water use among Miles City, Helena, Bozeman, and Rapid City. This proposal will help reduce per capita consumption and align directly with the Integrated Water Plan.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL'S STRATEGIC GOALS?

City Council has a strategic goal of Sustain and Upgrade Critical Water Infrastructure. Objective 1 of that goal is to expand the capacity and improve the resiliency of the water system by 2027. While this proposal doesn't directly increase capacity, it better uses existing water system capacity by improving water infrastructure efficiency.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

Public information about landscaping:

The City of Billings already has information on its website about Xeriscaping. This includes sample landscaping plans: <https://www.billingsmt.gov/2038/Community-Gardens-Food-Security>. This information can be expanded to include healthy lawns.

Leak self-audits:

Arizona Municipal Water Users Association:

The AMWUA has developed Step-by-Step instructions for fixing leaks and reducing water use in residences. This guide explains how to read your water meter, perform indoor/outdoor visual leak detection, use an isolation method for continuous leaks, and implement other water-efficiency measures that homeowners can use to reduce their water bills and save water. This guide can be found here: <https://smarthomewatertguide.org/>

City of Thornton, CO:

<https://youtu.be/Wn4QWwIEbf0>

Rebate programs:

City of Thornton, CO:

<https://www.thorntonwater.com/residential-rebates-and-free-services/>

City of Spokane, WA:

<https://my.spokanecity.org/publicworks/water/water-wise-spokane/rebates/>

City of Phoenix, AZ:

<https://www.phoenix.gov/waterservicessite/Pages/Residential%20Incentives.aspx>

City of Bozeman:

<https://www.bozeman.net/departments/utilities/water-conservation/rebates/outdoor-rebates>

<https://www.bozeman.net/home/showpublisheddocument/11320/638531754727270000>

Billings specific pilot study:

The League of Women Voters conducted a pilot project in April 2021 to retrofit a residential home with a WaterSense™ irrigation controller. This resulted in a 29% reduction in summer water use. This is consistent with national estimates. According to the EPA, “replacing a clock-based controller with a WaterSense labeled irrigation controller can reduce an average home's irrigation water use by up to 30%.”

ALTERNATIVES

City Council may approve any/all the following alternatives related to water efficiency:

1) Near-Term Recommendations:

- a) The Parks Department develop public education information about landscaping and what constitutes healthy grass for the Billings climate and integrate into the overall proposed conservation communication strategy (#1).
- b) The Public Works Department further develop information for residents to perform a leak self-assessment of their home.
- c) A third recommendation is to increase the number of users using the Utility Billing Portal.

2) Long-Term Recommendations:

- a) Public Works provides a rebate program for the installation and use of water-saving irrigation controllers.

3) Do not Approve any of the above recommendations, and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

Public information on landscaping and leak audits can be developed at minimal cost and with minimal staff time. There are no capital or ongoing maintenance costs with this proposal.

Public Works will need to study the irrigation rebate program for ROI. The cost of installing a new irrigation controller should be offset by substantial reductions in potable water consumption, which, in turn, saves the city money by reducing the need for future capacity upgrades. EPA estimates that WaterSense-labeled irrigation controllers can reduce average home irrigation by up to 30%, saving customers money.

Recommendation 3:

Regional Stormwater Management Plan

Applicable Council Strategic Goal	Sustain and Upgrade Critical Infrastructure
LEED for Cities Category	Stormwater Management

Energy and Conservation Commission Proposal 3

Date: 1/20/26

Title: Regional Stormwater Management Plan

Associated Departments: Public Works/Planning/Parks

ECC Subcommittee: Water **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The Energy and Conservation Commission (ECC) has three near-term recommendations regarding stormwater and land use. The first recommendation is that the Public Works Department study the feasibility of, and ultimately construct, additional regional stormwater facilities to provide comprehensive stormwater management throughout the City of Billings. Regional stormwater facilities can provide water quantity and water quality benefits that may even be incorporated into a park-like setting that offers walking, biking, and recreational opportunities (i.e. Shilo Conservation Area).

Secondly, the ECC recommends that Public Works seek land and storage opportunities that align with the regulations and needs of both the City of Billings and the development community. As Public Works begins the process of a citywide comprehensive drainage plan that identifies drainage infrastructure and flood management needs in the public right-of-way, partnership opportunities should be explored with the development community to minimize combined drainage needs and requirements and maximize funds spent on drainage infrastructure.

Finally, the ECC recommends that the City's Public Works, Parks, and Planning Departments coordinate efforts on stormwater and parkland facilities and requirements when new development occurs and as each department develops its own department-specific study, planning, and budgetary documents.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

Localized management of stormwater facilities within each subdivision can be costly, both up front and in ongoing maintenance. A regional approach to stormwater maximizes land use and allows for better development practices. By combining developer requirements, regional drainage, and parkland planning, each entity may achieve maximum land use and minimize costs.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC's duties include creating and implementing a comprehensive energy and conservation plan that provides for "specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts". Combining

regulations and maximizing land use meet the goals of the ECC resolution.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates Cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated. The City of Billings received 2 out of 2 possible points for stormwater management. This was due to the fewer damage-causing floods Billings experiences compared to other cities. Billings also received an additional point in the innovation category for the Shiloh Conservation Area, a regional stormwater facility.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

The Public Works, Parks, and Planning Departments already generate planning documents and requirements for stormwater and parkland facilities. This initiative asks these entities to collaborate with the development community to meet their respective goals and requirements, thereby improving land utilization. The City has achieved success in other areas working with community partners and showed consider this in an effective, cost-effective stormwater master plan.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL'S STRATEGIC GOALS?

City Council has four core values listed in the adopted 2022/2023 Council Strategies and Priorities. Two of those core values, collaboration and stewardship, are directly addressed by this ECC initiative through City departments working with the development community to enter public-private partnerships to manage needs and regulations better, all while improving land utilization.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

There is currently a proven track record of this concept working on a smaller scale within Howard Heights Subdivision, Reflections at Copper Ridge Subdivision, and Lillis Heights Subdivision. While these locations are all smaller in scope and regional impact, the concepts could be upscaled to provide the intent of this initiative. The City currently has larger-scale regional facilities located near 62nd Street West and Rimrock Road, and at the Shiloh Conservation Area, that serve various regional needs related to water quality, water quantity, and park space.

Success is anticipated to be measured over time and non-empirically, with the result being more regional stormwater facilities created with parkland overlays and an understanding with the development community that the City is willing to partner with their development if mutual goals can be realized. The end goal is for this initiative to lead to better land utilization for developers and the Public Works and Parks Departments.

ALTERNATIVES

City Council may approve any/all the following alternatives related to stormwater, parkland, and land use:

- 1) Near-Term Recommendations:
 - a) Study the feasibility of and construct more regional stormwater facilities.
 - b) Engage in public-private partnerships with the development community to harmonize regulations and planning document requirements and improve them.
 - c) Foster an environment where Public Works, Parks, Planning, and the development community share in a common stormwater management process.
- 2) Do not Approve any of the above recommendations, and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

Public Works and Parks will need to include funding during the CIP process for both planning studies and ultimately infrastructure construction. The unpredictable timing and pace of development may make it difficult for Public Works and Parks to keep up, but efforts should be made to prepare as best as possible.

One funding mechanism that has worked in the City of Billings previously is the scenario in which the City constructs the regional facility upfront, requires adjacent property upon development to drain stormwater runoff to the facility, and charges a storage fee per cubic foot of runoff discharged to the facility. Modified approaches to this example should also be explored, where funds spent by the development community and City are combined, or “stacked”, to provide the desired facility for fewer funds than if the City or development community constructed independent facilities.

Additionally, if the regional stormwater facility also serves as a park, the subdivision’s Park Maintenance District could help pay a proportional share of the facility's ongoing operations and maintenance costs.

Recommendation 4:

Total Cost of Ownership for Purchasing City-Owned Vehicles

Applicable Council Strategic Goal	Cultivate a High-Performance City Organization
LEED for Cities Category	Alternate Fuel Vehicles

Energy and Conservation Commission Proposal 4

Date: 1/20/26

Title: Total Cost of Ownership for Purchasing City-Owned Vehicles

Associated Departments: Public Works/Fleet Services/Transit /Police

ECC Subcommittee: Transportation **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The City spends approximately \$2.4 million per year on diesel and gasoline. Approximately 82% of those purchases are made for solid waste collection and disposal (39%), MET transit (20%), Police (12%), or Street Maintenance (11%). Recently, other fuel options have become more competitive with diesel and gasoline on a total cost-of-ownership basis. Consequently, the ECC recommends the City of Billings update the city vehicle procurement processes to require the use of a total cost-of-ownership analysis, including but not limited to cost of purchasing the vehicle, tax rebates, fuel costs, and maintenance, considering all available vehicle technology types such as electric, internal combustion, hydrogen, compressed natural gas, or other commercially available options. Examples of such TCO models are publicly available, including a model published by US Argonne National Lab.¹

In the long term, the ECC recommends that the City periodically reevaluate the business case for installing alternative fueling stations. For example, as battery technology improves, conduct a business case for installing electrical infrastructure at either the Billings Operations Center or expanding the electrical infrastructure at the MET Transit Building, given that the majority of City vehicle fueling occurs at these locations.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

This plan could reduce overall city costs, improve air quality, lower energy use, and increase energy resiliency. As vehicles powered by fuels other than gasoline become more widely available, the City can save money by considering these options. Total Cost of Ownership (TCO) purchasing considers more than the initial purchase price, including long-term costs such as fuel, maintenance, insurance, and depreciation. This life-cycle approach can help city staff make more financially sound decisions, saving taxpayers money.

¹ Burnham, A., Gohlke, D., Rush, L., Stephens, T., Zhou, Y., Delucchi, M. A., Birky, A., Hunter, C., & Lin, Z. (2021). *Comprehensive total cost of ownership quantification for vehicles with different size classes and powertrains* (Report No. ANL/ESD-21/4). <https://publications.anl.gov/anlpubs/2021/05/167399.pdf>.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC’s duties include creating and implementing a comprehensive energy and conservation plan that provides for “specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts”. Reducing transportation emissions and costs in the city by implementing this plan is consistent with the ECC resolution.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates Cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated. The LEED for Cities Score for Alternative Fuel Vehicles was 0/2. This metric is related to the availability of charging stations rather than the number of alternative fuel vehicles. Implementation of this proposal is not anticipated to change the Alternative Fuel Vehicles score.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

Public Works Strategic Asset Management Plan advocates for a focus on life-cycle cost purchasing. This approach is a best practice for creating the most value from the City’s assets.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL’S STRATEGIC GOALS?

This recommendation directly aligns with the City Council’s strategic goals of cultivating a High-Performance City Organization.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

Many cities in the USA are replacing internal combustion fleet vehicles with alternative fuel vehicles. In Montana, many municipalities have begun replacing some fleet vehicles with alternative-fuel vehicles. Bozeman, Missoula, Helena, Butte, Whitefish, Big Fork, Havre, East Helena, Clinton, and Fairfield all have replaced fleet vehicles with electric vehicles for applications including passenger vehicles, city buses, school buses, street sweepers, and airport fleet vehicles. Further, the City of Billings MET Transit has successfully implemented four (4) electric buses and has 2 charging stations for electric vehicles onsite, including a dedicated transformer that has capacity for additional chargers

ALTERNATIVES

City Council may:

- 1) Near-Term Recommendations:
 - a) Update the city’s vehicle procurement processes require a total cost of ownership analysis that considers all available vehicle technologies, including electric, internal combustion, hydrogen, compressed natural gas, and other commercially available options.
- 2) Long-Term Recommendations:

- a) Periodically reevaluate the business case for installing alternative more fueling stations at the Billings Operations Center and MET Transit Building
- 3) Do not approve any of the above recommendations, and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

The proposal may result in a net benefit to the City's total costs of ownership for fleet vehicles, while ensuring that the asset purchase decision is the most cost-effective over the life of the fleet vehicle.

Additional investments may be required, depending on the type of alternative fuel vehicles selected to replace City fleet vehicles, including:

- 1) Training staff and certifying mechanics for the repair of various types of vehicles.
 - 2) Rehabilitating City facilities to accommodate repairs of various types of vehicles.
 - 3) Charging stations for electric vehicles, along with potentially upsizing power service to accommodate them.
-

Recommendation 5:

Support Expansion of Walkable, Bikeable, and Public Transit-Oriented Infrastructure

Applicable Council Strategic Goal	Foster Economic Vibrancy through Great Neighborhoods and Business Districts
LEED for Cities Category	Transportation and Land Use

Energy and Conservation Commission Proposal

Date: 1/20/26

Title: Support expansion of walkable, bikeable, and public transit-oriented infrastructure

Associated Departments: Public Works/Parks/Transit

ECC Subcommittee: Transportation **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The Energy and Conservation Commission (ECC) recommends that City Council continue to support and enhance walkable, bikeable, and public transit-oriented infrastructure, as well as public transit operating funds. The City already supports several efforts financially, including adding missing sidewalks, arterial construction/reconstruction with a shared-use path on one side, ADA ramp upgrades, and Safe Routes to School efforts. This support should continue and, when possible, be enhanced.

Other near-term recommendations include integrating pedestrian and transit infrastructure projects and planning efforts to provide safe, accessible routes, and promoting a healthy community with convenient opportunities for Billings residents. This could include a focus on pedestrian, bicycle, and transit infrastructure in the *Transportation Corridor Analysis*, which is in progress at the time this memo is written. This process could include an engineering review, like the annexation or subdivision review, in which stakeholders, such as transit, are allowed to review infrastructure engineering plans for the inclusion of supportive infrastructure.

Long-term recommendations include supporting a future iteration of the Billings Area Bikeway and Trails Master Plan. Additional recommendations include further research into additional funding sources for walking, biking, and transit operations and infrastructure, including maintenance funding.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

Enhancements and expansion of pedestrian connectivity, along with public transit, will support public health and safety and provide multiple modes for residents to recreate and commute while conserving resources.

The United States Census Bureau provides data on the commute mode to work. 2023 estimates, the most recent as of the writing, show that 80.5% of residents drove alone to work, 7.2% carpooled, .4% used public transit, 2.1% walked, .6% biked, 1.3% took a taxi, motorcycle, or other means, and 7.8% worked from home. The 2017 Yellowstone County Household Travel survey, a statistically valid survey, evaluated mode share for all trip types,

not just trips to work. That survey found that 5.36% of trips were taken on foot, 1.57% on a bike, and 1.03% on a MET bus. This survey will be repeated in 2026-2027.

Providing efficient, sustainable travel options such as public transportation, biking, and walking is essential to the health and resilience of transportation systems. Residents are increasingly looking to drive less and use alternatives that save money, time, and resources. The US Department of Transportation considers households to be “transportation cost burdened” if they spend more than 15% of their income on transportation. According to the Center for Neighborhood Technology, virtually all of Billings spends at least 15% of its income on transportation, and 83% spends 18% or more. Public transportation and pedestrian access are practical options that enhance safety, reduce emissions, and improve affordability.

Walking and biking infrastructure, including sidewalks, multi-use paths, and bike lanes also play a key role. There is significant potential to expand these clean, cost-effective modes of travel, providing mode-shift opportunities as the City continues to grow. Comprehensive transportation planning, integrated with land-use planning, which promotes diverse travel methods can better meet residents’ transportation needs while supporting public health and safety. Supporting denser, mixed-use developments can make it easier for residents to walk, bike, or take the bus to their destinations.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC’s duties include creating and implementing a comprehensive energy and conservation plan that provides for “specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts”. Expanding walkable, bikeable, and transit-oriented infrastructure conserves energy and reduces pollution by shifting people away from driving.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates Cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated.

However, The LEED for Cities Score for Transportation and Land Use was 9/15 in 2022. This score is primarily based on the Transportation Performance category. If the City of Billings enhanced mixed-use, transit, access to quality multimodal facilities, and smart mobility/transportation policy, it could receive an additional four points.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

The Billings Area Bikeway and Trails Master Plan, completed in 2017, establishes a long-term vision and defines achievable short-term actions to improve mobility and recreation opportunities in the Billings Area.

The Transit Development Plan, completed in 2022, provides strategic guidance for a sustainable transit system to serve the community, improve transit service efficiency, expand access to service, and meet expected growth needs.

The Billings Urban Area Long Range Transportation Plan, completed in 2023, included a vision to support a livable, economically vibrant community through a safer, more equitable multimodal transportation system. The mobility goal has several performance measures, including increasing transit ridership, increasing the number of bicycle and pedestrian facilities and users, and increasing the number of bikeway miles by 20% between 2023 and 2027.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL'S STRATEGIC GOALS?

City Council has a strategic goal of Sustain and Upgrade Critical Infrastructure, including the efficiency of the transportation system, and another strategic goal to Foster Economic Vibrancy through Quality-Designed Neighborhoods and Business Districts, including a multimodal transportation system.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

Multimodal and public transportation infrastructure is being expanded nationwide, with many Federal Agencies, including FHWA and FTA, dedicating funding opportunities to expand such infrastructure.

The City could also put additional emphasis on the mode shift goal set in the 2023 Long Range Transportation Plan to increase the percentage of low-carbon trips (walking, bicycling, riding transit, carpooling) to 15% by the end of 2027. Mode shift goals are often supported by an increased investment in walking, biking, and transit-related infrastructure, as well as transit operating funds.

ALTERNATIVES

City Council may:

- 1) Near-Term Recommendations:
 - a) Approve the recommendation to support the expansion of walkable, bikeable, and public transit-oriented infrastructure.
 - b) Approve the recommendation that pedestrian and transit infrastructure be integrated as part of future capital improvement projects.
- 2) Long-Term Recommendations:
 - a) Support a future iteration of the Billings Area Bikeway and Trails Master Plan
 - b) Support further research by City staff into additional funding sources for walking, biking, and transit operations and infrastructure, including financing for maintenance.
- 3) Do not Approve any of the above recommendations, and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

The proposal will result in a neutral effect on capital costs for future projects. The City will

benefit from enhanced walkable, bikeable, and transit-oriented infrastructure. Maintenance costs for additional pedestrian infrastructure will increase. According to the Montana Department of Transportation, general maintenance costs for separated multi-use paths are approximately \$2,000/mile annually, including snow removal. Implementation of any action related to this recommendation should be preceded by rigorous financial analysis.

Recommendation 6:

Expand the Residential Green Waste Program

Applicable Council Strategic Goal	Sustain and Upgrade Critical Infrastructure
LEED for Cities Category	Waste Performance

Energy and Conservation Commission Proposal 6

Date: 1/20/26

Title: Expand the residential green waste program

Associated Departments: Public Works/Solid Waste

ECC Subcommittee: Solid Waste **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The Energy and Conservation Commission (ECC) recommends that Public Works and Solid Waste expand participation in the residential green waste program. Expanding the residential green waste program increases diversion of green waste, provides additional material volume for the City’s composting operation, and provides a higher level of service to residents who are already paying for the program.

Approximately 1/3 of households within the City of Billings participate in the green waste collection program. The ECC recommends that the City provide green waste bins to more residents and offer an educational opportunity to help residents understand the benefits of using the green bins and participating in the City’s green waste program.

This proposal also aligns with the ECC recommendation related to the concept of exploring ways to monetize its waste streams and may be amenable to a public private partnership (ECC recommendation #7).

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

City of Billings residents currently pay for green waste collection through their monthly utility bill. However, approximately 1/3 of households within the City of Billings participate in the green waste collection. At no additional cost to residents or the City, the green waste program can increase participation, divert green waste from the landfill, increase the volume of compostable material for the City’s composting operations, and extend the life of the current cells.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC's duties include creating and implementing a comprehensive energy and conservation plan that provides for “specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts”. Expanding the residential green waste program will reduce municipal solid waste (MSW) by measurable amounts.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates Cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated.

However, the LEED for Cities Score for Waste Performance consumption was 0/4 in 2022. This score is primarily based on the tons of waste generated per capita, which is well above the LEED target metrics. If the Billings community reduced its consumption by 45%, it would receive a rating of 2/6 in the Waste Performance category. While the ECC thinks a waste-reduction goal is important, a 45% reduction seems unrealistic. Achieving 20% waste diversion is the recommended goal, given that 27% of total waste generated is yard waste and 12% is cardboard. The City has focused on diverting both, recently adding cardboard collection and a composting program.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

The City's solid waste capital improvement and master plan include constructing a composting facility to process green waste from the residential green waste program. The Solid Waste Department currently has staff and equipment driving all residential routes picking up green waste bins. No additional operations staff or equipment should be required should the green waste program increase participation.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL'S STRATEGIC GOALS?

City Council Strategic Goal #2 is to Sustain and Upgrade Critical Infrastructure. While not explicitly named, landfill space conservation is a critical component of Billings' infrastructure. Diverting as much yard waste as possible, since it accounts for 27% of the waste stream, is an essential step toward conserving landfill space.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

Green waste collection is a common way to increase diversion in communities across the United States. The City's current residential green waste program is an added benefit to the community, and growing participation will increase diversion, which is one of the goals and benefits of having a green waste program within a municipality.

ALTERNATIVES

City Council may:

- 1) Near-Term Recommendations:
 - a) Approve the recommendation to support the expansion of the residential green waste program.
 - b) Approve the recommendation to expand the green waste program by providing all current paying residents with a green bin.

- 2) Do not Approve the recommendation, and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

The proposal will result in a neutral effect on capital costs for future projects. The City will benefit from increased participation in the green waste program, which will create more material for the City's composting operations. The proposed expansion of the residential green waste program will incur no additional costs for residents. The City will extend the landfill's lifespan by increasing MSW diversion within the active cells.

An increase in green waste collection may require additional crews and/or expand routing, which would increase operational costs for the City, while conserving landfill space, which has a time value of money to maximize the current permitting air space. It is recommended that a rate study be conducted to compare future capital savings from air space with the cost of collecting and composting additional green waste. Additionally, an analysis should be undertaken to assess regulatory requirements for composting green waste and other environmental benefits from increasing green waste collection.

Recommendation 7:

Adopt a Waste-to-Value Paradigm for the City of Billings

Applicable Council Strategic Goal	Sustain and Upgrade Critical Infrastructure and Improve the Safety of Billings for All Citizens (increase City Revenue)
LEED for Cities Category	Waste Performance

Energy and Conservation Commission Proposal 7

Date: 1/20/26

Title: Adopt a Waste-to-Value Paradigm for the City of Billings

Associated Departments: Public Works/Solid Waste

ECC Subcommittee: Solid Waste **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The Energy and Conservation Commission (ECC) recommends that the City of Billings evolve its municipal waste strategy from a focus on disposal costs to one that maximizes the value of the asset. The energy content of the municipal waste buried at the Billings landfill is equivalent to 100,000 short tons of coal, representing an opportunity to generate revenue for the City of Billings. The City of Billings has a successful track record in this area with the MDU landfill gas, which has generated approximately \$4 million in royalty revenues for the City over its operational life.

The following near-term options for implementing this strategy include evaluating increased landfill fees for non-resident customers, incentives that “source separate” to reduce landfill cost, incentives that promote reuse opportunities, optimize landfill gas delivery to the MDU facility to enhance royalty revenue, and pursue partnerships to monetize composting operations while expanding green waste collection. In the long term, the City should assess the financial feasibility of enhanced metal recovery or waste-to-liquids systems that could enable collaboration with local refineries.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

The City faces financial constraints due to the absence of a sales tax, limited property tax revenue, and fluctuating energy costs, making any increase in revenue from community assets. The City’s waste stream may be such an asset. The City's control over municipal waste from collection to disposal, along with existing diversion and collection infrastructure, reduces the complexity and risk of implementing this strategy, enabling it to generate revenue from its waste streams. Furthermore, the City's established record of successful public-private partnerships provides a model for mitigating operational and financial risks. Adopting this waste management approach may also reduce costs and risks associated with Title 5 compliance at the landfill.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC charter directs recommendations to reduce energy expenditures, limit environmental impacts, and establish measurable waste-reduction goals. This proposal can convert waste management into a profit center, reduce municipal energy consumption through on-site CHP generation in wastewater treatment, decrease pollution by enhancing methane and biogas

capture, and extend landfill life through diversion.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

Billings achieved LEED for Cities Gold in 2022, ranking in the top 10% among 300 communities, yet Billings received 0/10 points in the submission. Successful implementation of this strategy could improve scores in the Solid Waste, Energy/Greenhouse Gas Emissions, and Innovation categories.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

This plan builds on prior Master Plan investments in the Solid Waste area, including the composting area, the anaerobic digester at the wastewater treatment plant, the cardboard and green waste program, and the material sorting building at the landfill.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL'S STRATEGIC GOALS?

Sustain and Upgrade Critical Infrastructure: This strategy could extend landfill lifespan through increased diversion, reduce Title V compliance costs, enable distributed energy generation at wastewater treatment facilities, improve system resilience, and optimize the value of the existing infrastructure.

Foster Economic Vibrancy: Monetizing the City's waste stream will create new municipal revenue, support job creation, and enhance the City's environmental leadership, increasing community attractiveness to economic development targets.

Fiscal Sustainability: The strategy supports fiscal sustainability through creating new revenue streams or reducing operating costs from assets the City currently controls.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

All recommended approaches have extensive track records in the US, with optimized landfill gas capture operating at hundreds of landfills, commercial composting operations operating throughout the country, CHP systems operating at over 1,200 facilities, tiered tipping fee structures standard practice, and public-private waste-to-energy partnerships successfully operating at 75 facilities.

Financial metrics for evaluating success include annual revenue from the strategy, energy cost savings, and reductions in Title V compliance expenses. Operational metrics include tons of waste diverted and methane diverted to MDU. Strategic measures include fiscal resilience, partnership effectiveness, and job creation.

ALTERNATIVES

City Council may:

- 1) Near Term Recommendations:
 - a) Approve the shift to a waste monetization strategy, authorizing the evaluation of short-term implementation (landfill gas optimization, composting partnership,

metal recovery, non-resident tipping fee adjustment) while monitoring long-term options (waste-to-energy, enhance metal or waste recovery).

- 2) Not approve, maintaining current practices and foregoing revenue opportunities and cost reduction opportunities.

FISCAL EFFECTS

There is no cost to implementing this paradigm shift; however, it would require City staff to conduct operational and financial analyses of short- and long-term options and partnership opportunities before presenting a formal proposal to the City Council for approval.

Recommendation 8:

LED Street Lighting Conversions

Applicable Council Strategic Goal	Improve the Safety of Billings for All Citizens (increase City Revenue) and Cultivate a High-Performance City Organization
LEED for Cities Category	Energy Efficiency Credit

Energy and Conservation Commission Proposal 8

Date: 1/20/26

Title: LED Street Lighting Conversions

Associated Departments: Public Works/Parks

ECC Subcommittee: Electrical **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The City of Billings spends approximately \$2M annually on energy costs for street lighting. As of September 2025, in the City of Billings, there are 9,267 streetlights (5066 City Owned + approximately 4201 NWE owned). Of the City of Billings-owned lights, 20% are LED, whereas 97% of the NWE-owned lights are LED, resulting in 56% of the combined City/NWE-owned streetlights being LED. Currently, Public Works staff replace fixtures and bulbs with LED as the existing lights burn out.

In the near term, the Energy and Conservation Commission (ECC) recommends that the City assess funding and develop a plan and cost estimate to convert at least 70% of the lights to LED, meeting the LEED for Cities benchmark. This is approximately 1700 streetlights. One challenge to this recommendation is the legal and administrative issues posed by the MCA rules governing Part 43, Special Provisions for Special Improvement Lighting Districts. Conversion of street lighting is a complex process as it requires converting lights in hundreds of different SILMDs (Street Lighting Maintenance Districts), and Montana Code Annotated laws require costs and funding to be kept separate for each specific SILMD. That is because each SILMD is a unique taxing district that passes the costs of street lighting within its boundaries to property owners. The MCA laws also require that if the cost of changing a SILMD increases by more than 3%, the property owners in that SILMD have the right to decide whether to assume the higher costs through a protest process. The developed plan will need to navigate these issues.

An additional near-term recommendation is to assess solar lights for new construction in areas where it would be more cost-effective to install a solar streetlight than to run electrical wire and other infrastructure. Public Works recently installed solar street lighting along Skyline Trail and the Shiloh conservation area. Parks installed solar street lighting in Comanche Park. An assessment of whether these lights meet resident needs should be conducted before pursuing larger-scale implementation.

In the long term, the ECC recommends replacing all streetlights with LED lights. LED lights typically have a payback period of 3-5 years.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

The cost of electrical power has increased by approximately 50% since 2020 (\$0.10/kWh vs \$0.15/kWh in 2025). The total energy cost spent on street lighting was \$1.8M in FY25 and \$1.9M in FY24.

The conversion to LED streetlights will reduce energy consumption and reduce SILMD costs for property owners. The LED lights have longer rated lifespans of 10-15 years, compared with high-pressure sodium lamps, which last only a few years. Additionally, LED street lighting provides better quality lighting than high-pressure sodium lamps. Further, street and lighting are a vital safety consideration according to SEPTD principles.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC's duties include creating and implementing a comprehensive energy and conservation plan that provides for “specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts”. Reducing the energy spent on street lighting directly aligns with the resolution to reduce energy consumption.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates Cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated. The LEED for Cities Score for the energy efficiency credit was 3/4 in 2022. This score would improve to 4/4 if 70% of the street lighting were converted to LED.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL’S STRATEGIC GOALS?

City Council has a strategic goal of investing in core infrastructure. This proposal will create electrical cost savings that can be returned to ratepayers or used to advance other streetlight infrastructure needs.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

LED streetlight conversion has been demonstrated across the country to improve lighting efficiency. Solar lighting has been used in some cities, but its application depends on various factors. 2024 data from Public Works shows a 50-75% decrease in energy consumption after lighting is converted to LED. This is consistent with established literature.

ALTERNATIVES

City Council may:

- 1) Near-Term Recommendations:
 - a. Approve the recommendation to achieve at least 70% conversion to LED street lighting and/or;
 - b. Approve the recommendation to review the efficacy of solar street lighting and explore other applications within the City.

- 2) Long Term Recommendations:
 - a. Approve the recommendation to achieve 100% conversion to LED street lighting and/or;
- 3) Do not Approve any of the above recommendations, and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

The proposal will result in significant savings for the City rate payer over time. Ongoing maintenance costs should decrease as LED fixtures have longer lifespans than other lighting. The typical payback period for streetlight fixtures is 3-5 years for converting from high-pressure sodium (HPS) to LED. An estimate is shown below, assuming energy costs of \$0.15/kWh.

Scenario	Energy Savings (kWh/yr)	Energy Savings (\$/yr)	Maint. Savings (\$/yr)	Upfront Cost	Payback (yrs)
250W HPS → 100W LED	602	\$90.34	40	\$400	3.1
250W HPS → 65W LED	743	\$111.42	60	\$800	4.7
150W HPS → 65W LED	341	\$51.19	30	\$300	3.7

Over a 15-year fixture life, total net savings per fixture can exceed \$1000. If the near-term recommendation to replace approximately 1700 high-pressure sodium fixtures with LED is implemented, a savings of \$1,700,000 would be realized over a 15-year fixture life. If all non-LED lights (approximately 3500) are replaced, a savings of \$3,500,000 would be realized over a 15-year fixture life or approximately \$230,000 annually.

Recommendation 9:

Offset Electrical Costs with On-site Generation

Applicable Council Strategic Goal	Cultivate a High-Performance City Organization
LEED for Cities Category	Energy and Greenhouse Gas Emissions

Energy and Conservation Commission Proposal 9

Date: 1/20/26

Title: Offset Electrical Costs with On-site Generation

Associated Departments: Public Works/Parks

ECC Subcommittee: Electrical **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The City of Billings spends approximately \$5.4M/year on electricity. Approximately 70% of the electrical cost (\$3.8M) is related to water pumping or treatment. In the near term, the Energy and Conservation Commission (ECC) recommends that the Public Works and Parks Department evaluate underutilized or vacant land for on-site energy production to offset rising energy costs from energy providers. The initial focus should be on the City assets that are the largest power consumers with adjacent vacant land. Electrical infrastructure can be owned and operated by City staff, or the City can issue an RFQ to enter into a power purchase agreement with an Energy Service Company. The ECC has identified four sites as possible candidates: the existing Water Treatment Plant, the new Water Treatment Plant, the pump station at Avenue C and 9th (also known as Willett Pump Station), and the land behind the Billings Operation Center.

Near-term energy savings measures include evaluating the addition of a hydrogenator when pumping water from the new water treatment plant on Hesper Rd that returns to the central part of the City. This has the added benefit of potentially eliminating the need for a future pump station and pipeline at the new water treatment plant.

In the long term, it is recommended that the City periodically reevaluate the business case for on-site electrical generation, should electrical costs continue to increase substantially, or technological advances occur. This would include reevaluating biogas reuse at the wastewater treatment facility if a cost-effective hydrogen sulfide removal technology became available. Additionally, when selling vacant land, it is recommended to assess whether these lands could be used to offset municipal electrical loads.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

The financial costs of electrical power have increased by approximately 50% since 2020 (0.10\$/kwh vs 0.15\$/kwh in 2025). This has made on-site solar electricity generation more financially viable, with estimated payback periods decreasing from 9-13 years to 6-9 years. If near-term recommendations from the four sites were pursued with approximately 1.5 MW of solar installation, the savings are estimated at \$150k-\$300k per year in net savings on electrical costs.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

The ECC resolution states that the ECC's duties include creating and implementing a comprehensive energy and conservation plan that provides for “specific goals and strategies to reduce energy consumption, pollution, and waste by measurable amounts”. Reducing the electricity required to deliver municipal services directly aligns with the resolution to reduce energy consumption by measurable amounts.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

LEED for Cities is a rating system that rates cities on green spaces, transportation and land use, water efficiency, energy and greenhouse emissions, solid waste, and quality of life. Currently, approximately 300 communities track sustainability progress through LEED for Cities. The City of Billings was awarded LEED for Cities Gold in 2022, making it in the top 10% of Cities rated. However, The LEED for Cities Score for Energy and Greenhouse Gas Emissions was 24/31 in 2022. It is not expected that the energy reduction resulting from the proposed improvements will further increase the score.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

The capital improvement plan already allocates funding for solar generation at the water treatment plant in FY30.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL’S STRATEGIC GOALS?

City Council has a strategic goal of Sustain and Upgrade Critical Water Infrastructure. Objective 1 of that goal is to expand the capacity and improve the resiliency of the water system by 2027. While this proposal doesn’t directly increase the impact of the current infrastructure, funding saved on electrical costs can be used to advance other infrastructure needs.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

Solar Installations near large municipal power users:

Signal Hill Water Treatment Plant, Park City, UT

<https://www.ameresco.com/wp-content/uploads/2024/10/mountain-regional-water-special-service-district-ut.pdf>

Denver Water Northwater Treatment Plant (hydropower and reserving adjacent space for solar)

<https://www.enr.com/articles/59827-sustainability-award-best-project-water-environment-denver-water-northwater-treatment-plant>

City of Missoula Wastewater Treatment Plant <https://www.ameresco.com/amerescos-and-city-of-missoula-announce-completion-of-new-wastewater-treatment-plant-solar-pv-array/>

Fort Lupton, CO Wastewater Treatment Plant

<https://inl.gov/utilitysuccess/installing-floating-photovoltaic-at-fort-lupton-waste-water-treatment-plant/>

Energy Recovery through Water Systems:

Energy recovery through water systems is a widespread practice, with many utilities opting to install electrical generators instead of pressure-reducing valves.

ALTERNATIVES

City Council may approve any/all of the following alternatives:

- 1) Near-Term Recommendations:
 - a) Conduct a more detailed feasibility study for solar at the Water Treatment Plant, the New Water Treatment Plant, the Willett Pump Station, and the Billings Operation Center.
 - b) Evaluate underutilized or vacant land assets for the potential of solar energy generation.
 - c) Consider issuing an RFQ to work with an Energy Service Company rather than owning solar generation.
 - d) Evaluate a hydroelectric generator instead of a pressure-reducing valve when pumping water from the new water treatment plant to the central part of the City.
- 2) Long-Term Recommendations:
 - a) Periodically reevaluate the business case for on-site electrical generation as the cost of electricity increases.
 - b) When vacant land is sold, assess whether those lands could be used to offset municipal electrical loads.
- 3) Do not Approve any of the above recommendations, and the proposal will not be included in the ECC final plan.

FISCAL EFFECTS

A more detailed review of the return on investment is needed for any solar energy projects pursued. The table below lists the payback period for solar energy projects as a function of the cost of electricity purchased from the electrical grid. Currently, there is a 30% federal incentive through the Inflation Reduction Act for solar installations between 2022 and 2032, but this credit isn't guaranteed to be available in the future.

Electricity Rate	Payback with 30% Incentive	Payback without Incentive
\$0.10/kWh	~9.1 years	~13.0 years
\$0.11/kWh	~8.25 years	~11.8 years
\$0.12/kWh	~7.6 years	~10.8 years
\$0.15/kWh	~6.05 years	~8.6 years

Recommendation 10:

Communication Strategy to Drive Public Awareness of Conservation Achievements and Community Education

Applicable Council Strategic Goal	Cultivate a High-Performance City Organization
LEED for Cities Category	Innovation and Community Engagement

Energy and Conservation Commission Proposal 10

Date: 1/20/26

Title: Communication Strategy to Drive Public Awareness of Conservation Achievements and Community Education

Associated Departments: Public Affairs, Public Works, Planning

ECC Subcommittee: Communication **Approval:** Yes/No

ECC Approval: Yes/No

Department Head Approval: Yes/No

RECOMMENDATION

The Energy and Conservation Commission (ECC) recommends that City Council adopt a formal Conservation Communication Strategy to increase public awareness of the City’s sustainability achievements and promote community education on the financial, environmental, and quality-of-life benefits of conservation.

This strategy will emphasize relevance and engagement while helping residents understand how conservation directly improves their homes, neighborhoods, and city services.

This strategy should include:

- **Development of a City Sustainability Dashboard** on the City of Billings website, highlighting metrics such as energy savings, water conservation, waste reduction, and emissions improvements.
- **Regular press releases, social media campaigns, and community events** celebrating milestones such as LEED for Cities Gold Certification, LED streetlight conversions, and the installation of high-efficiency water treatment systems.
- **Partnerships with local schools, businesses, and nonprofits** to educate residents about conservation practices that can reduce household expenses and support long-term community resilience.

Other activities include resident communications focused on the financial benefit of conservation, including:

- 1) LED lighting upgrades can reduce energy bills by up to 75% and bulbs last 25 times longer.
- 2) Water-efficiency improvements—such as low-flow fixtures and efficient irrigation—can significantly lower water bills.
- 3) Energy efficiency retrofits - Insulation, air sealing, and efficient HVAC can cut home energy costs by 20-30%
- 4) Develop a communication and education program focused on reducing unnecessary vehicle idling. Research shows that idling can lead to avoidable fuel waste, possibly reducing costs. Peer examples demonstrate that educating drivers on fuel-efficient

behaviors can result in savings, with large cities reporting millions of dollars in reduced fuel expenses through anti-idling awareness efforts. A targeted education and outreach initiative in Billings may help lower fuel costs, improve fleet efficiency, and support the City's economic and environmental sustainability goals.

This approach positions Billings as a regional leader in sustainability, transparency, and fiscal responsibility while strengthening community pride and public trust.

WHY IS THIS IMPORTANT/ WHAT VALUE WILL BE BROUGHT TO THE CITY?

An intentional communication strategy helps residents see how conservation benefits them personally through lower utility costs, cleaner air and water, and a more livable community. By highlighting conservation success stories and measurable results, the City can:

- 1) Strengthen public trust through transparency.
- 2) Inspire community participation and ownership.
- 3) Encourage more efficient use of city and household resources.
- 4) Build community pride.

HOW DOES THIS ALIGN WITH THE ECC RESOLUTION?

This recommendation directly supports the ECC's charter by:

- 1) Coordinating and communicating existing conservation initiatives across departments.
- 2) Promoting cost-effective resource management that benefits both city operations and residents.
- 3) Encouraging citizen engagement in reducing energy use and pollution.
- 4) Providing data transparency through an inventory of citywide resource use.

HOW DO WE COMPARE WITH OTHER CITIES? DOES THIS IMPACT THE LEED FOR CITIES SCORE?

Several peer cities, such as Bozeman and Missoula, have implemented public sustainability dashboards and community outreach programs. These efforts contribute to higher LEED for Cities scores by demonstrating ongoing community education, data transparency, and stakeholder engagement. Adopting a similar communication strategy will strengthen Billings' performance in the 'Innovation' and 'Community Engagement' LEED scoring categories.

HOW DOES THIS ALIGN WITH CURRENT MASTER PLANS/STUDIES IN THE AFFECTED DEPARTMENT(S)?

This initiative complements objectives in the City of Billings Growth Policy, Climate Action and Adaptation Framework, and Public Works Sustainability Plan, which call for public engagement and education as key strategies for achieving conservation and efficiency goals.

HOW DOES THIS ALIGN WITH THE CITY COUNCIL'S STRATEGIC GOALS?

Goal #1: Improve the Safety of Billings for All Citizens

ECC Focus Areas: LED streetlight conversions, walkable & bikeable infrastructure, no-idling practices.

Communications Focus:

1. Showcase how efficient, well-lit, and connected infrastructure makes neighborhoods

safer.

2. Use stories and data (“Safer Streets, Brighter Nights”) to show how LED streetlights improve visibility, reduce crime risk, and save money.
3. Promote education about anti-idling, focusing on air quality and health for kids near schools.

Goal #2: Sustain and Upgrade Critical Infrastructure

ECC Focus Areas: Water efficiency in parks, residential rebate programs, regional stormwater plans, on-site power generation, fleet cost of ownership.

Communications Focus:

1. Use visuals and dashboards to show how conservation strengthens our infrastructure and avoids costly expansions.
2. Explain how water and energy projects extend system life, cut costs, and build resilience.
3. Share return-on-investment stories: “Saving energy today helps build tomorrow’s infrastructure.” Landfill gas and diverting cardboard and green waste are perfect stories.

Goal #3: Foster Economic Vibrancy through Great Neighborhoods and Business Districts

ECC Focus Areas: Walkable/bikeable/transit-oriented design, waste-to-value strategies, green waste expansion, on-site generation.

Communications Focus:

1. Show how sustainability attracts business, supports jobs, and improves neighborhood design.
2. Promote multimodal connections as part of a vibrant, affordable Billings.
3. Highlight circular economy stories where waste becomes value, showcasing innovation and community pride.

Goal #4: Provide Exceptional Educational, Recreational, and Cultural Services

ECC Focus Areas: Water/energy efficiency in parks, stormwater facilities with park integration, community conservation education.

Communications Focus:

1. Highlight how sustainability upgrades make parks and recreation areas greener and healthier.
2. Partner with schools and nonprofits for community events — like workshops and bike-to-park days.
3. Feature stories of youth and volunteers making conservation a community value.

Goal #5: Cultivate a High-Performance City Organization

ECC Focus Areas: Citywide communications dashboard, cost of ownership frameworks, transparency and performance reporting.

Communications Focus:

1. Encourage public trust with regular, transparent updates through a city sustainability dashboard.
2. Highlight savings and outcomes, like LEED for Cities achievements.

3. Use plain language and social media storytelling to show how efficiency builds both accountability and savings.

IS THERE A PROVEN TRACK RECORD OF THIS BEING IMPLEMENTED ELSEWHERE/ HOW WILL SUCCESS BE MEASURED?

Cities such as Fort Collins, CO, and Spokane, WA, have demonstrated measurable success in increasing resident participation in conservation programs through public communication and education strategies.

- 1) Success in Billings will be measured by:
- 2) Increased community awareness (via surveys and social media engagement).
- 3) Quantifiable reductions in citywide resource use.
- 4) Positive media coverage and public sentiment on conservation efforts.
- 5) Recognition through sustainability benchmarking systems (e.g., LEED for Cities).

ALTERNATIVES

City Council may:

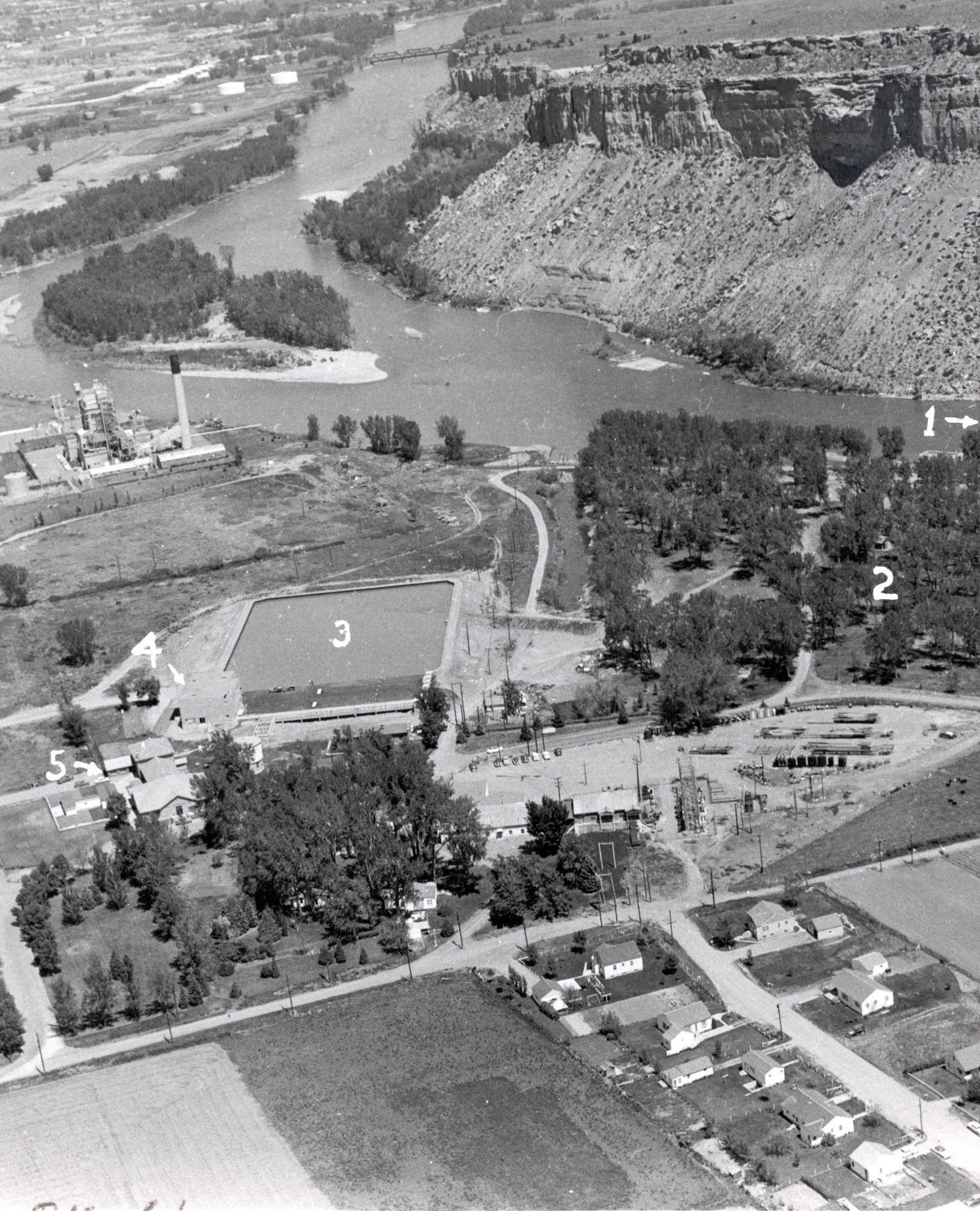
- 1) Approve the ECC's recommendation and direct staff to develop a formal communication strategy and implementation plan.
- 2) Approve a pilot initiative limited to one department (e.g., Public Works) before citywide rollout.
- 3) Take no action, maintaining current ad hoc communication practices.

FISCAL EFFECTS

Initial implementation costs are expected to be minimal and primarily involve staff time for communications planning, data aggregation, and web development. Additional funds may be requested in future fiscal years for campaign materials or digital engagement tools, depending on the success of public awareness efforts.

RECOMMENDATION SUMMARY

Rec #	Focus Area	Near-Term (1-5 years)	Long-Term (5+ years)
1	Water	Support current parks watering changes (20-30% Reduction)	Explore alternatives to reduce water on 10 highest water use parks
		Pursue automated sprinkler systems for 7 remaining parks without automated systems	Assess feasibility of putting Optimist, Harvest, Central, & Spring Creek on ditch Water
2	Water	Develop public education information about landscaping and healthy grass for our climate.	Provide a rebate program for the installation of water-saving irrigation controllers
		Develop information for residents to perform a leak self-assessment	
		Increase number of users using the Utility Billing Portal	
3	Stormwater	Assess the feasibility of and construct more stormwater regional stormwater facilities	
		Engage public private partnerships with development community	
		Foster environment where Public Works, Parks, Planning and development community collaborate on stormwater management process	
4	Transportation	Update City Equipment Replacement Plan to include a TCO analysis that considers all available technologies	Evaluate business case for alternate fueling stations at BOC and MET Transit
5	Transportation	Support Walkable, Bikeable, Transit-Oriented infrastructure	Support future iteration of Bike and Trails Master Plan
		Integrate Pedestrian and Transit infrastructure as part of CIP projects	Support further research on funding of walkable, bikeable, transit infrastructure
6	Solid Waste	Support expansion of Green Waste Program	
		Provide all current paying residents with a green bin	
7	Solid Waste	Landfill gas optimization/title V compliance	Re-evaluate Waste-to-Energy Options
		Evaluation of composting partnership opportunities	
		Evaluation of metal recovery opportunities	
		Evaluation of non-resident tipping fees	
8	Electrical	Achieve 70% conversion to LED Street Lighting	Achieve 100% Conversion to LED Street Lighting
		Review effectiveness of solar street lighting and explore options in City	
9	Electrical	Conduct feasibility study of solar installations at water treatment plant, new water treatment plant, willett pump station, and the Billings Operation Center.	Periodically reevaluate business case for on-site electrical generation as price increases
		Evaluate underutilized or vacant land assets for potential solar energy generation	When selling vacant land, consider if lands could be used to offset municipal loads.
		Consider issuing RFQ to work with Energy Service Company rather than owning solar	
		Evaluate hydroelectric generator instead of PRV when pumping water from the new water treatment plant to central part of City.	
10	Communication	Development of a City Sustainability Dashboard with metrics	
		Regular press releases, social media campaigns, and community events	
		Partner with local schools, business, and nonprofits for public education	



P 10 61

RECOMMENDATION SUMMARY

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City Council Work Session

2.

Meeting Date: 01/20/2026**TITLE:** MDT Presentation - MT3 Corridor Study and Access Management Plan**PRESENTED BY:** Wyeth Friday**Department:** Planning & Community Services**Presentation:** Yes**Legal Review:** No**Project Number:** N/A

RECOMMENDATION

This is a presentation only, and no action is needed.

EXECUTIVE SUMMARY

Jackson Lang, MDT Corridor Study Planner, will share information about the Montana Highway 3 Billings Corridor Study.

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

The Montana Department of Transportation (MDT) is conducting a corridor study on Montana Highway 3 (MT 3), in Billings, from Apache Trail to the roundabout that connects to E. Airport Road and N. 27th Street near Billings Logan International Airport.

The purpose of the Montana 3 Billings Corridor Study is to develop a comprehensive long-range plan for managing the corridor and identify opportunities to improve the corridor based on needs, public and agency input, and financial feasibility.

As part of the study, MDT is developing an Access Management Plan for the MT 3 corridor. An access management plan is a proactive strategy to ensure safe and efficient use of the roadway while considering the needs of local communities and stakeholders. Access management plays a crucial role in enhancing roadway safety, functionality, compatibility with development, and overall operation.

The study is a collaborative process with local jurisdictions, resource agencies, MDT, Federal Highway Administration (FHWA), and the public to identify transportation needs and potential solutions.

Jackson Lang, MDT Corridor Study Planner, will share information about potential improvement options for the corridor and provide an overview of the access management plan.

FISCAL EFFECTS

N/A

STAKEHOLDERS

Travelers through and within the Billings area, as well as property owners along the corridor, the Billings Logan International Airport, the City and County, are all stakeholders in the future improvements to Highway 3 in this area of the City as it becomes an urban corridor.

ALTERNATIVES

This is a presentation only and no action is required at this time.

Attachments

Highway 3 Study Presentation

JANUARY 2026

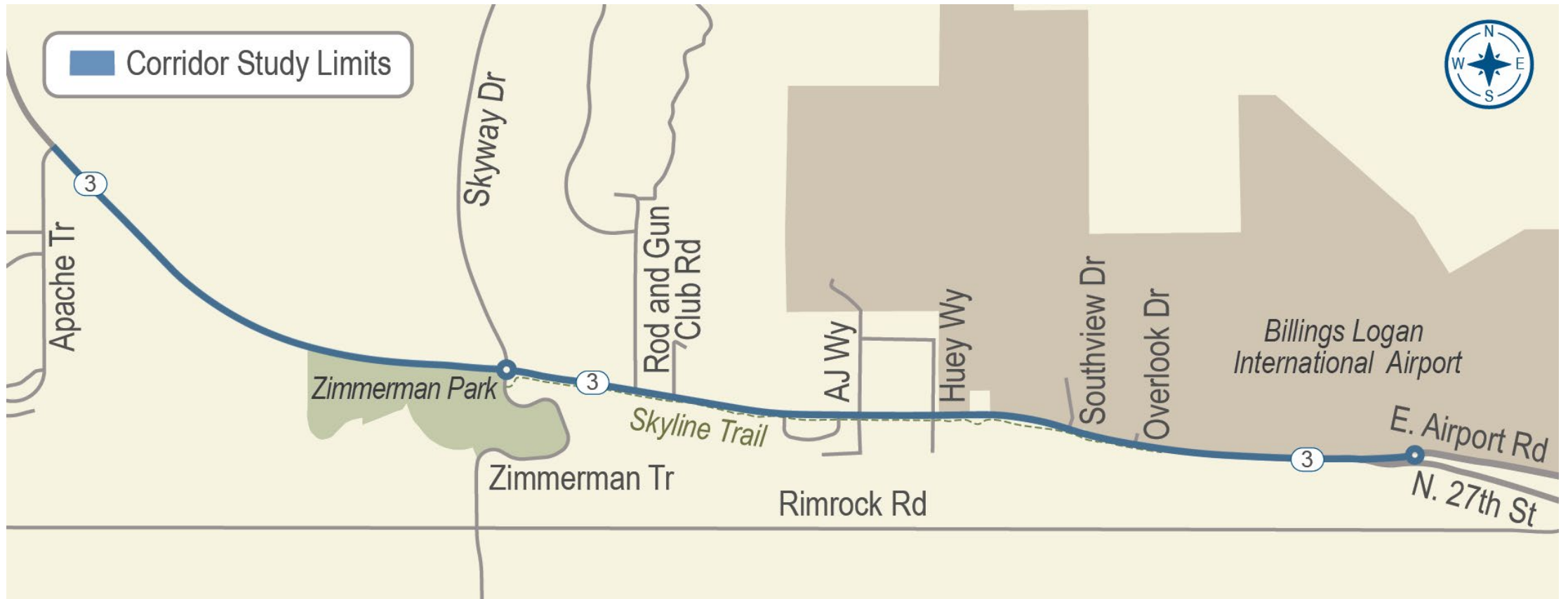
HIGHWAY 3 ACCESS MANAGEMENT PLAN



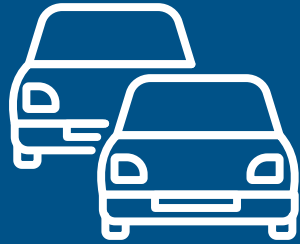
AGENDA

- 1** Planning Study Overview and Study Schedule
- 2** Improvement Options Summary
- 3** Access Management Overview
- 4** Next Steps

PROJECT MAP



WHY IS THIS CORRIDOR BEING STUDIED?



MT 3 is a high-volume corridor and traffic is expected to increase with new development.



Understand projected impacts associated with recently completed Skyway Drive.

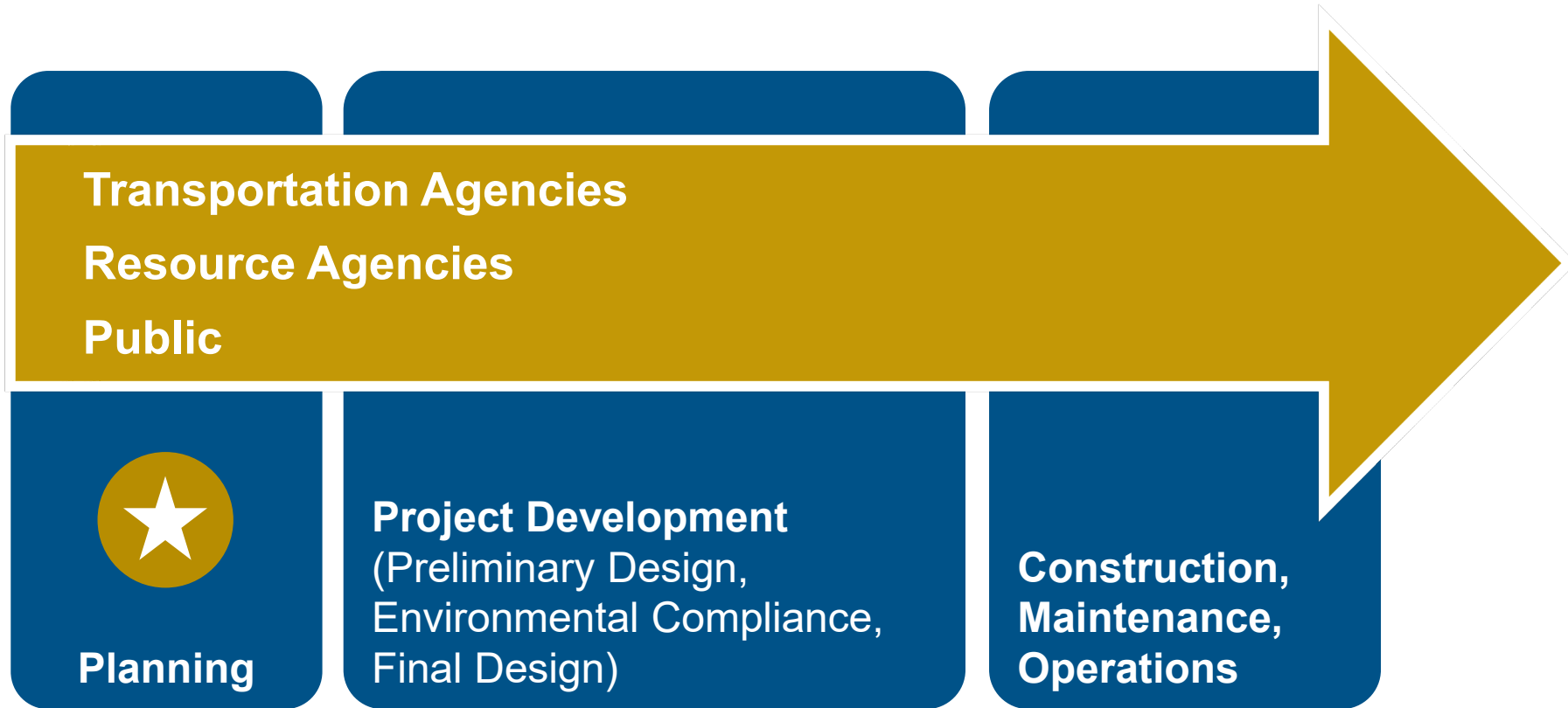


Several regional trails converge at the intersection of MT 3 and Zimmerman Trail.

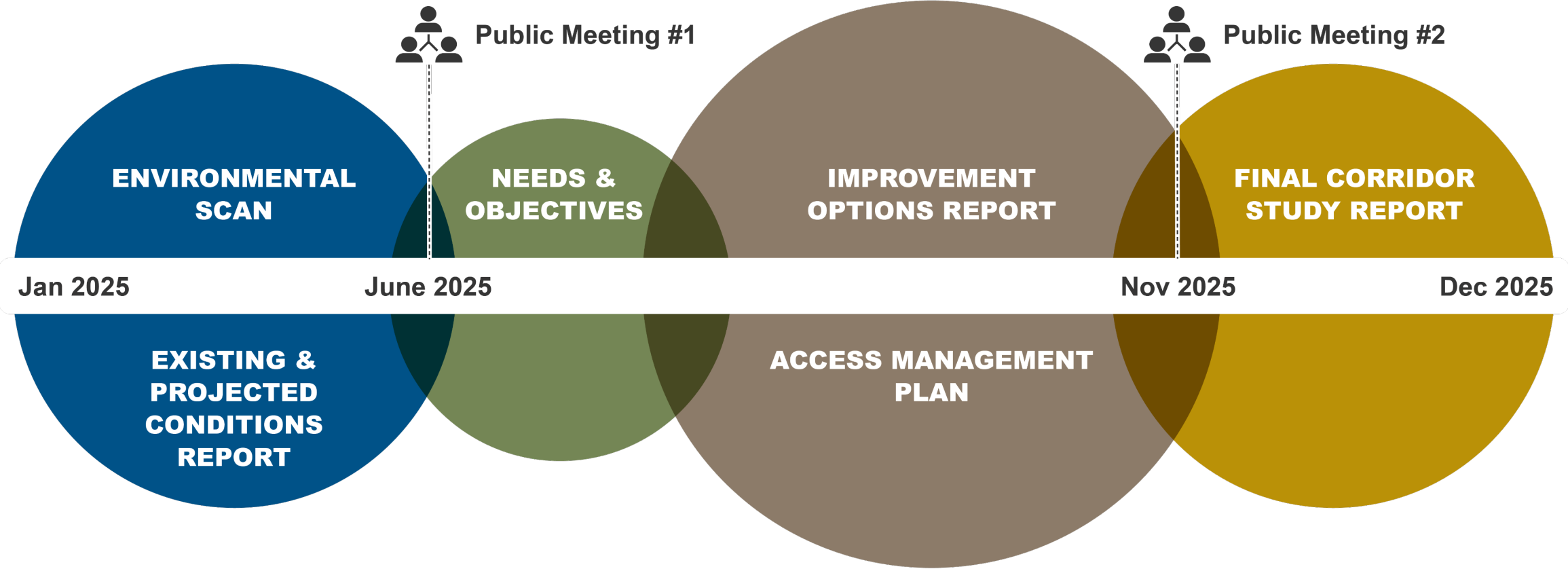
WHAT IS A CORRIDOR STUDY?



A corridor study is conducted **before** design, right-of-way acquisition, environmental compliance, and construction.



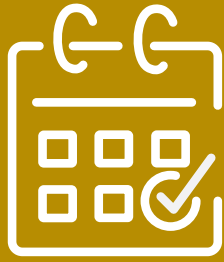
SCHEDULE



STUDY PURPOSE



**Identify
corridor needs
and objectives**



**Identify
short-term and
long-term
improvement
options**



**Develop
planning level
cost estimates**



**Identify funding
sources**



**Develop
an Access
Management
Plan for the
corridor**

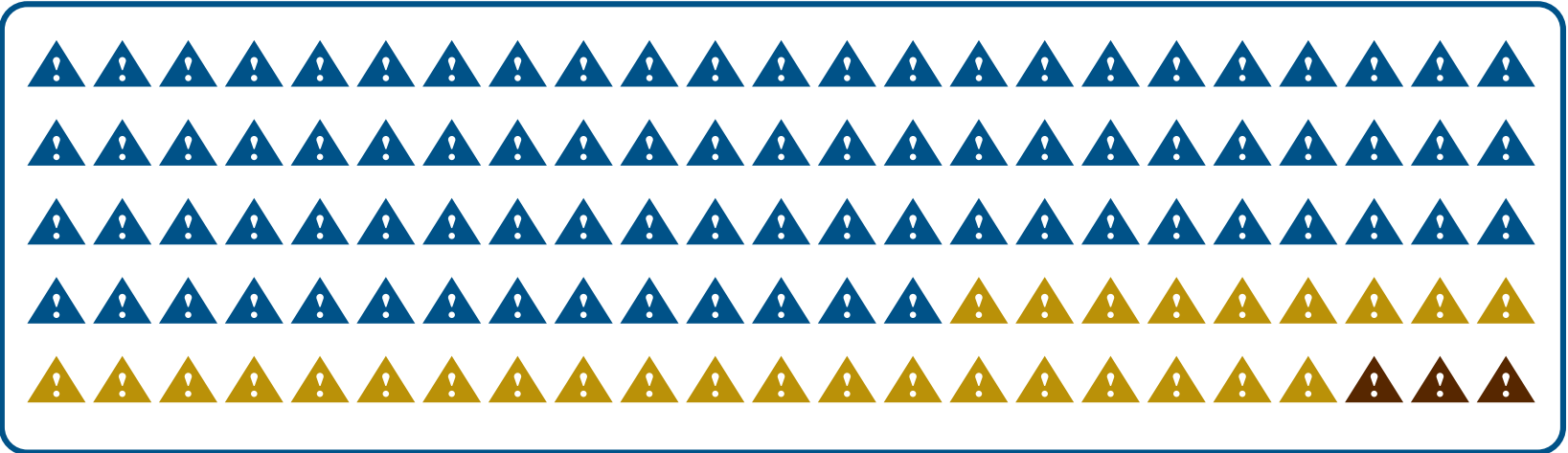
NEEDS AND OBJECTIVES

NEED 1: IMPROVE CORRIDOR SAFETY

Objectives

- Reduce fatalities and serious injuries in support of Vision Zero
- Reduce vehicle conflicts
- Improve safety at non-motorized crossings

 **115 Total Crashes (2019-2023)**



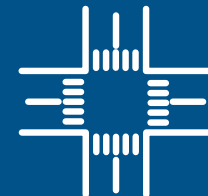
 **29** MINOR INJURY CRASHES

 **3** SERIOUS INJURY AND/OR FATAL CRASHES



25%

Rear-End Collisions



51% of crashes occurred

AT INTERSECTIONS

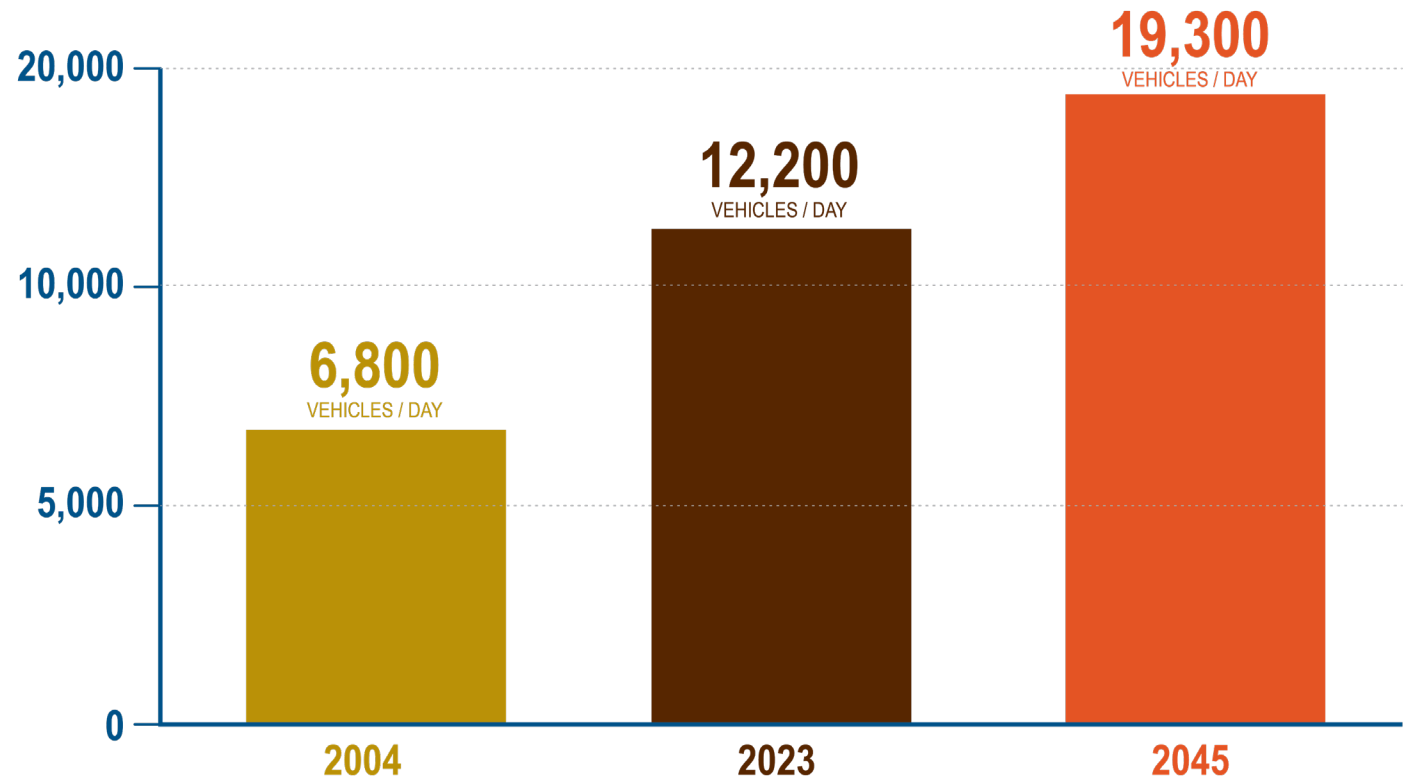
NEEDS AND OBJECTIVES

NEED 2: IMPROVE CORRIDOR OPERATIONS

Objectives

- Accommodate existing and future travel demand
- Improve intersection operations and level of service
- Improve non-motorized mobility and accessibility
- Maintain reasonable access to adjacent businesses and residences

Change in Daily Traffic on Corridor from 2023 to 2045 (↑7,100 vehicles)



FAILING TRAFFIC
operations in 2045

2.1% GROWTH EXPECTED
PER YEAR

IMPROVEMENT OPTIONS SUMMARY



This study identified a

RANGE OF IMPROVEMENT OPTIONS

to address the corridor

NEEDS AND OBJECTIVES



 New or Upgraded Roundabout  Added Turn Lanes  Pedestrian Tunnel  Improve Trail Crossing Sight Distance

Other recommended improvements not depicted:

- *Access Management*
- *Travel Demand Management*

ACCESS MANAGEMENT OVERVIEW

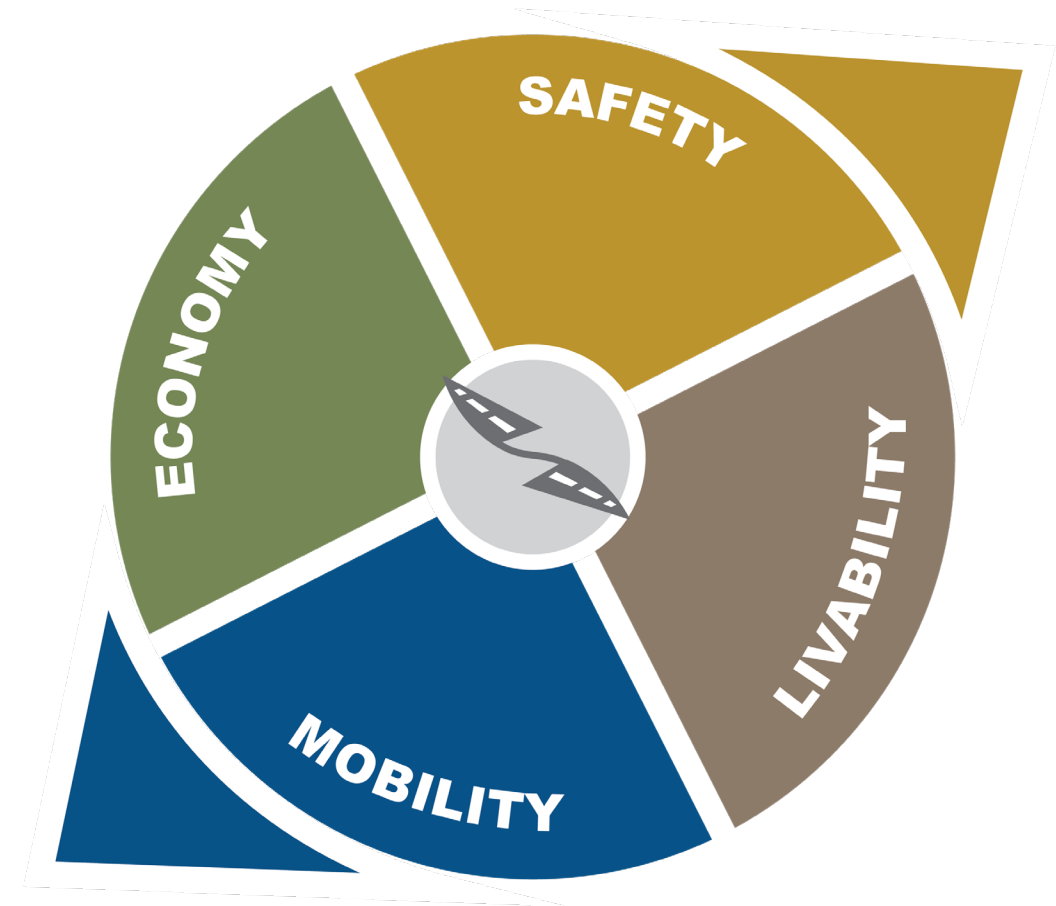
What is Access Management?

- The coordinated planning, regulation, and design of access between roadways and land development
- Promotes efficient and safe movement of people and goods by reducing conflict points
- Without access management, growing corridors can deteriorate functionally and aesthetically



ACCESS MANAGEMENT GOALS

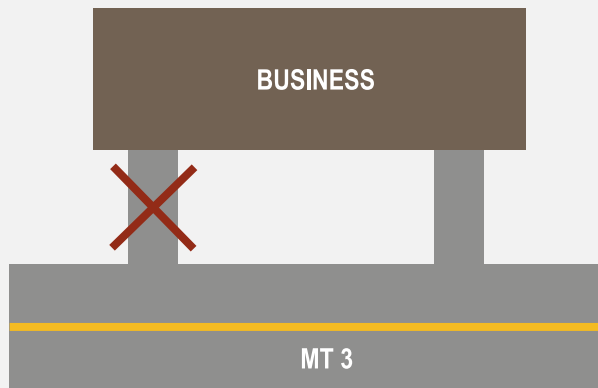
- **Safety:** Promote safe and convenient transportation for both motorized and non-motorized users in support of Vision Zero
- **Mobility:** Maintain efficient traffic flow, minimize delay for through-traffic, and reduce operating costs for freight and motor vehicles
- **Economy:** Preserve property values and attract economic development
- **Livability:** Support neighborhood livability and preserve the long-term functionality and investment in the transportation system



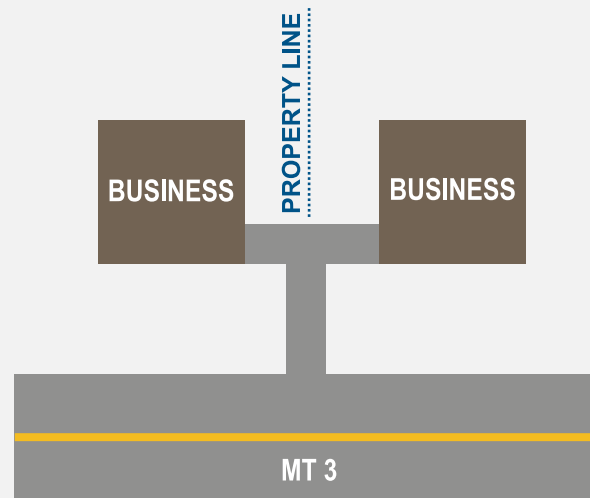
Source: NCHRP 1032

ACCESS MANAGEMENT STRATEGIES

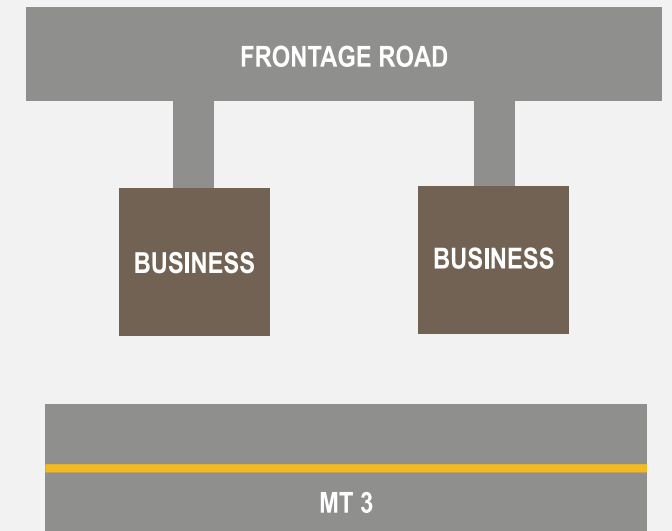
Consolidate/Eliminate Approaches



Shared Access on Property Line

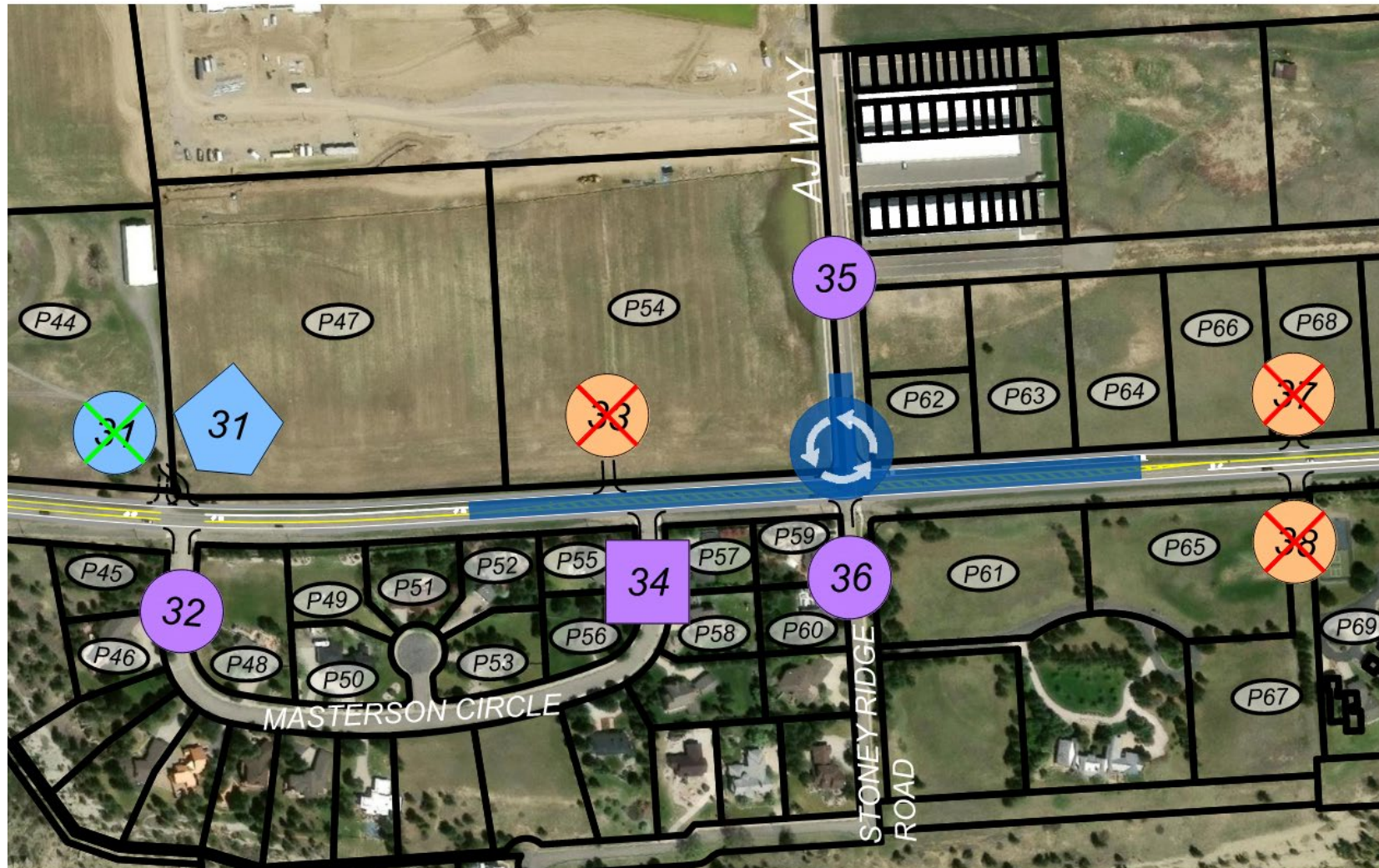


Frontage/Rear Access



Guidelines regulate the spacing, location, and design of approaches

ACCESS MANAGEMENT RECOMMENDATIONS - EXAMPLE



Legend

- # Private Approach
- # Public Approach
- # Field Approach
- ✗ Relocate Approach
- ✗ Close Approach
- (P#) Parcel Number
- # Joint-Use
- # Right-In, Right-Out
- Property Line
- ⦿ Potential Future Roundabout
- Splitter Island Limits

ACCESS MANAGEMENT PLAN

Public and Stakeholder Involvement

- Certified letter mailed to adjacent landowners on November 5
- Public meetings held on November 19 and 20
- Additional landowner meetings held in December

Next Steps

- City and County review and approval of draft Access Management Plan
- Transportation Commission review and approval



STUDY CONTACTS



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DOWL Public Involvement

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Sarah Patterson

DOWL Project Manager

406-324-7407

spatterson@dowl.com



Jackson Lang

MDT Project Manager

406-444-3246

jlange@mt.gov

Draft study documents available **online** at:



<https://www.mdt.mt.gov/pubinvolve/hwy3billings/>

QUESTIONS?



City Council Work Session

3.

Meeting Date: 01/20/2026

TITLE: 2023 Long Range Transportation Plan Project List and MPO PL Boundary Amendment

PRESENTED BY: Lora Mattox

Department: Planning & Community Services

Presentation: Yes

Legal Review: Not Applicable

Project Number: N/A

RECOMMENDATION

Staff recommends that the City Council receive a presentation on the proposed amendment to the 2023 Long Range Transportation Plan (LRTP) and the Metropolitan Planning Organization (MPO) Planning Boundary. The Technical Advisory Committee (TAC) reviewed the amendment on December 11, 2025, and recommends 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, at which no public testimony was provided. The Planning Board is recommending approval of the amendments to the PCC. The City Council is scheduled to take formal action at its February 9, 2026, meeting to forward its recommendation to the Policy Coordinating Committee (PCC), which is scheduled 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 is asked to receive a presentation and provide a recommendation to the Policy Coordinating Committee at the February 9, 2026 council meeting.

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 at its January 13 Regular Meeting 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. The Board commented on the necessity of the LRTP as a long range planning tool for transportation before taking action to recommend the amendments move forward.

ALTERNATIVES

No action is required at this meeting other than receiving the staff presentation and asking questions of the consultant or staff. The City Council will take action at its February 9, 2026, meeting to make a recommendation to the PCC.

Attachments

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

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 <i>2023 Billings Urban Area Long Range Transportation Plan</i> 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
		<p>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.</p> <p>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.”</p>
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	<i>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.</i>
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	<p>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.”</p> <p>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.”</p>
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	-	<p>Updated statistics for safety to reflect crash data in the updated MPA boundary.</p> <p>Added “Local Performance Measures” header to clarify that these are the local performance measures. Added text at the end of the paragraph stating that</p>

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.



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)



The Plan received local approvals as follows:

AGENCY	ORIGINAL 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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APPENDICES

A 2018 LRTP Report Card
B 2023 LRTP Report Card
C Public Involvement Plan
D Public & Stakeholder Engagement Materials
E Steering Committee Meeting Materials
F Existing Conditions Supporting Figures & Content
G Future Conditions Supporting Figures
H Project List by Category
I Air Quality Conformity
J Project List by Funding Source



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)

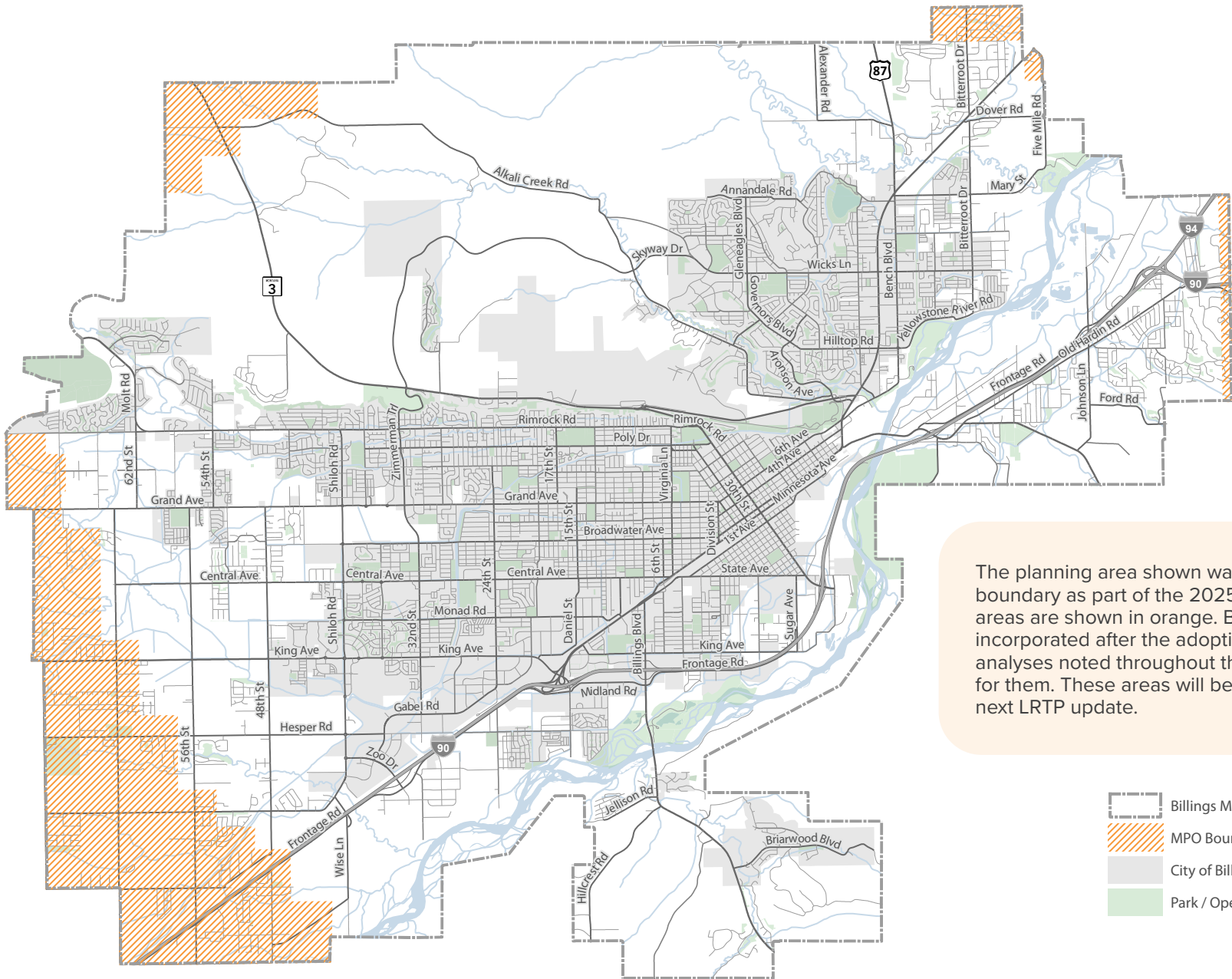
- Yellowstone Board of County Commissioners
- Yellowstone County Public Works

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.

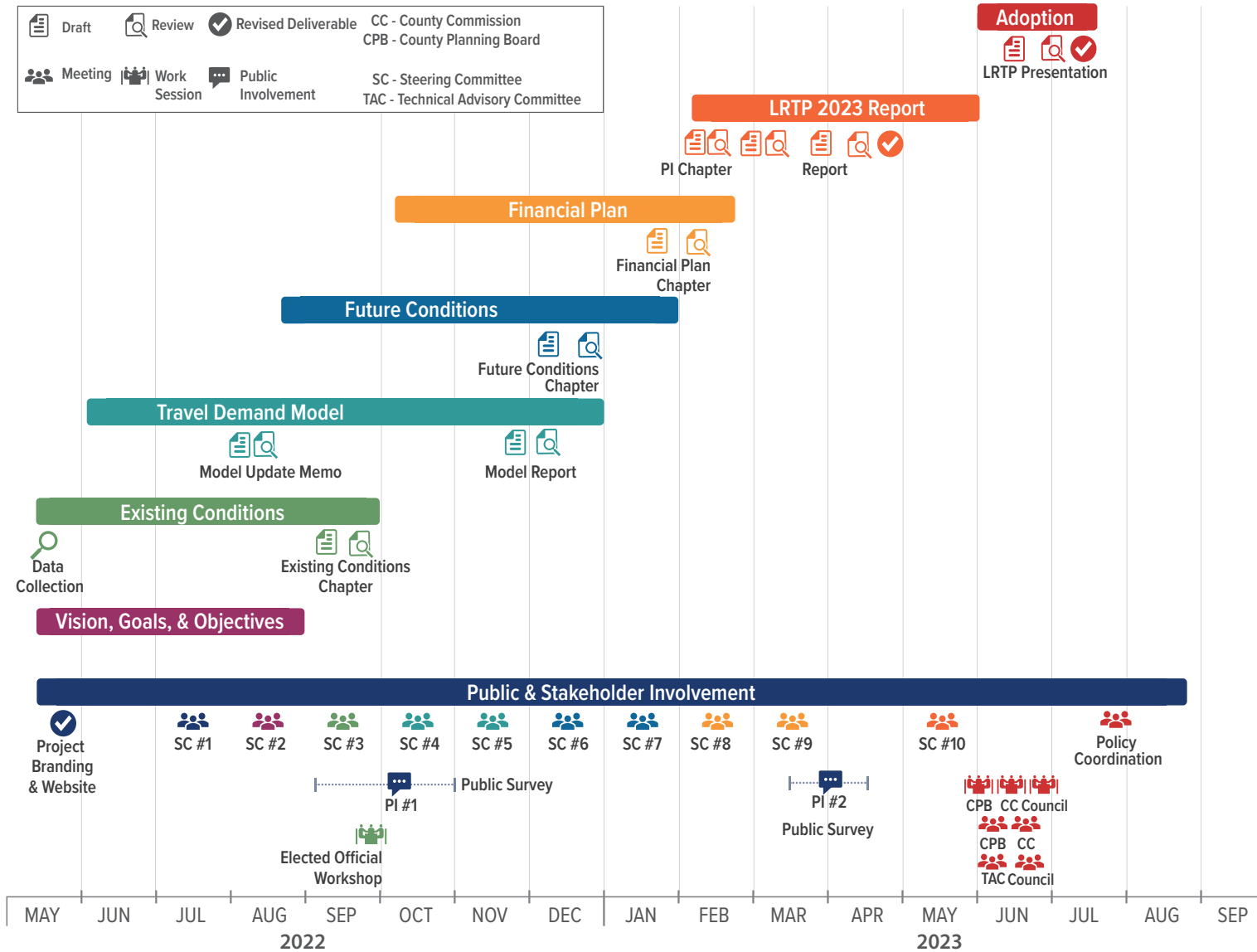
-  Billings MPO Boundary
-  MPO Boundary Additions
-  City of Billings Limits
-  Park / Open Space

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

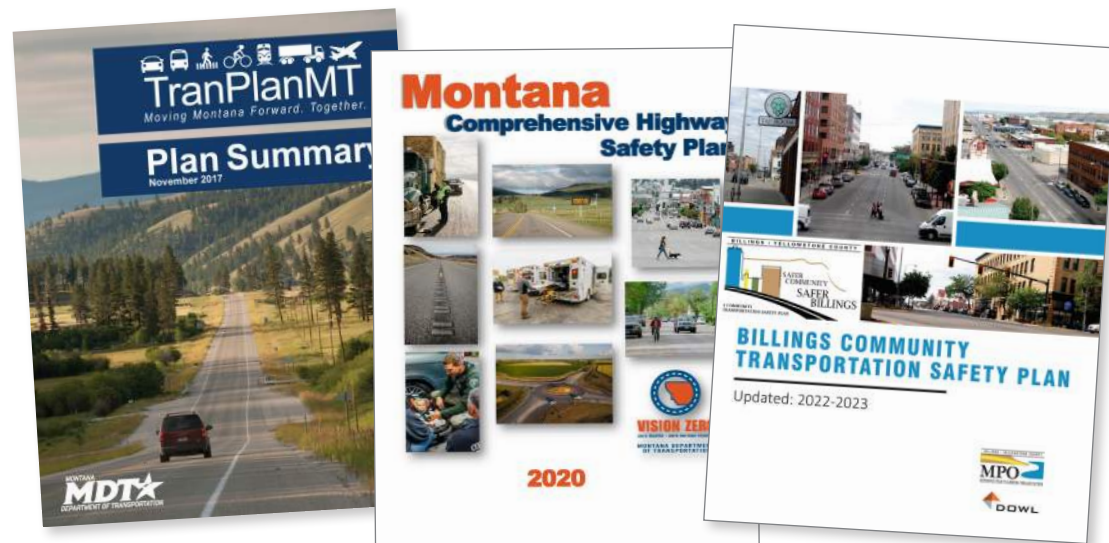
TranPlanMT, Montana’s long-range transportation plan, was last amended in 2017.² TranPlanMT identifies key transportation priorities and outlines long-range policy goals and strategies to assist MDT in addressing aging infrastructure, changing environmental conditions, and ongoing funding challenges. 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

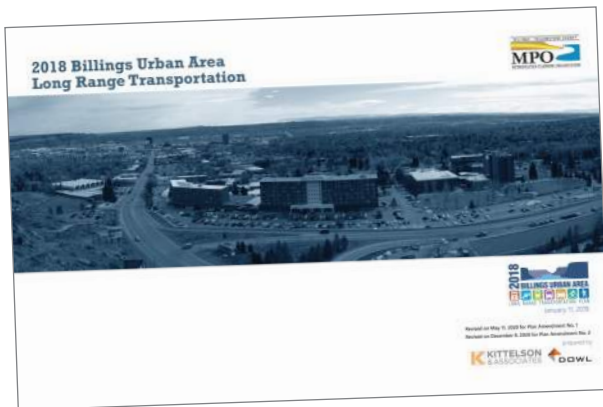
2 Montana Department of Transportation. (2017). *TranPlanMT: Moving Montana Forward Together*. <https://www.mdt.mt.gov/tranplan/>

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 Plan⁶, and past transportation and land use plans/studies/policies highlighted in the following sections.



Billings 2018 Urban Area Long Range Transportation Plan

AIR QUALITY

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

Transportation Planning & Implementation Since 2018

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

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

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

ONGOING & RECENTLY COMPLETED PLANS, PROJECTS, & STUDIES

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

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

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

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

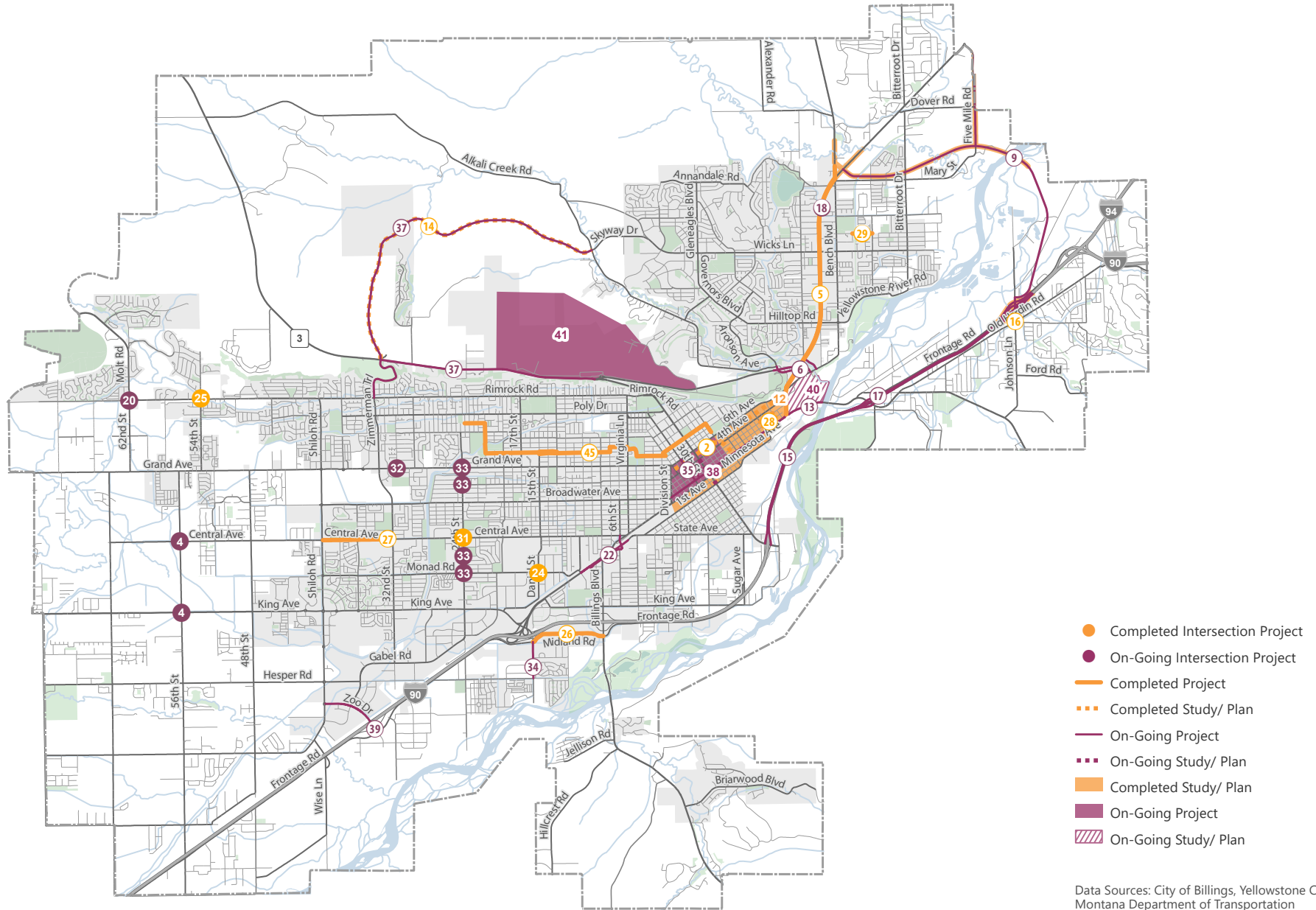


TABLE 1. RECENTLY COMPLETED AND ON-GOING PLANS, STUDIES, AND PROJECTS

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

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

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

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

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

02 WHAT IS IMPORTANT TO THE BILLINGS PLANNING AREA?

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

Federal & State Targets

As discussed in the Federal Requirements section of the Introduction, federal code requires 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 Transportation⁹, Federal Highway Administration¹⁰

Pavement & Bridge Condition

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

TABLE 3. NHS PAVEMENT & BRIDGE CONDITION PERFORMANCE TARGETS

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

Source: Federal Highway Administration¹¹

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 Administration¹²

Emissions

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

TABLE 5. EMISSIONS PERFORMANCE TARGETS

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

Source: Federal Highway Administration¹³

Transit Asset Management

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

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

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

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

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

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

TABLE 6. TRANSIT PERFORMANCE TARGETS

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

Vision, Goals, Objectives, & Performance Measures



VISION

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



WHAT IS A LIVABLE COMMUNITY?

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



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

In addition to the federal performance measures detailed above, the MPO created the following goals, objectives, and performance measures tailored specifically to the Billings planning area. The goals established by the MPO are designed to align with federal and state programs and plans to ensure a consistent and unified approach to transportation planning and programming, while also reflecting community needs and safety issues. Both focus on a long-term vision for a safe, efficient, and sustainable transportation system. The MPO's goals reflect the Billings community 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 populations¹⁵ through the provision of affordable, accessible, and reliable travel options.



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

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


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


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


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

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

TABLE 7. LRTP GOALS, OBJECTIVES, & PERFORMANCE MEASURES

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

2023 LRTP GOAL	OBJECTIVE	PERFORMANCE MEASURE(S)	DATA SOURCE	RELATED FEDERAL PLANNING FACTORS	SUPPORTIVE PLAN / POLICY
 Resiliency	Shift commute mode share 15% to low-carbon travel modes (walking, bicycling, riding transit, carpooling) between 2023 and the end of 2027.	Mode share	MDT / City of Billings	2, 3, 4, 5, 6, 7, 8, 9	Bike & Trail Master Plan 2016; Billings Bike & Scooter Share Feasibility Study; Billings-Yellowstone Household Travel 2017; Complete Streets Progress Report 2020; Downtown Traffic Study 2021; Rims to Valley Non-Motorized Study 2016; West End Multi-Modal Transportation Study 2016; Montana Electric Vehicle Infrastructure Deployment Plan 2022; Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Increase Electric Vehicle Registrations 50% over 2022 levels by the end of 2027.	Vehicle registrations	MDT / Montana Department of Environmental Quality	7, 9	Montana Electric Vehicle Infrastructure Deployment Plan 2022
	Reduce overall vehicle miles traveled by 10% between 2023 and the end of 2027.	Vehicle miles traveled	MDT / City of Billings / Yellowstone County	2, 3, 4, 5, 6, 7, 8, 9	Billings-Yellowstone Household Travel 2017; Complete Streets Progress Report 2020; Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Convert transit vehicle fleet to zero-emission vehicles through new vehicle purchases beginning in 2024.	New transit fleet vehicles	MET Transit	7, 9	MET Transit Development Plan 2022
	Adopt a Green Infrastructure Policy by 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			
	Decrease number of routes and increase headways (from 60 minutes to 30 minutes) on routes between 2023 and end of 2028, as outlined in the MET Transit Development Plan.	Number of routes, length of headways	MET Transit	2, 3, 4, 6, 10	MET Transit Development Plan 2022
	Increase number of bikeway miles by 20% between year 2023 and the end of 2027.	Number of bikeway miles			
	Increase number of shared-use trail miles by 20% between 2023 and the end of 2027.	Number of trail miles	City of Billings / Yellowstone County		
	Incorporate bicycle or pedestrian facilities on 95% of non-Interstate projects between 2023 and the end of 2027.	Number of projects with bicycle or pedestrian facilities incorporated		2, 3, 4, 5, 6, 7, 10	Bike & Trail Master Plan 2016; Billings Bike & Scooter Share Feasibility 2021; Billings-Yellowstone Household Travel 2017; Complete Streets Progress Report 2020; Downtown Traffic Study 2021; Rims to Valley Non-Motorized Study 2016; West End Multi-Modal Transportation Study 2016; Safe Routes to School Plan Update 2022; Billings / Yellowstone County Growth Policy 2016; Lockwood Growth Policy 2016
	Increase bicycle and pedestrian 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	



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		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		2, 3, 4, 5, 6	
	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 LRTP¹⁶ and to be consistent with the public involvement elements of the YCPB 2018 Public Participation Plan¹⁷ and the MDT 2018 Public Involvement Plan¹⁸. The PIP is available for reference in Appendix C.

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

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

Public engagement was targeted during key points in the LRTP process, and stakeholder engagement

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

Engagement Overview

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

Thank You

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

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

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

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

TABLE 9. PUBLIC & STAKEHOLDER ENGAGEMENT METHODS OVERVIEW

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

Steering Committee

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

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

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

Stakeholder Engagement

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

STAKEHOLDER MEETINGS

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

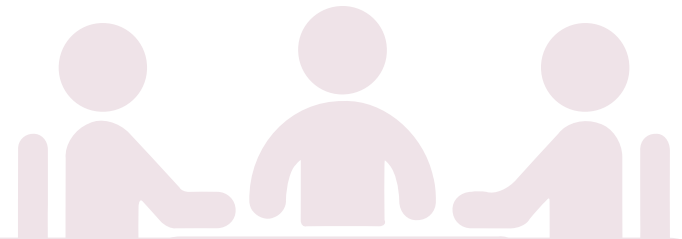
- Introduce the planning process and components, the LRTP purpose, and the planning timeline.

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

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

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

- Lockwood Steering Committee
- Pioneer Park Task Force
- Southside Task Force
- 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

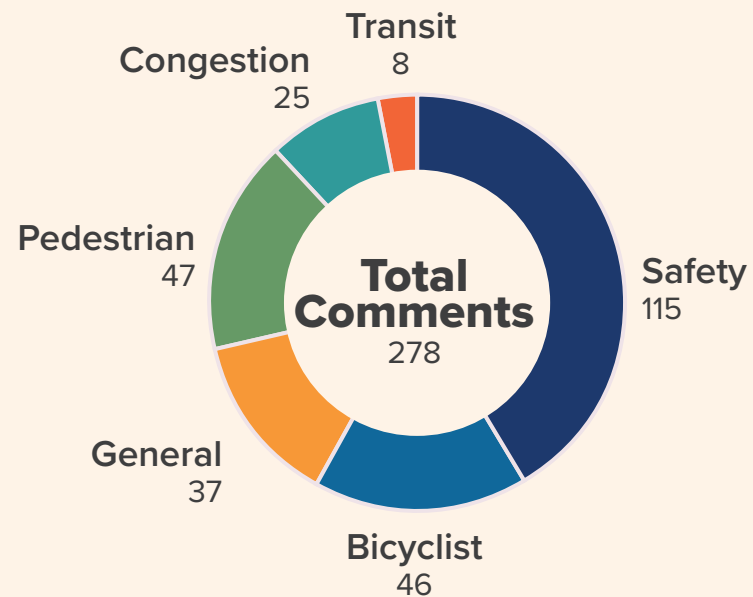
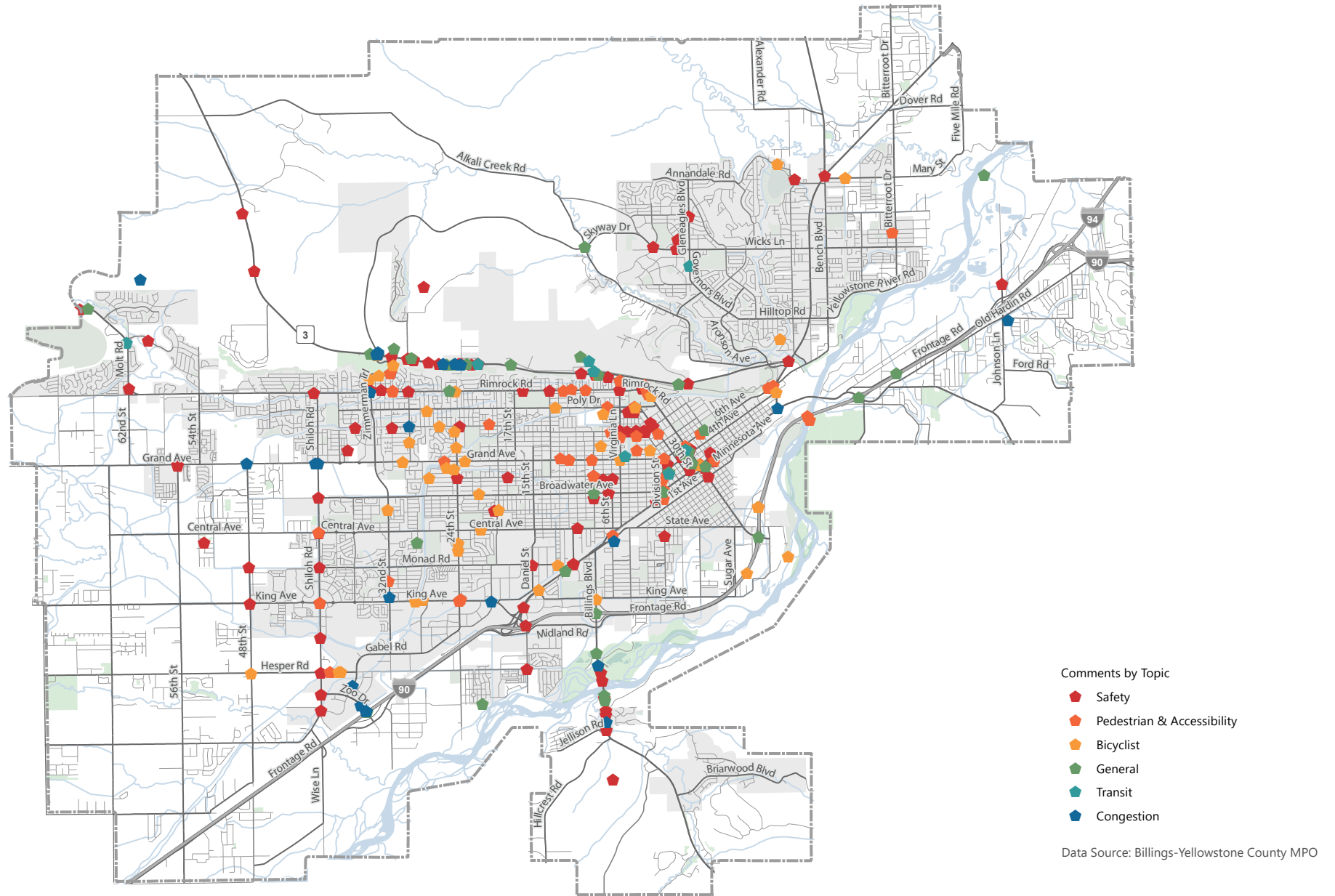


FIGURE 5. PHASE 1 PUBLIC & STAKEHOLDER COMMENTS



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

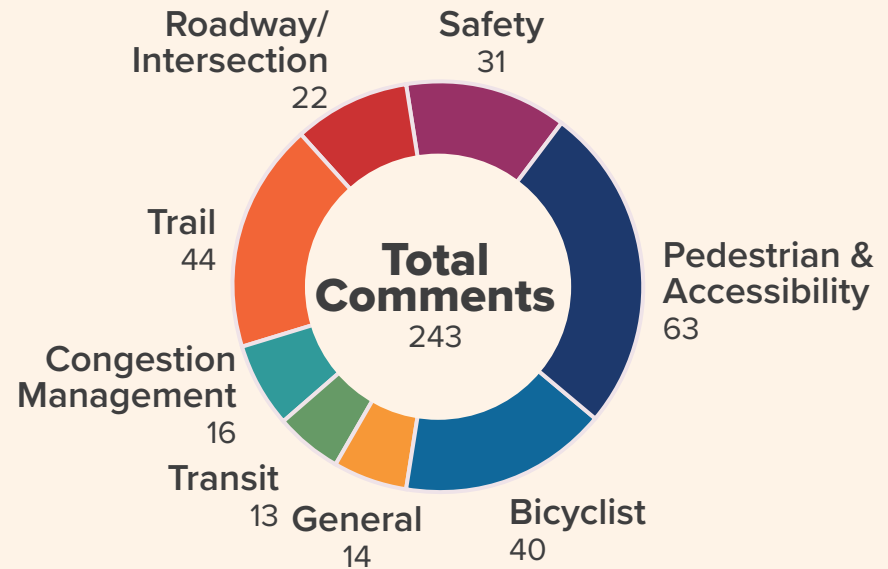
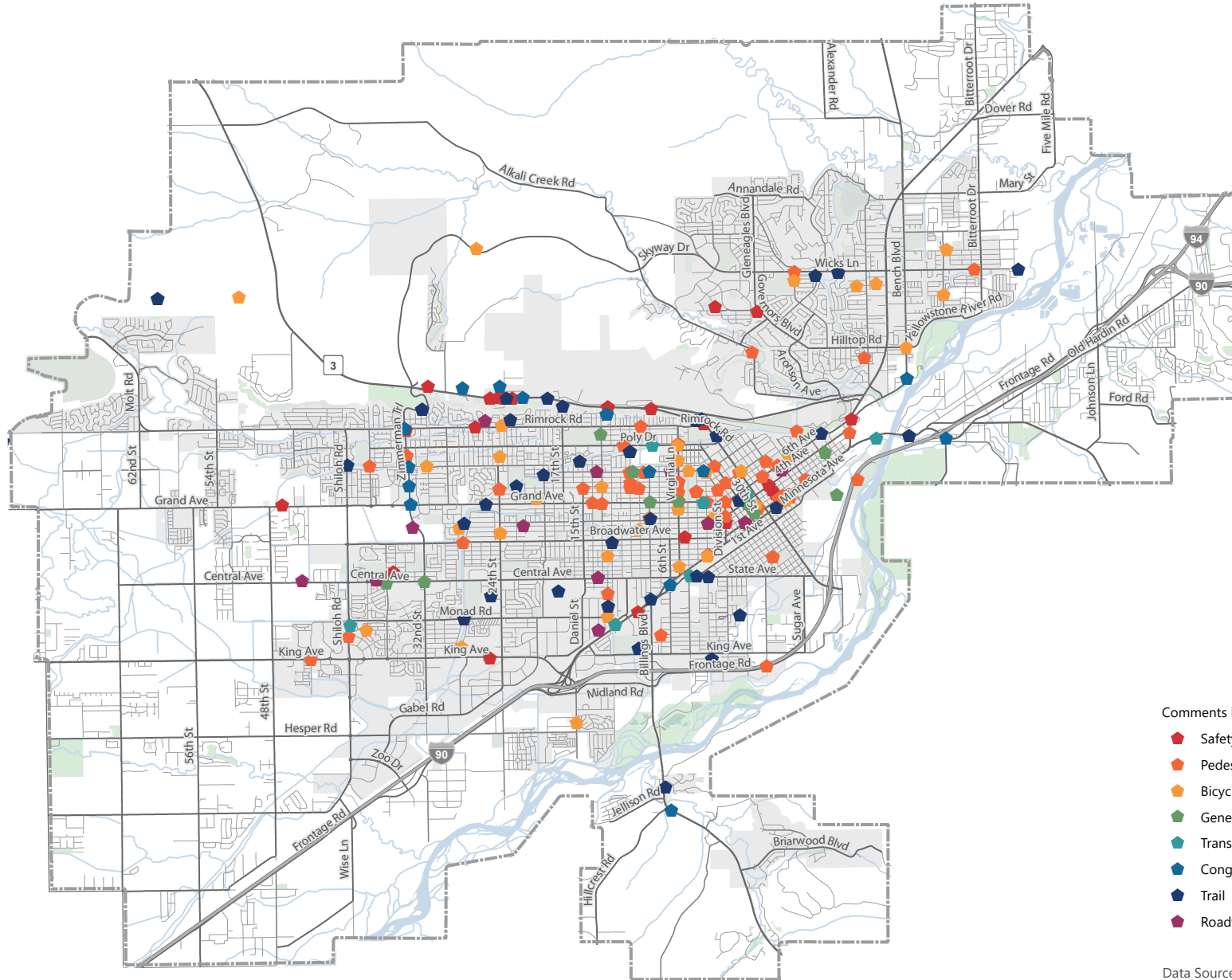


FIGURE 7. PHASE 2 PUBLIC & STAKEHOLDER COMMENTS



Comments by Topic

- ◆ Safety
- ◆ Pedestrian & Accessibility
- ◆ Bicycle
- ◆ General
- ◆ Transit
- ◆ Congestion Management
- ◆ Trail
- ◆ Roadway/ Intersection

Data Source: Billings-Yellowstone County MPO

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>

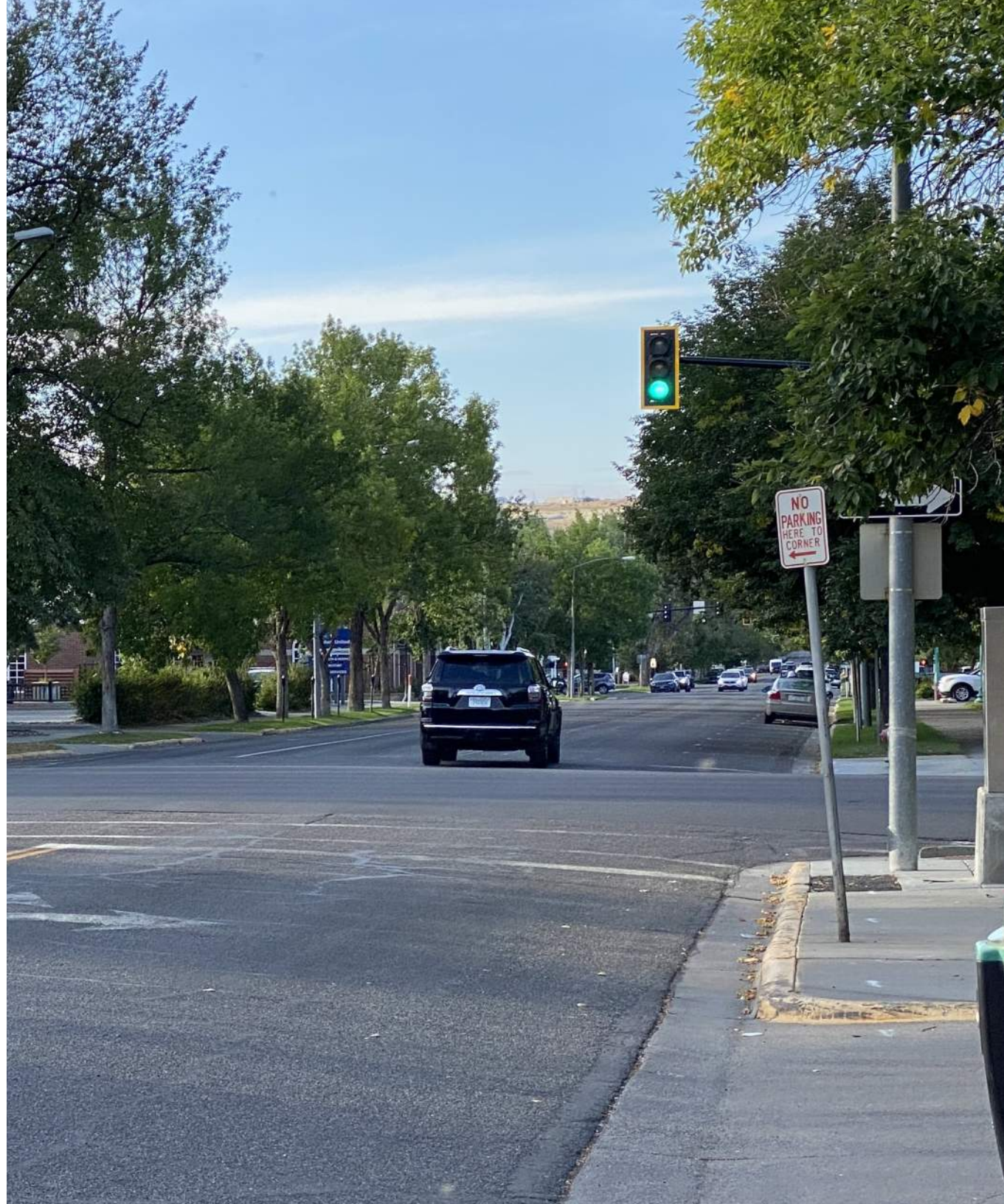


FIGURE 8. EXISTING ZONING AND MAJOR ACTIVITY CENTERS

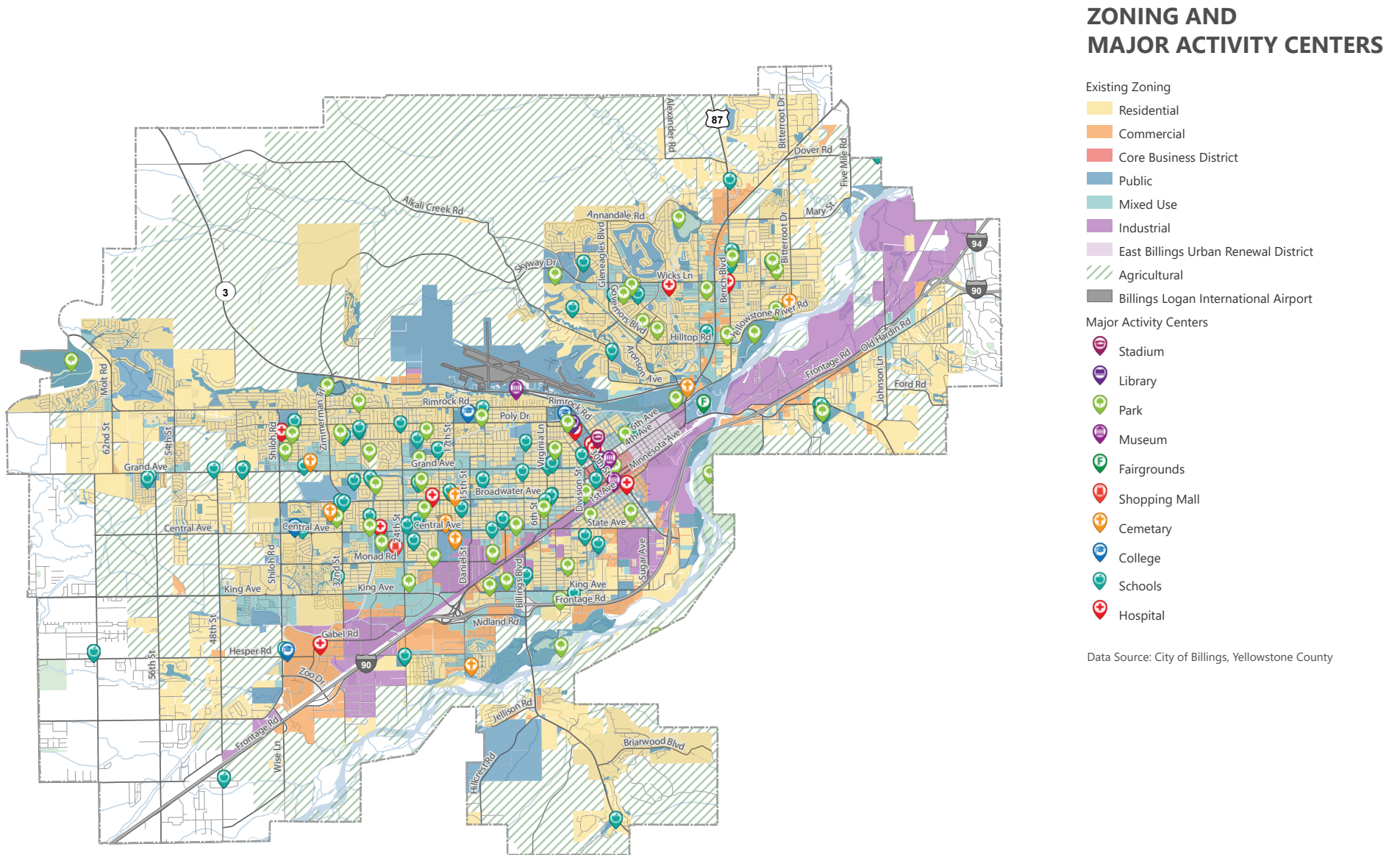


FIGURE 9. 2020 POPULATION DENSITY

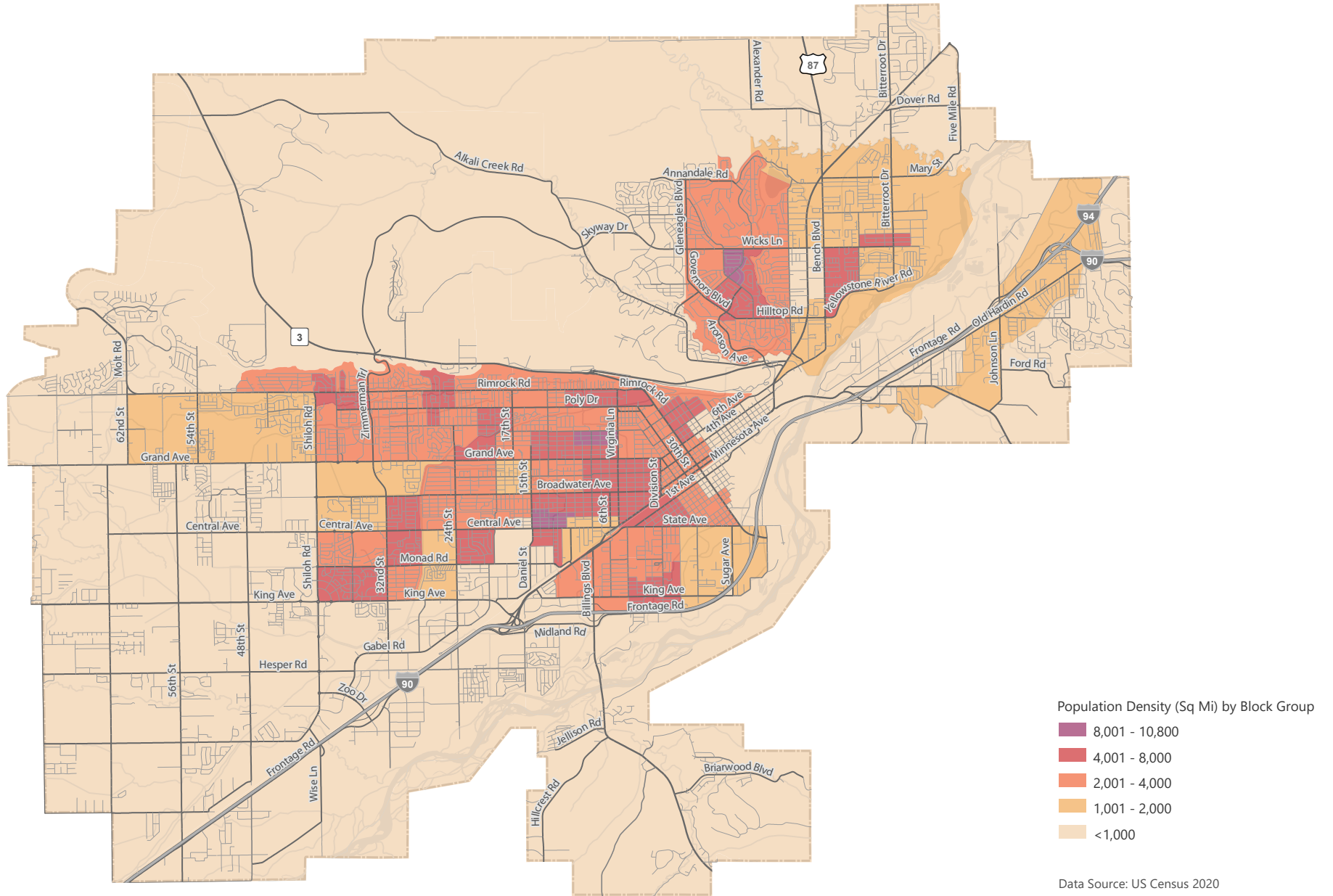


FIGURE 10. 2020 HOUSING DENSITY

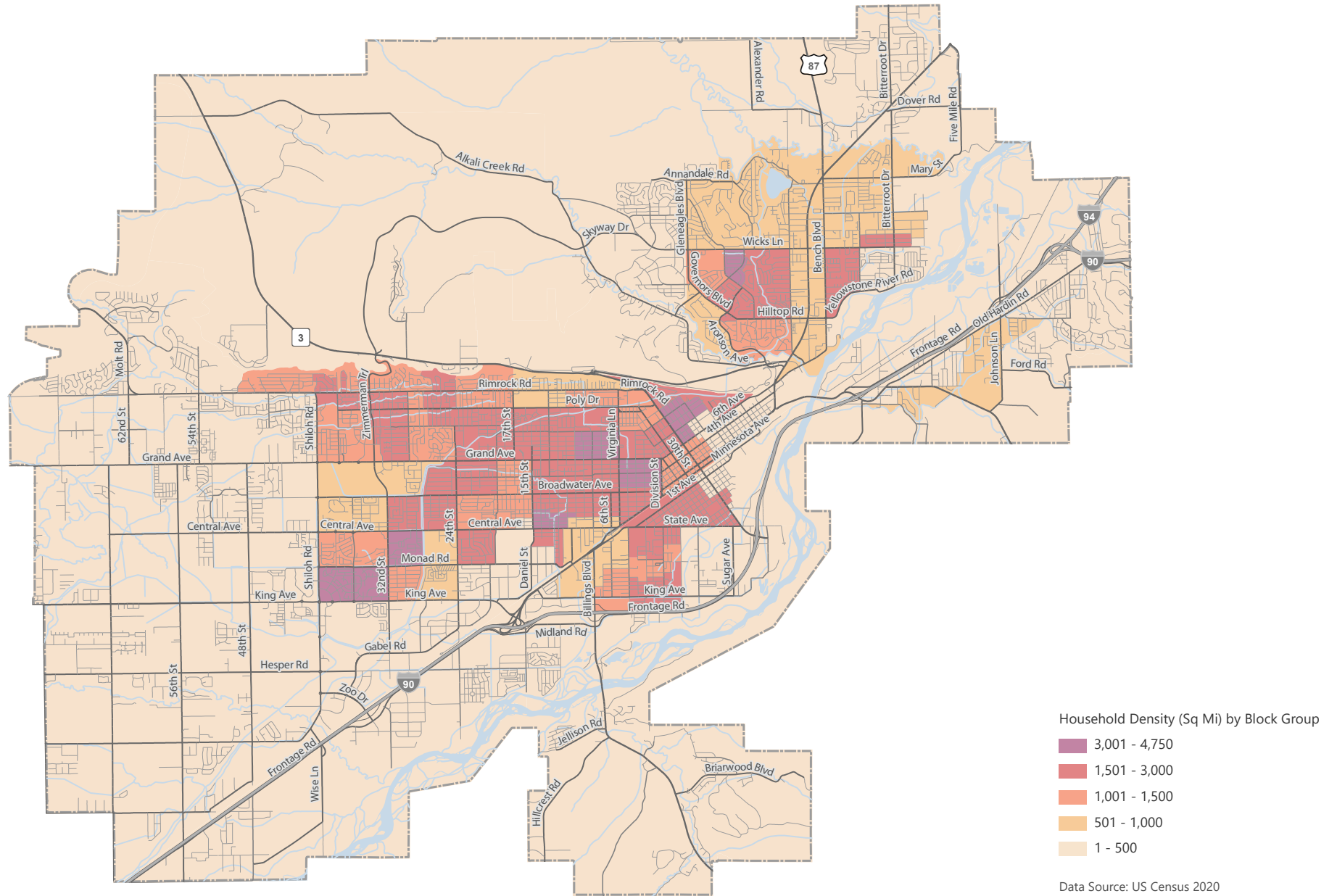
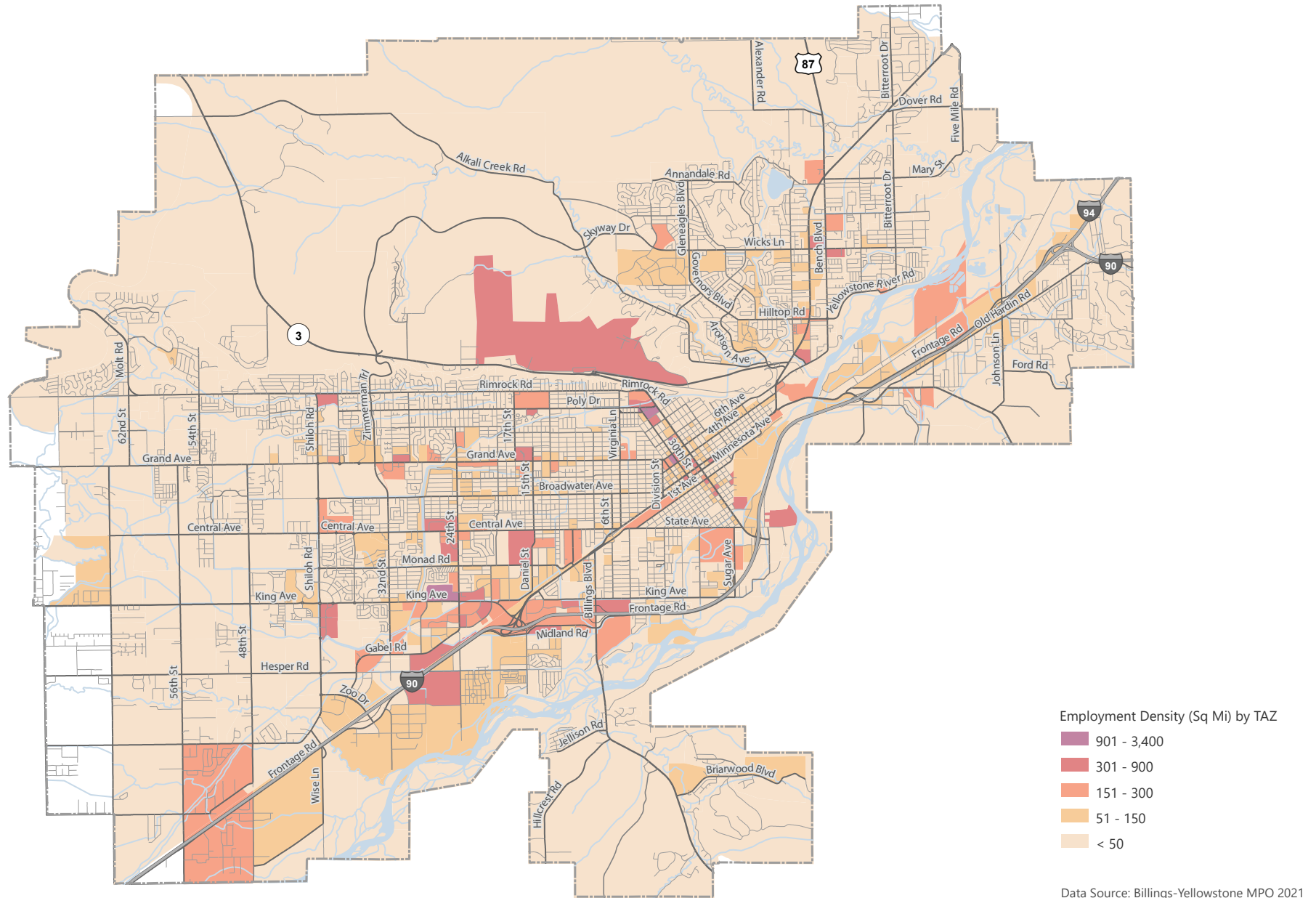


FIGURE 11. 2020 EMPLOYMENT DENSITY



COMMUTE MODE SHARE

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

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

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

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

EQUITY

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

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

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

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

21 United States Census Bureau. (2021). Table S0801: Commuting Characteristics by Sex, ACS 1-Year Estimates for the Billings Urban Area. American Community Survey. <https://data.census.gov/table?q=S0801:COMMUTING+CHARACTERISTICS+BY+SEX&q=400X00US07705&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:

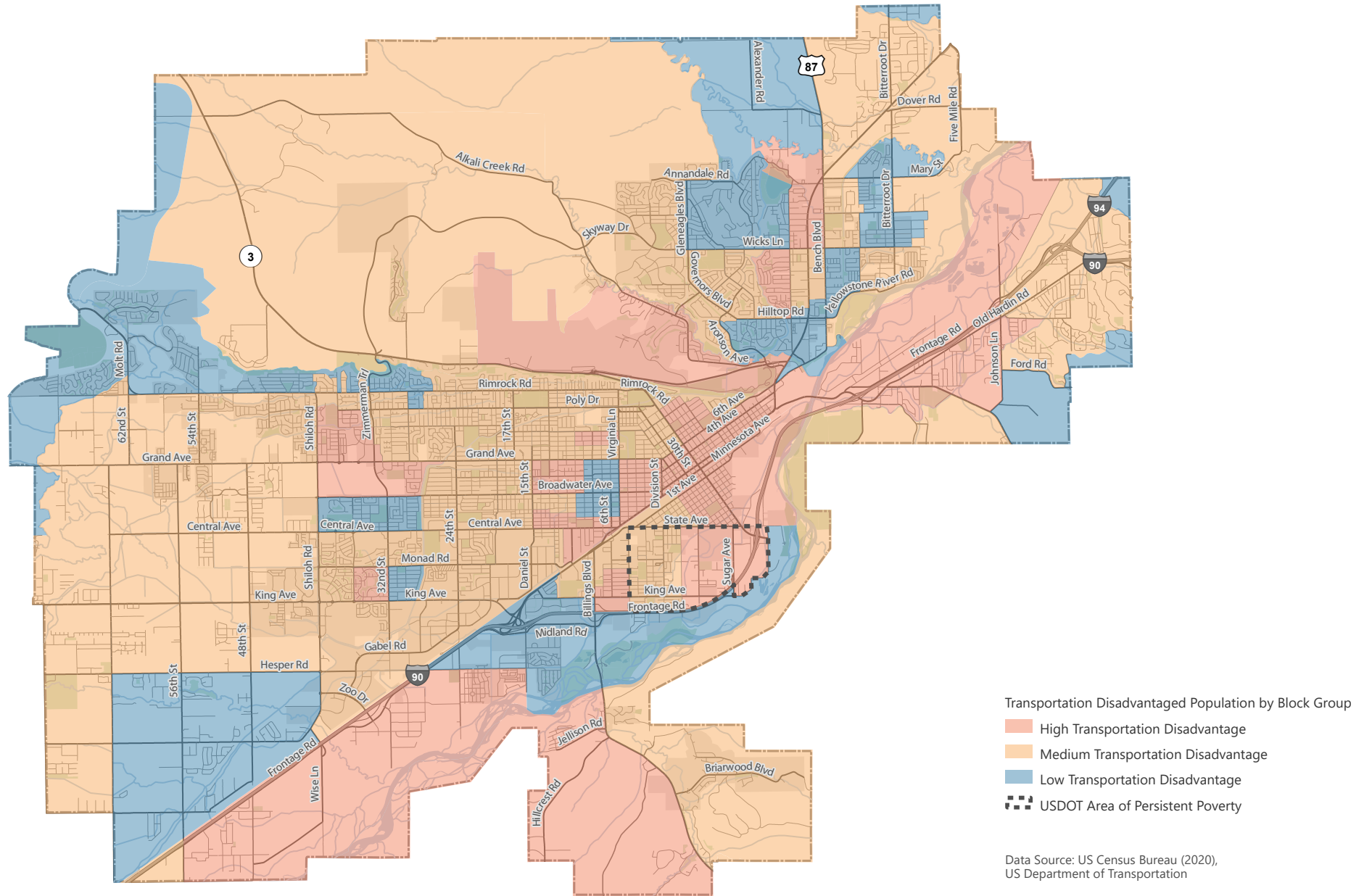
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

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



Safety

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

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

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

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

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

CRASH DATA SUMMARY

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

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

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

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

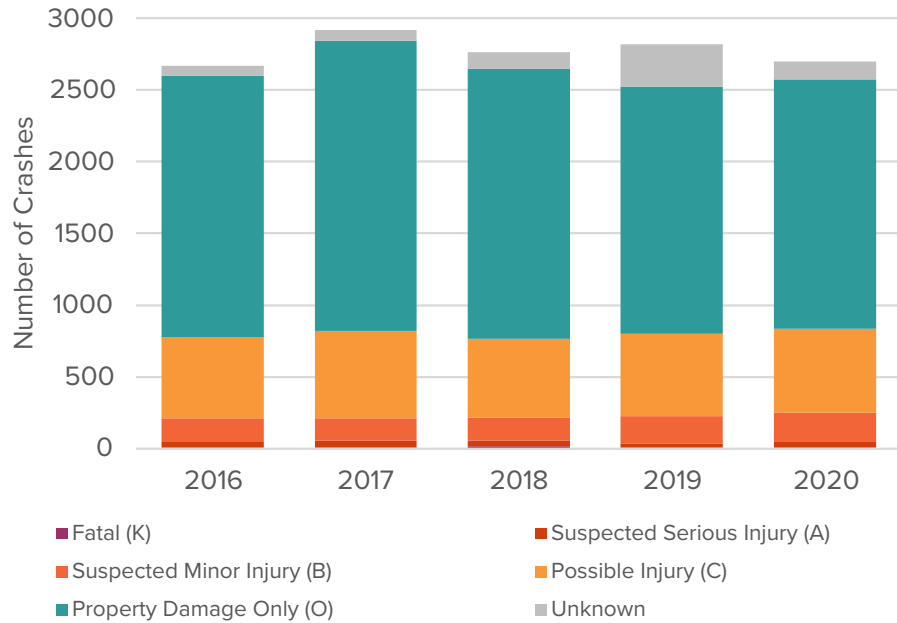
26 Montana Department of Transportation. (2020). *Montana Comprehensive Highway Safety Plan - 2020 Update*. <https://www.mdt.mt.gov/visionzero/plans/docs/chsp/current-chsp.pdf>

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

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

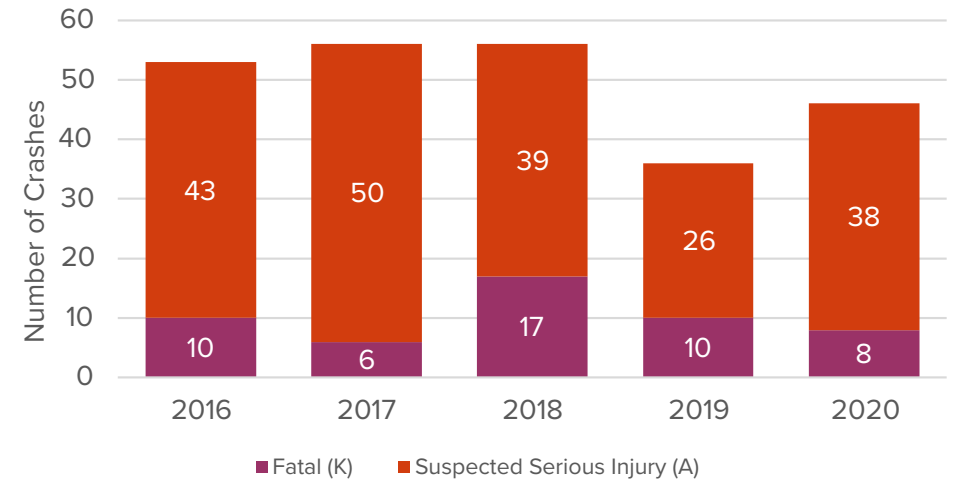
A total of 13,857 crashes occurred in the Billings planning area during the five-year period. A summary of total crashes by severity is shown in Table 11 and displayed in Figure 13. Additionally, these crashes are mapped in Figure 16.

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.

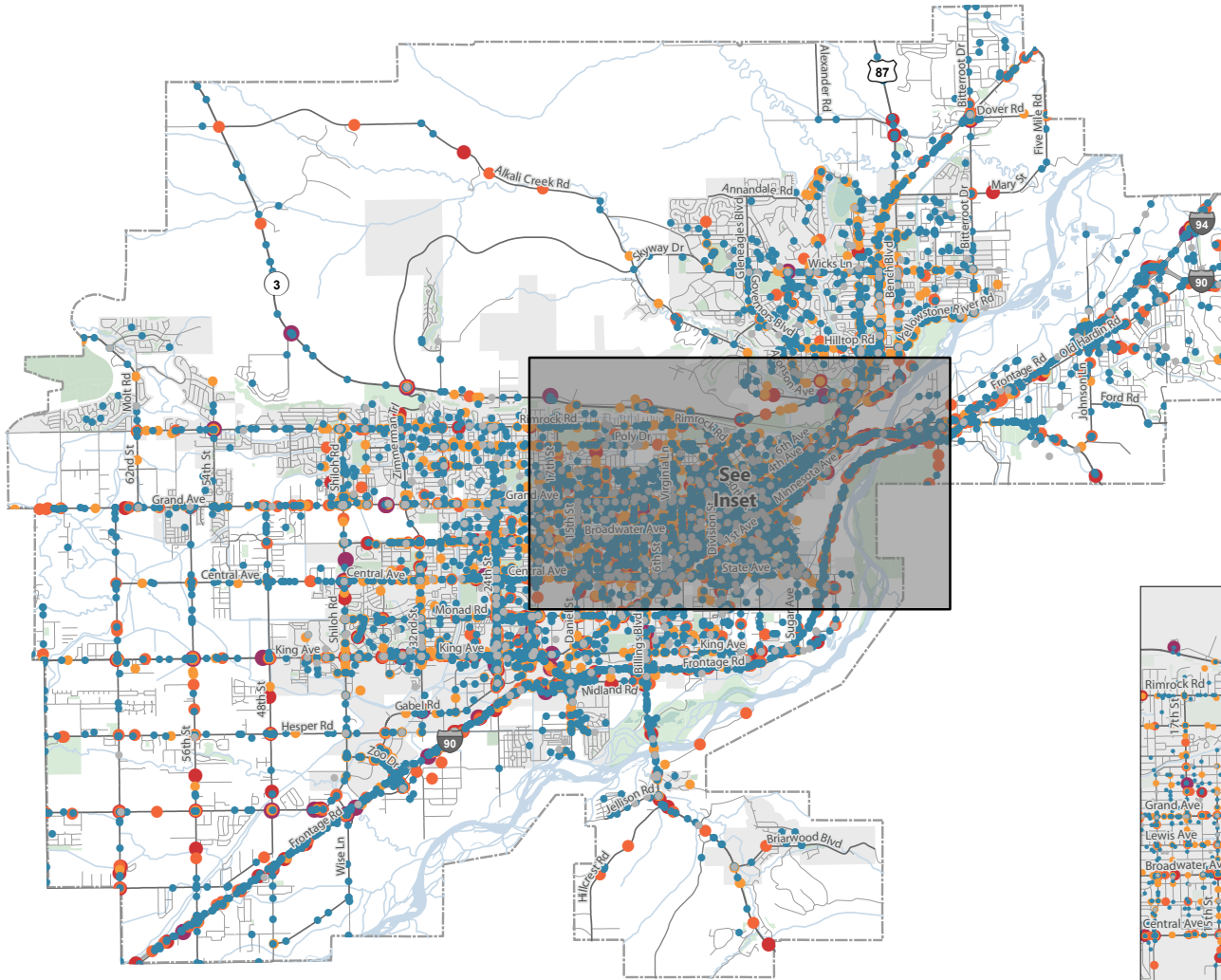
Note that Figure 14 displays data at the crash level, while Figure 15 displays data at the person-level, which corresponds with the CTSP goal. In 2023, the MPO updated the CTSP, and has established a goal of reducing the rolling five-year average number of fatalities and serious injuries by 20% to 39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



CRASHES BY SEVERITY



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

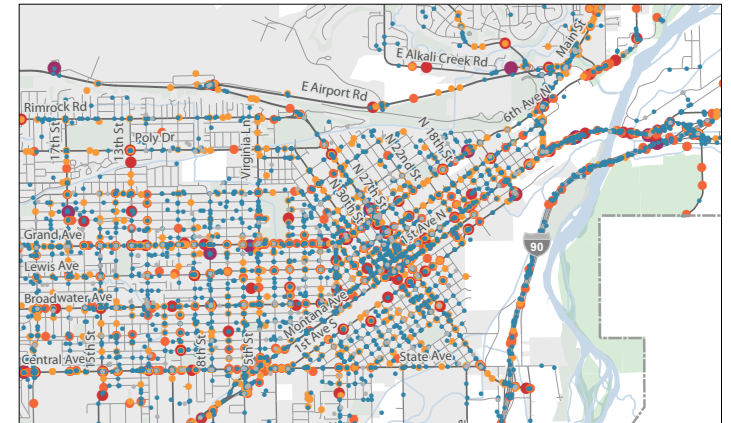
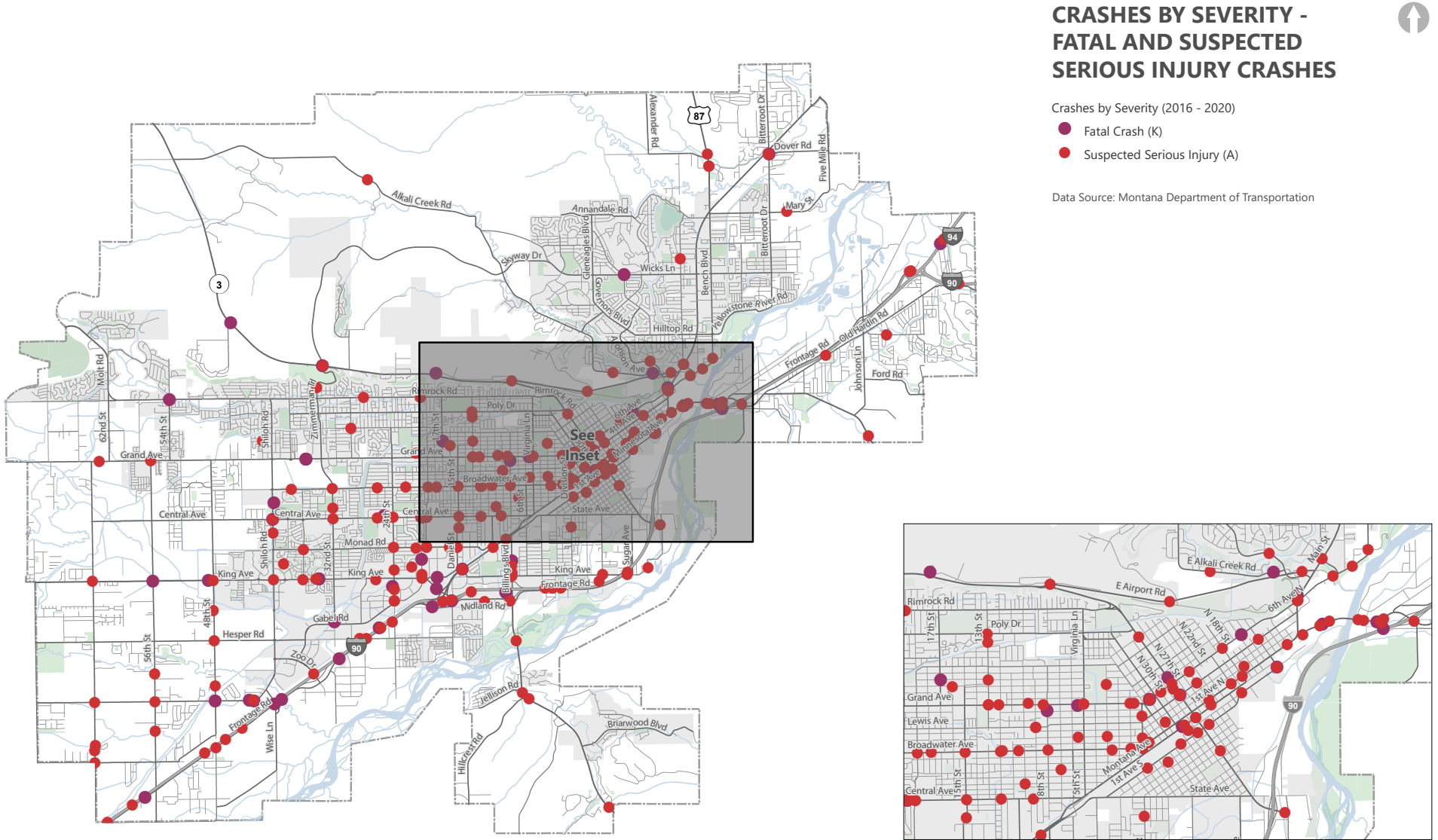


FIGURE 17. FATAL AND SUSPECTED SERIOUS INJURY CRASHES (2016–2020)



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 period³³ at both the intersection- and roadway segment-level, detailed in the following sections.

EPDO ANALYSIS – INTERSECTIONS

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

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

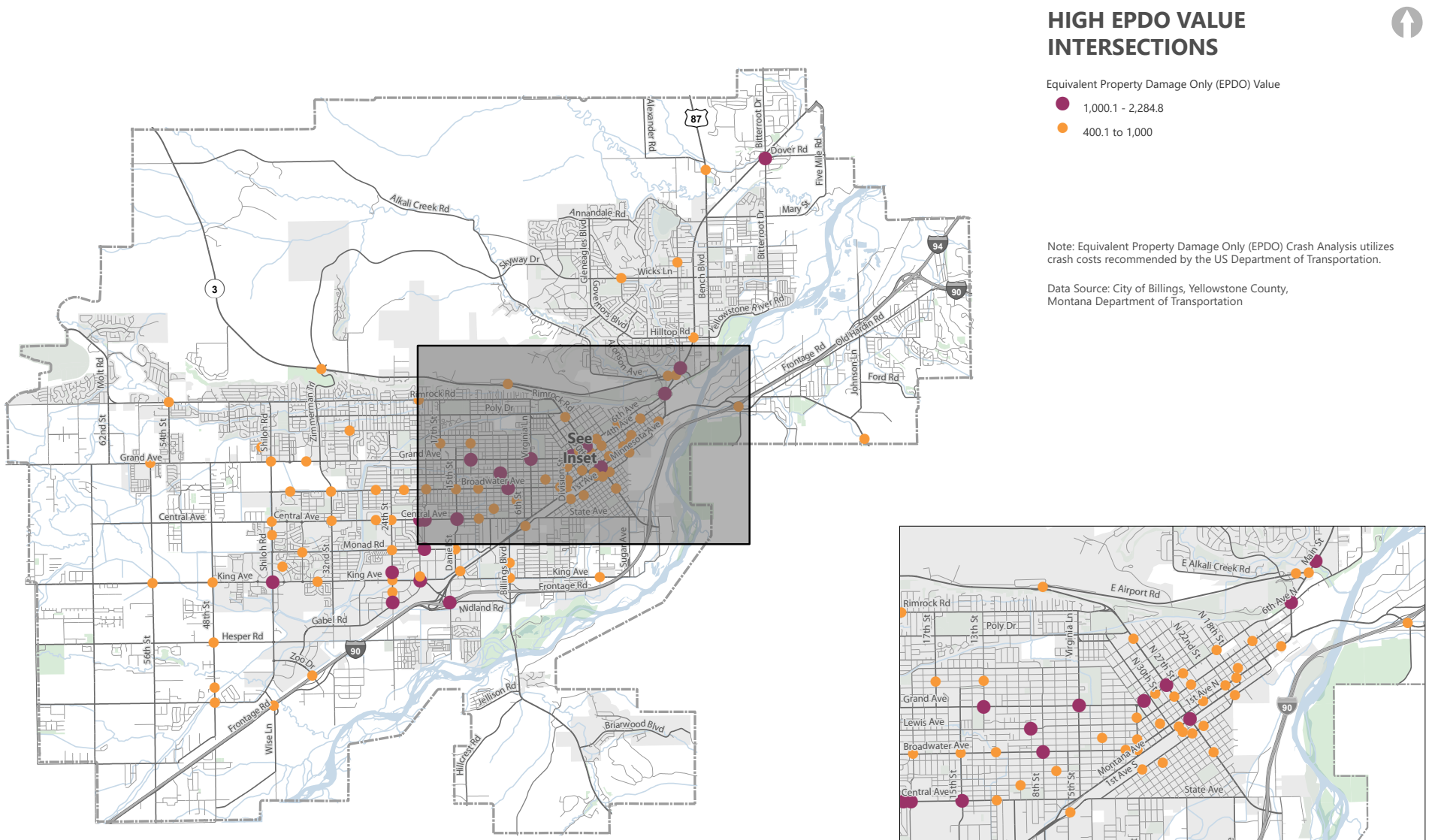
RANK	INTERSECTION	CONTROL TYPE	TOTAL CRASHES	K AND A INJURY CRASHES	EPDO VALUE
1	Main Street & 6th Avenue N	Signal	74	3	2,284.8
2	Lake Elmo Drive & Main Street	Signal	109	2	1,779.5
3	Muldowney Lane & Exit 446	Signal	40	2	1,476.7
4	Grand Avenue & 13th Street W	Signal	47	2	1,467.4
5	Montana Avenue & N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

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'

0.5 MILE ANALYSIS SEGMENTS

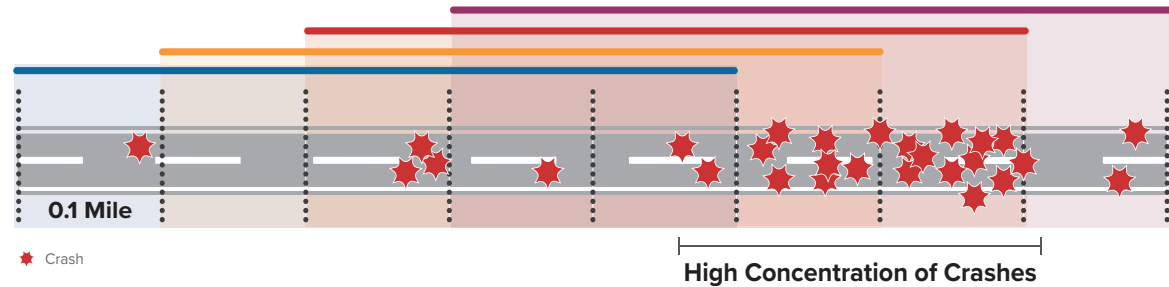


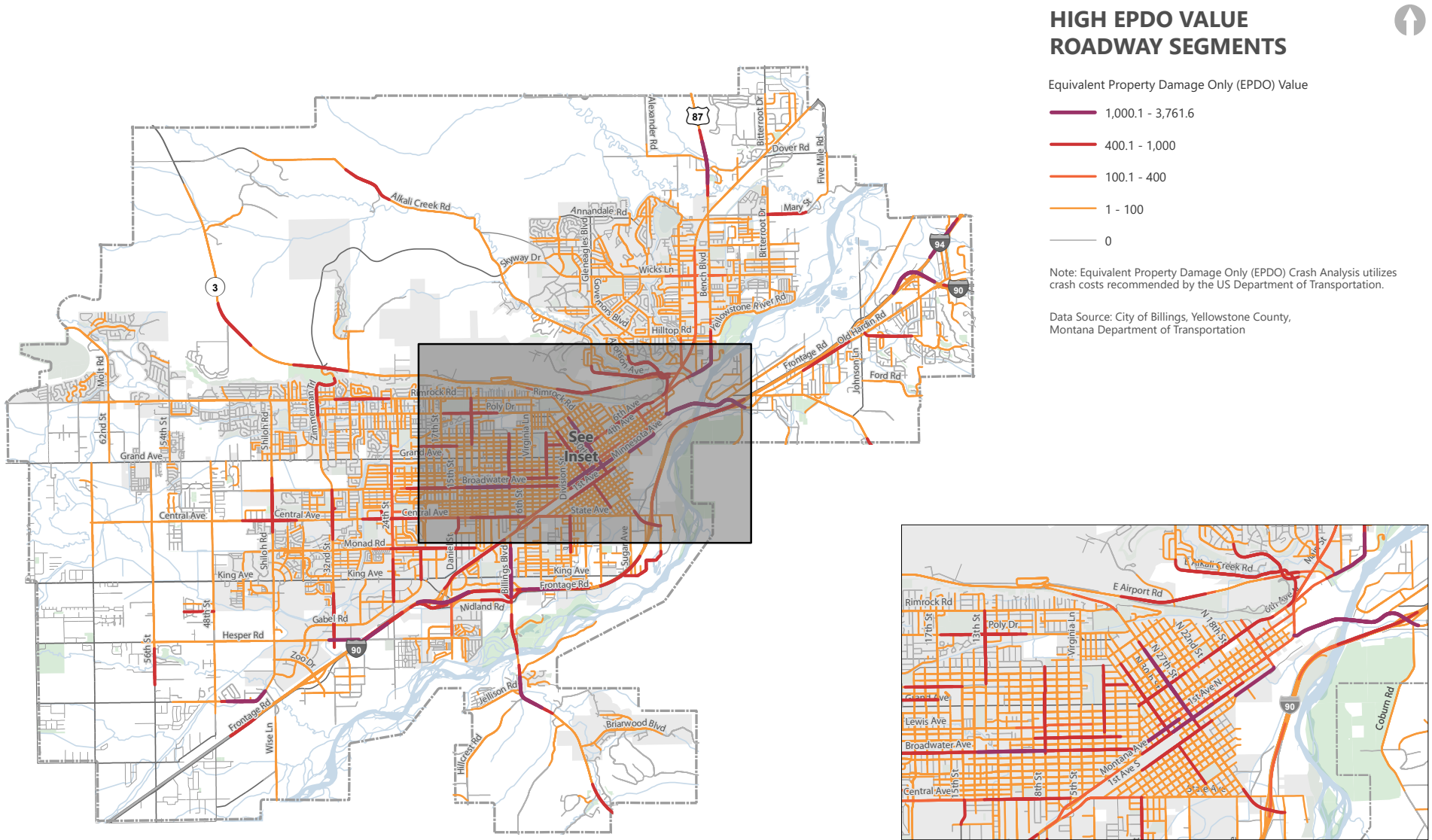
TABLE 14. HIGHEST EPDO VALUE ROADWAY SEGMENTS (2016 – 2020)

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

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

¹Average ADT across the high-EPDO segment.

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



Pedestrian & Bicycle Crashes

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

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

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

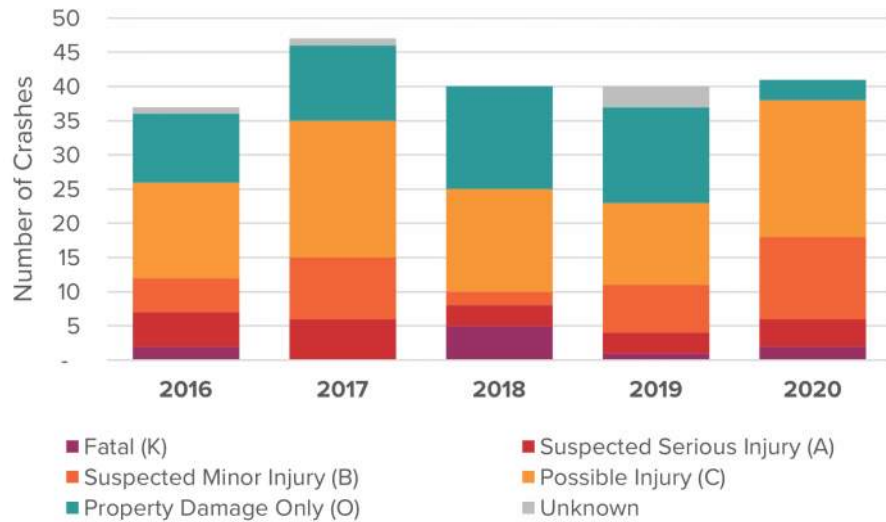


TABLE 15. PEDESTRIAN AND BICYCLE CRASHES BY SEVERITY (2016 – 2020)

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

Source: Montana Department of Transportation

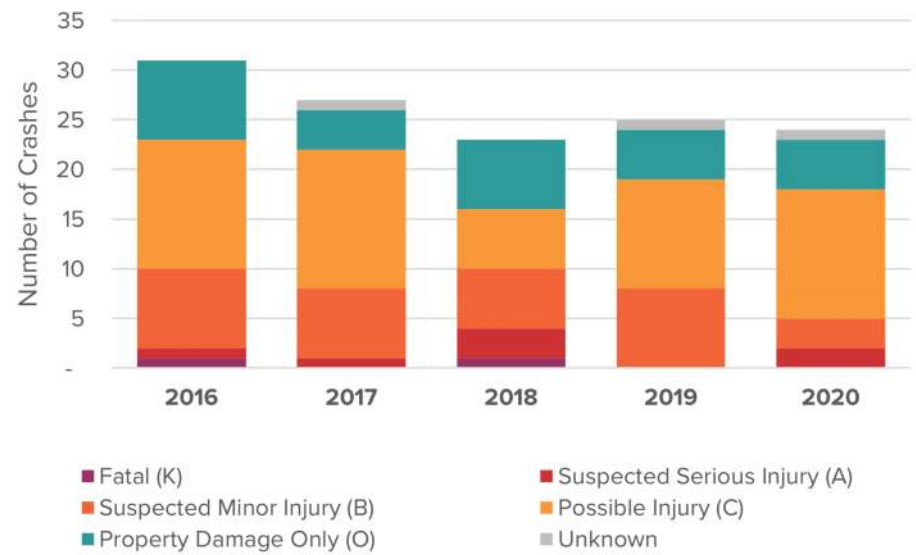
FIGURE 22. PEDESTRIAN CRASHES BY SEVERITY (2016-2020)



Source: Montana Department of Transportation

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

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



Source: Montana Department of Transportation

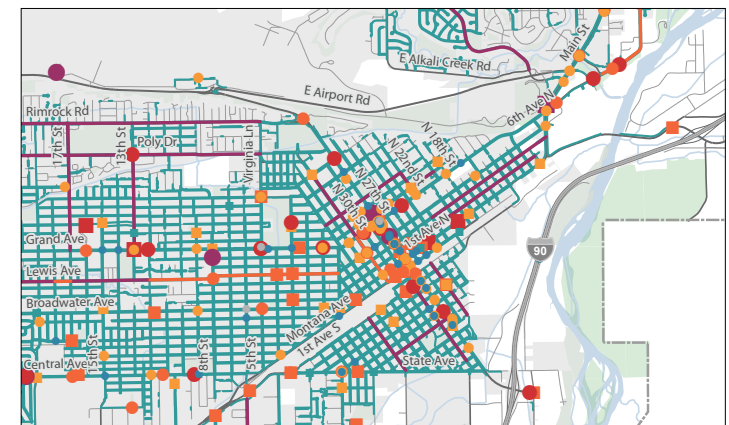
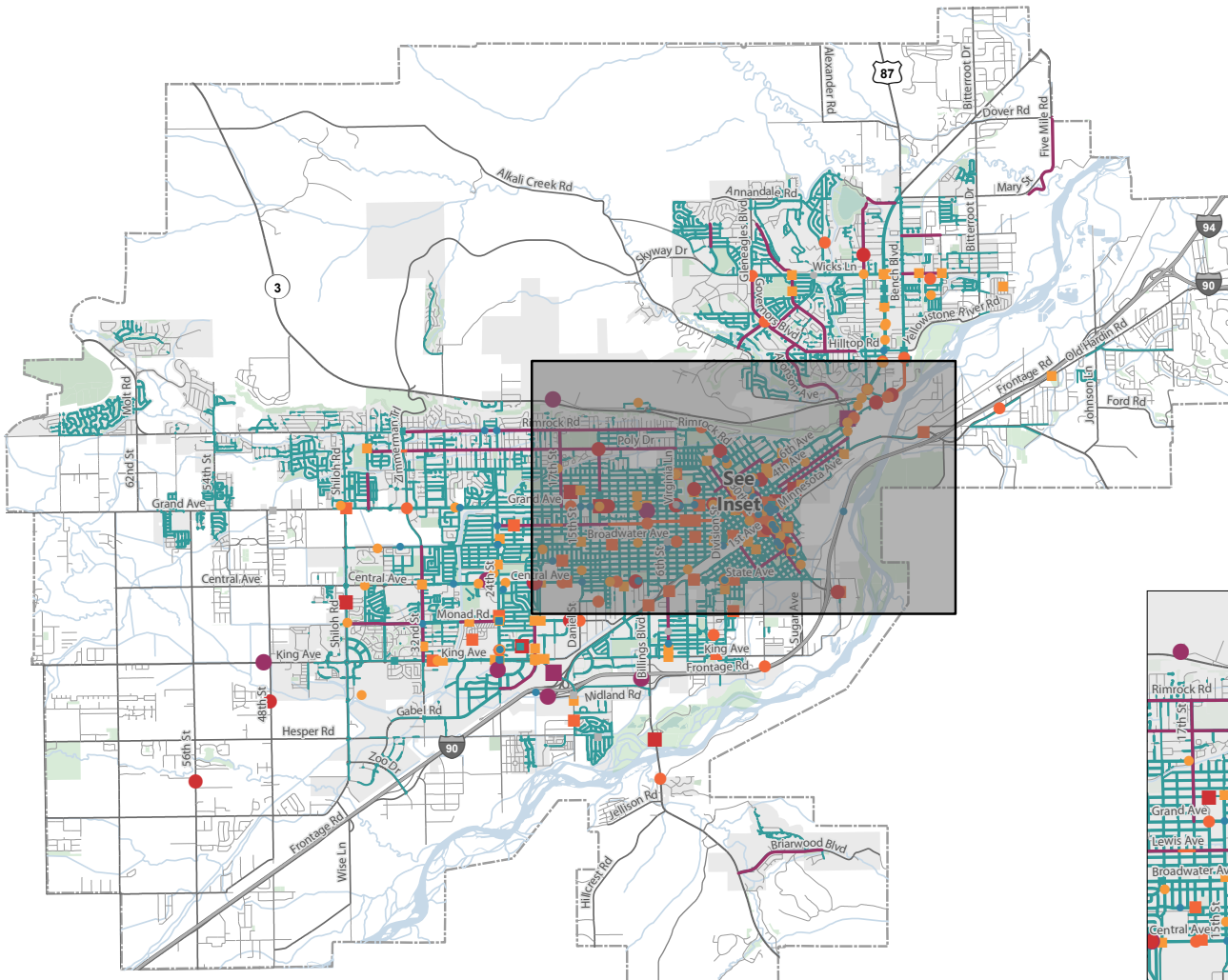
FIGURE 24. PEDESTRIAN & BICYCLE CRASHES BY SEVERITY (2016-2020)



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)

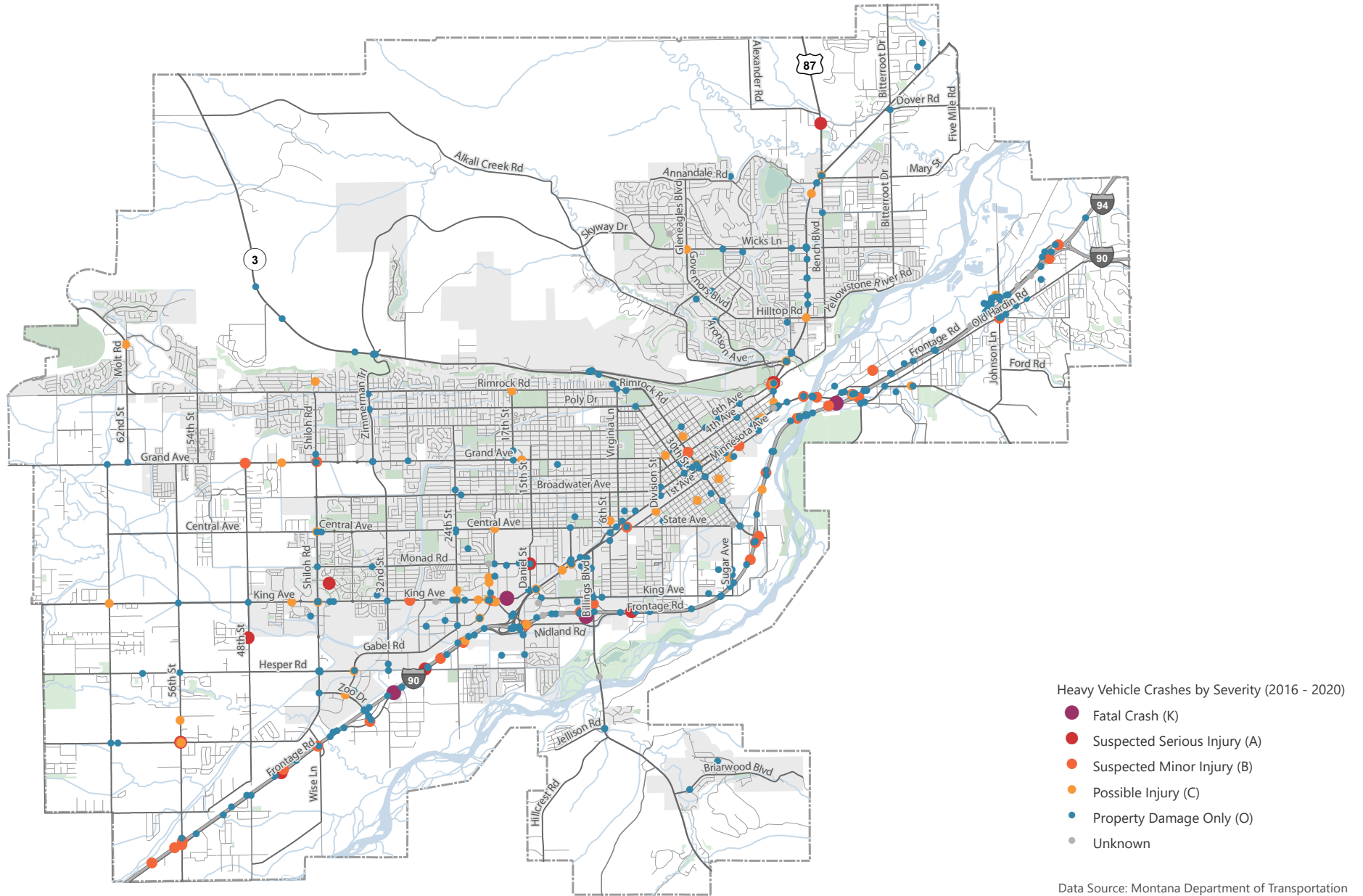
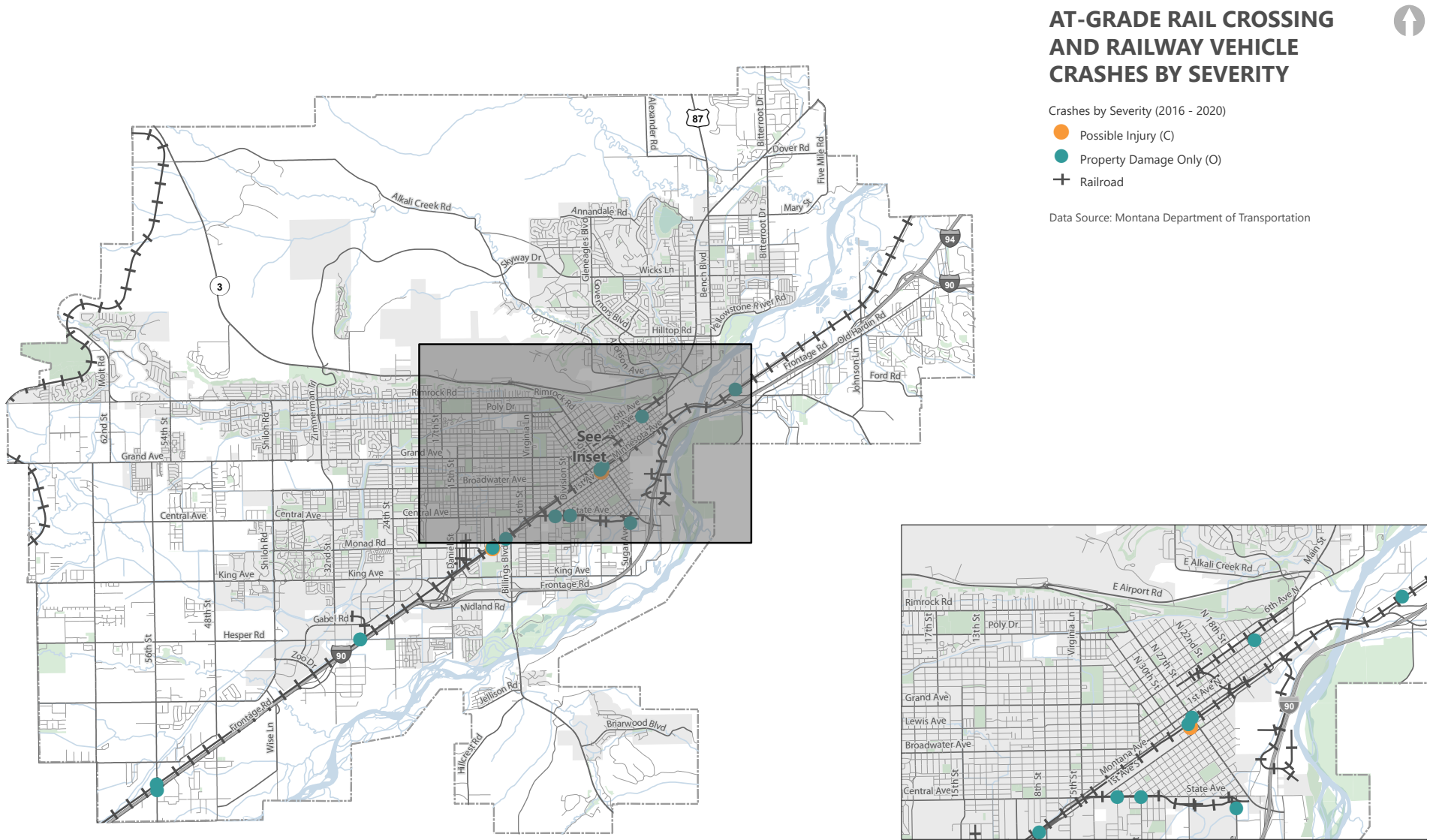


FIGURE 26. AT-GRADE RAIL CROSSING AND RAILWAY VEHICLE CRASHES BY SEVERITY (2016-2020)



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.

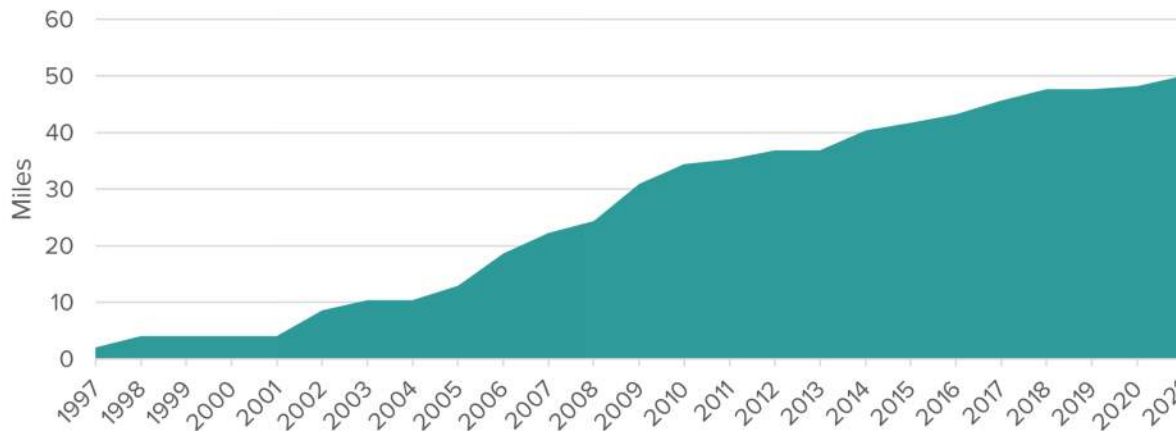
- **Bicycle Lanes:** This type of facility provides a dedicated space within the roadway for bicyclists to travel and uses signage and striping to delineate the right-of-way assigned to bicyclists. Billings currently has 33.5 miles of bicycle lanes in its transportation system.
- **Neighborhood Bikeways:** 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

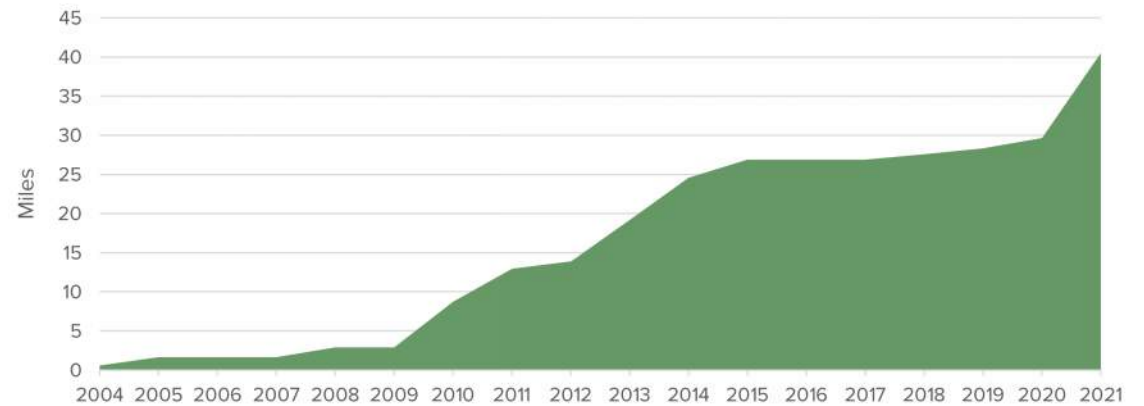
These facilities are delineated in Table 19 and depicted in Figure 30. Existing bikeway and trail facilities work together to provide good connectivity around the city. As shown in Figure 30 the bikeway and trail system almost provide a complete “loop” around Billings, as well as north-south connectivity 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

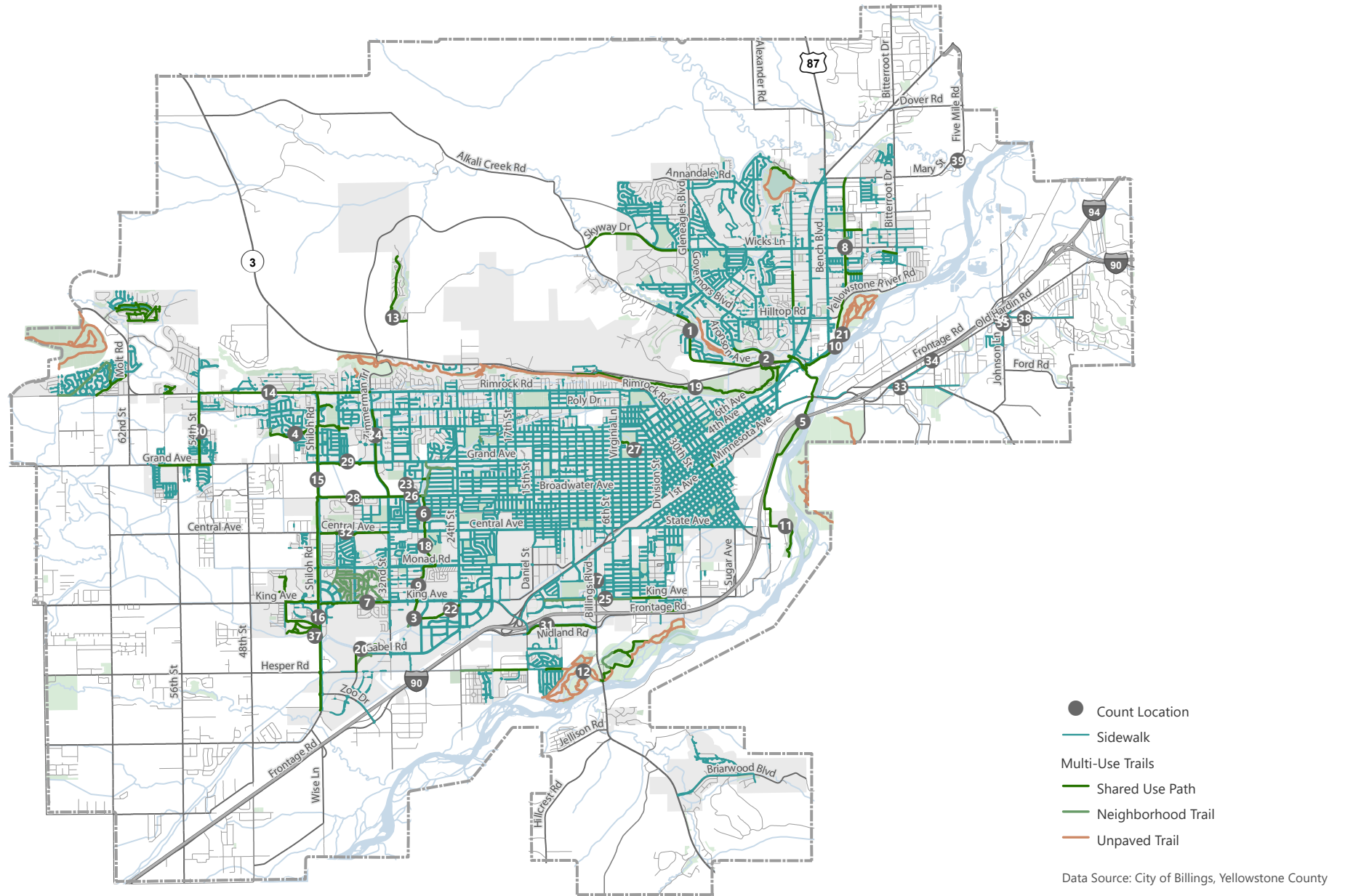
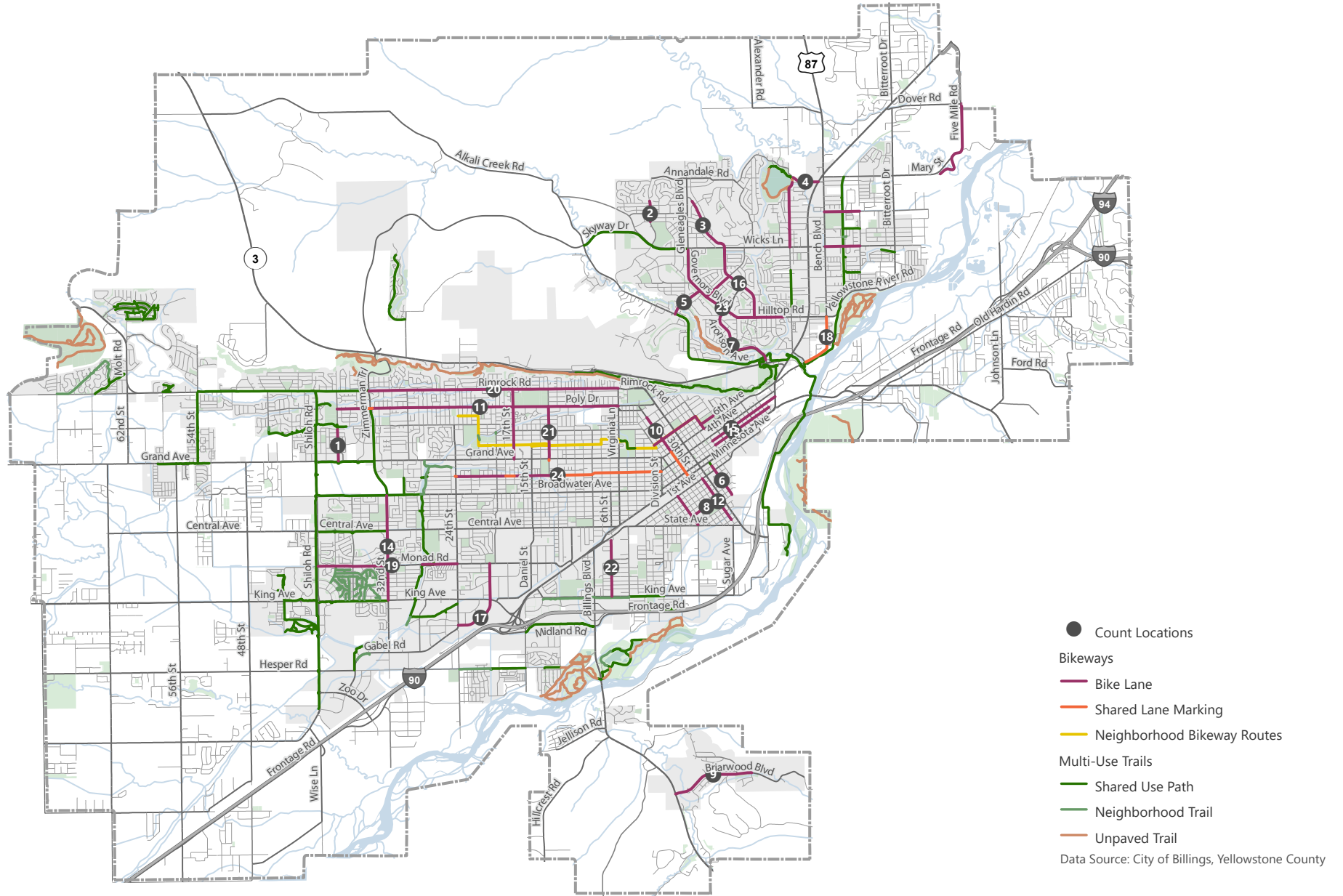


FIGURE 30. EXISTING COUNT LOCATIONS, BICYCLE LANES, AND TRAIL FACILITIES



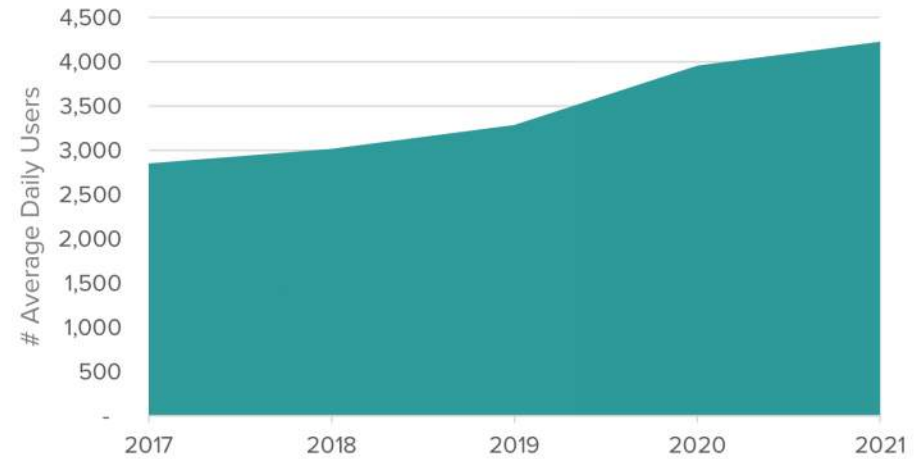
Volumes

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

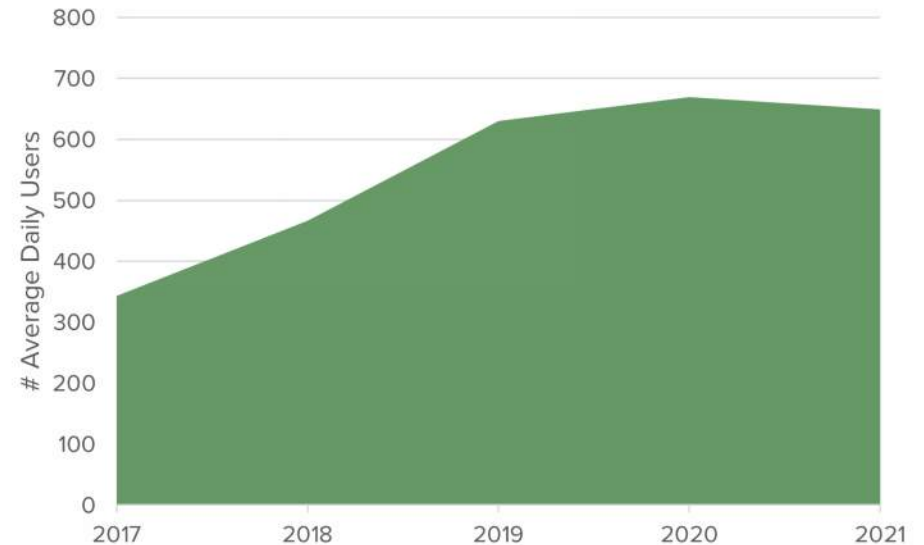
Completed in July 2022, the *Safe Routes to School Plan Update* is a comprehensive analysis of the existing barriers that prevent kids from walking and bicycling to school, coupled with systemic safety treatments to mitigate and remove the barriers. The Billings MPO conducted significant outreach with 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)



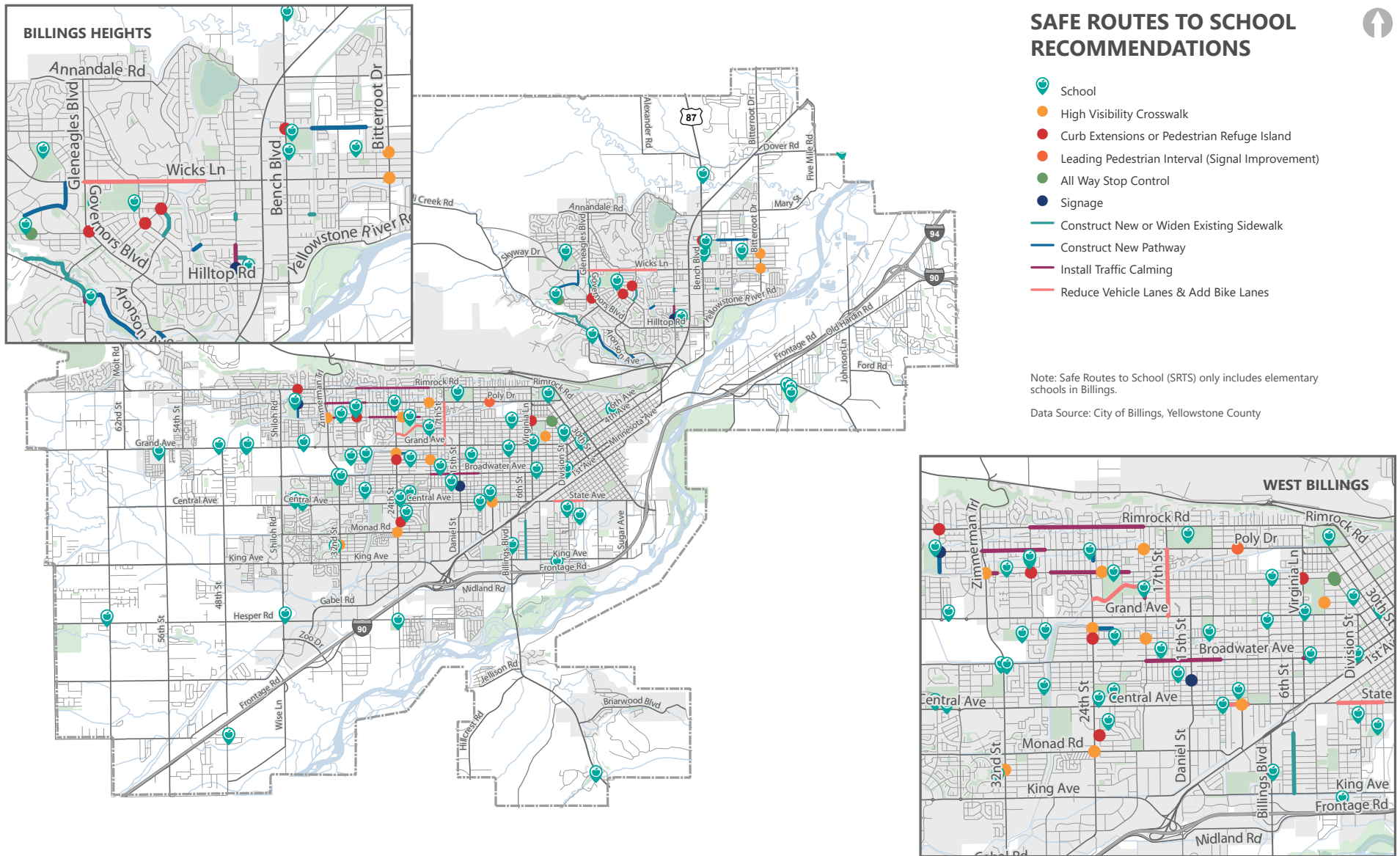
Source: City of Billings

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



Source: City of Billings

FIGURE 33. SAFE ROUTES TO SCHOOL PLAN RECOMMENDATIONS





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

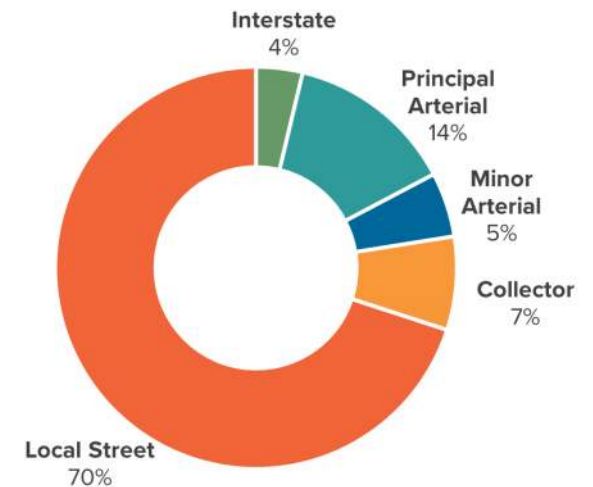
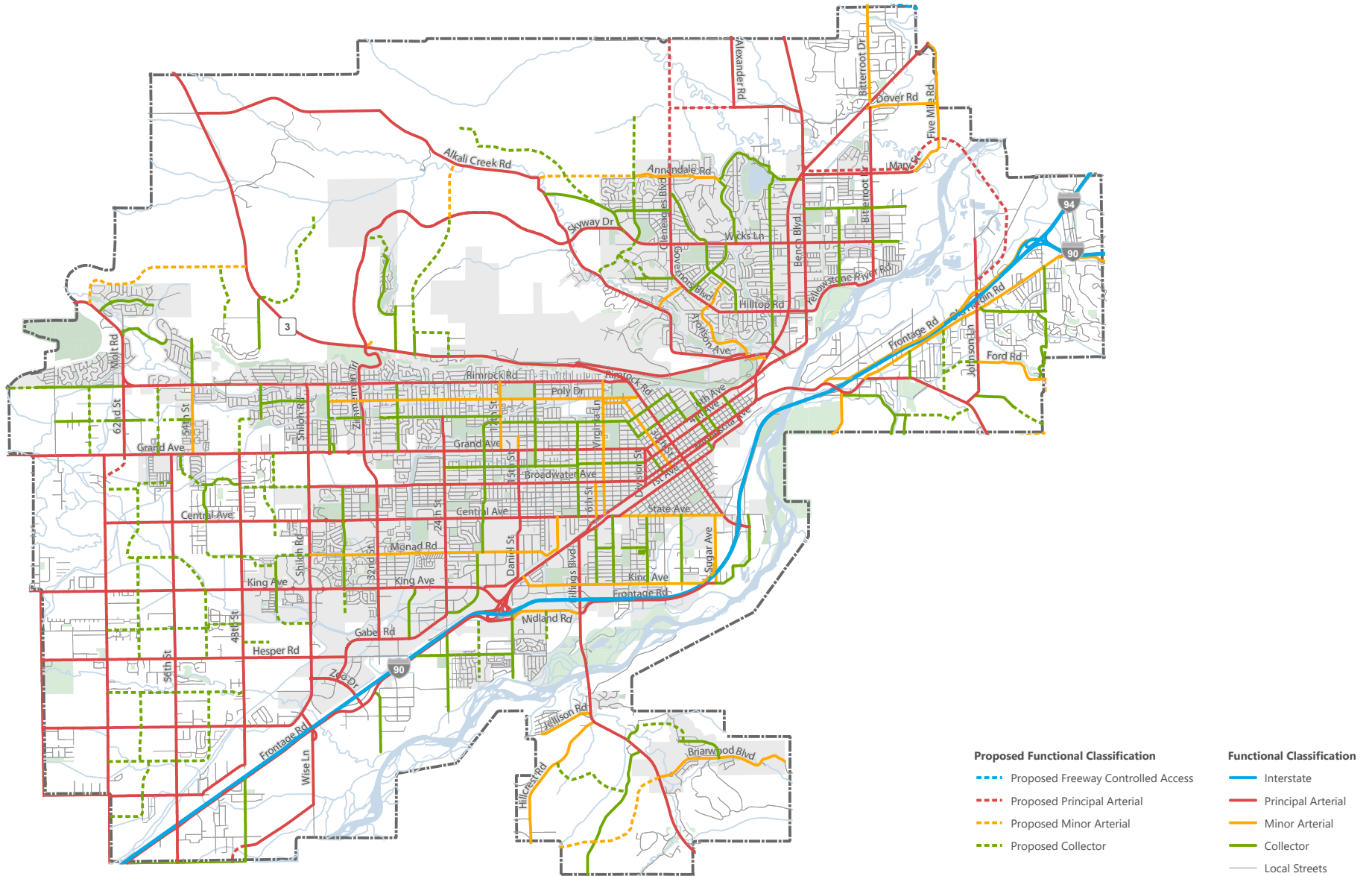


FIGURE 35. FUNCTIONAL CLASSIFICATION



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

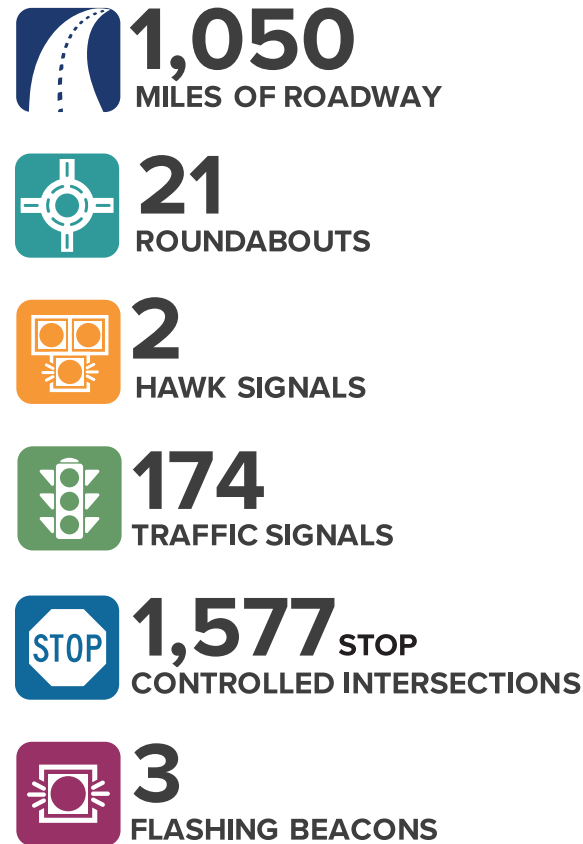
Facilities

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 TYPES³⁷



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.

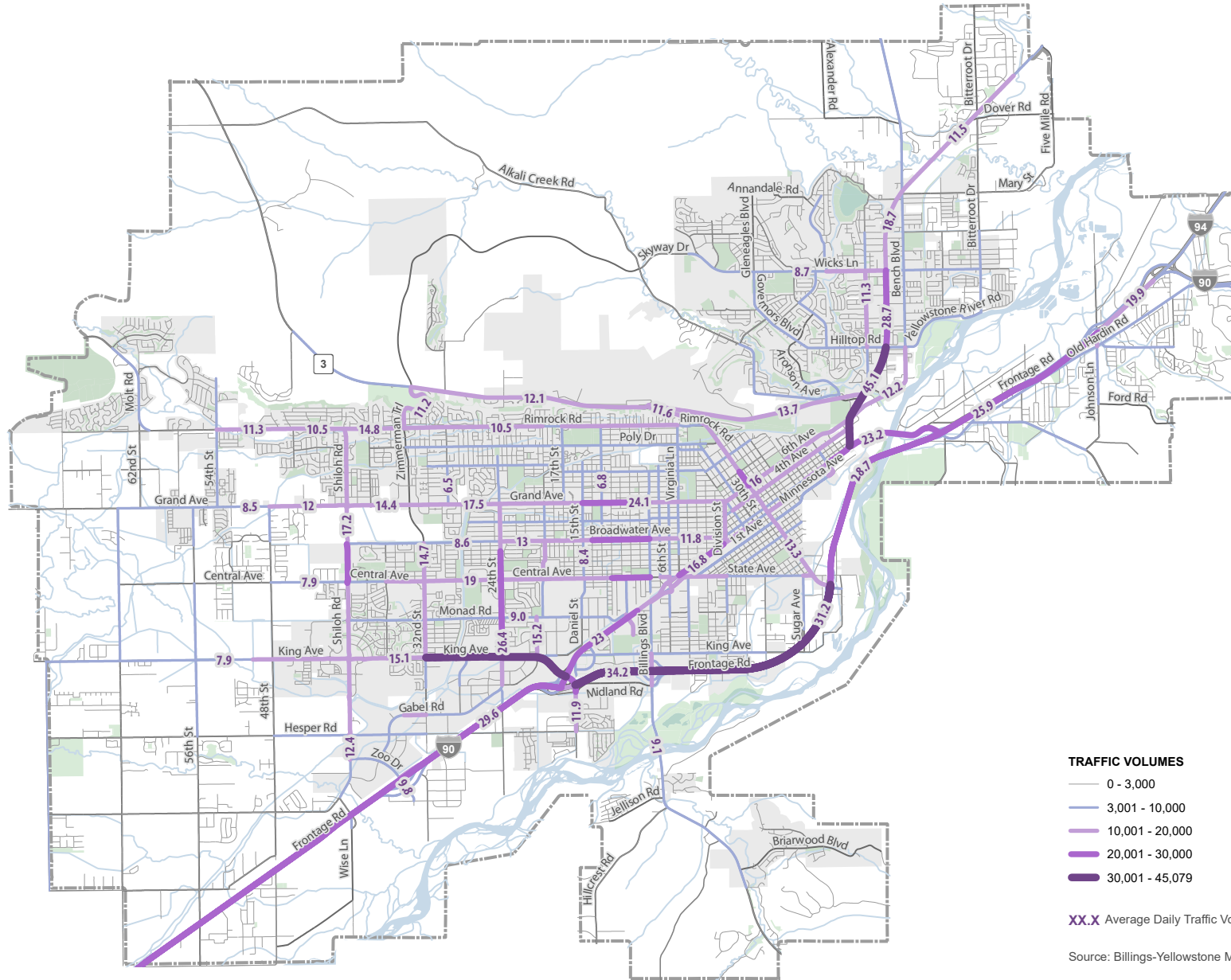
MDT also maintains a series of permanent, continuous traffic count locations and locations where data is collected daily, year-round. Traffic data at these locations was analyzed to determine traffic volume growth from year 2017 to year 2021. MDT traffic count data from 2017 to 2021 was analyzed from 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 Operations

Intersection turning movement count data from a variety of sources³⁹ 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)

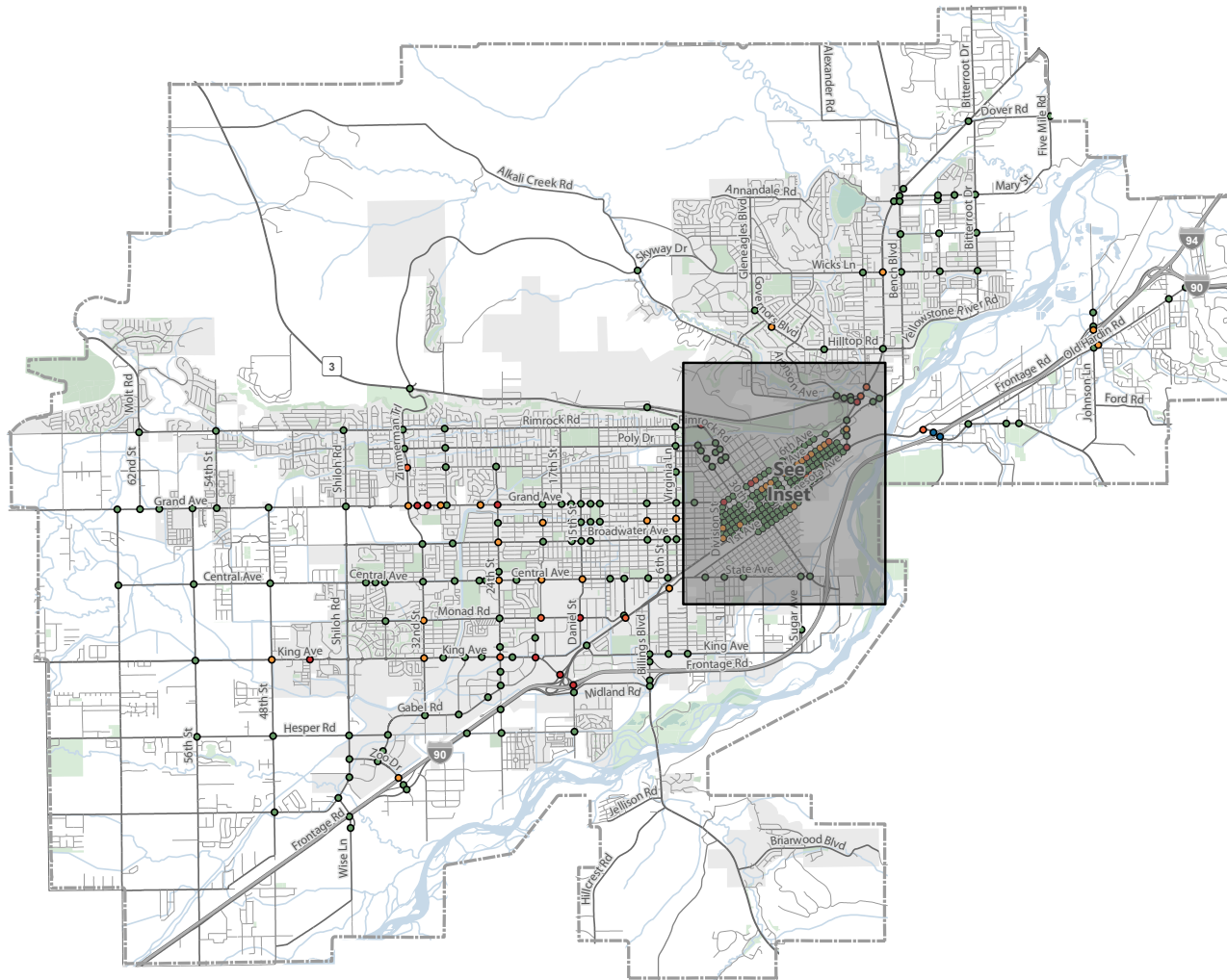
Intersections Operating at LOS E	Intersections Operating at LOS F
1st Ave N & 16th St (Stop Controlled)	1st Ave N & Main St (Traffic Signal)
1st Ave N & 17th St (Stop Controlled)	6th Ave N & 26th St (Stop Controlled)
4th Ave N & 10th St (Stop Controlled)	Aronson Ave & Main St (Stop Controlled)
4th Ave 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.

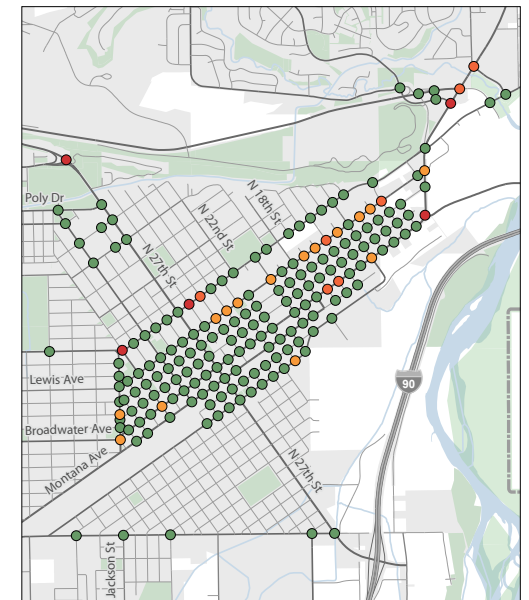
FIGURE 38. EXISTING (YEAR 2022) PM PEAK PERIOD INTERSECTION LEVEL OF SERVICE



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

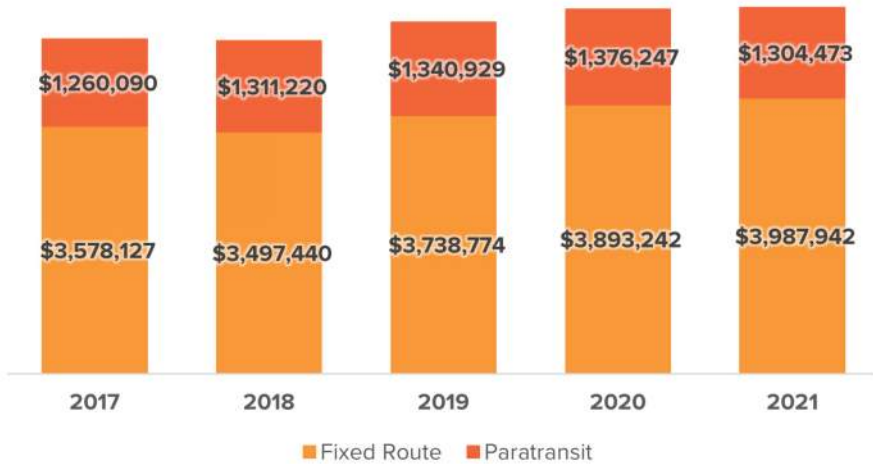
Source: MET Transit

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.

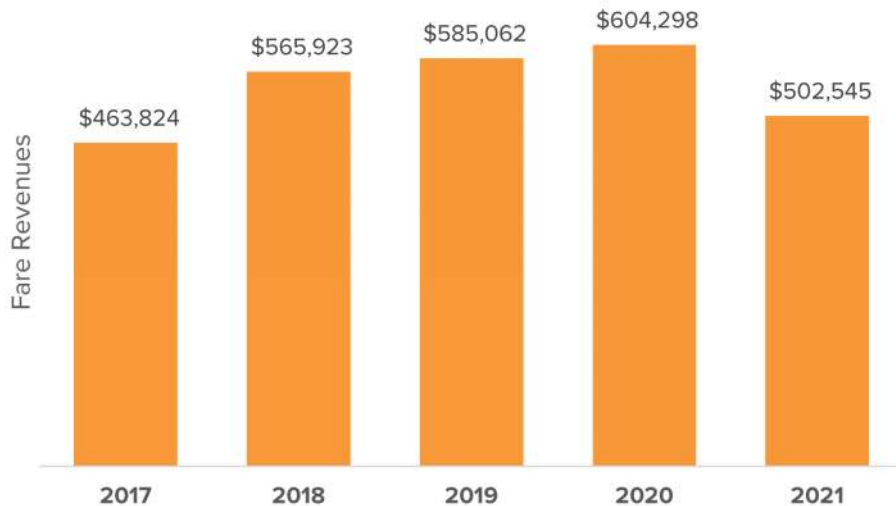
42 Data from MET was not updated during the 2025 amendment.

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.

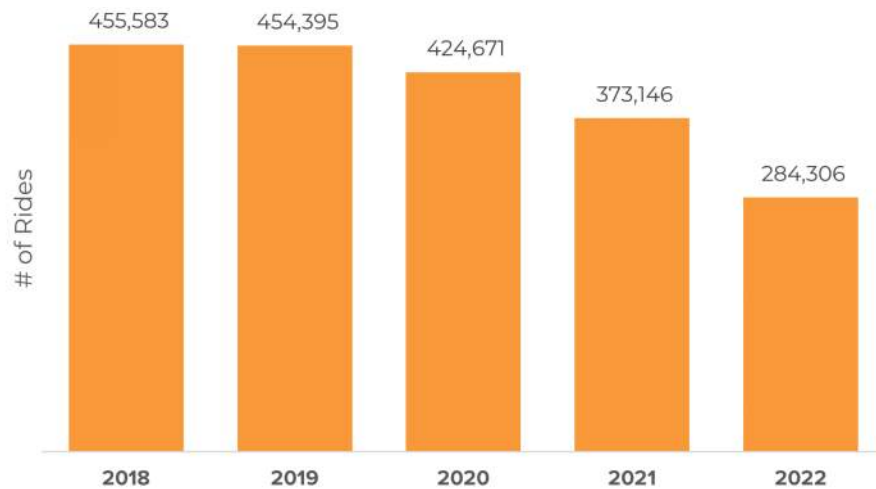
Fixed Route Transit Service

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

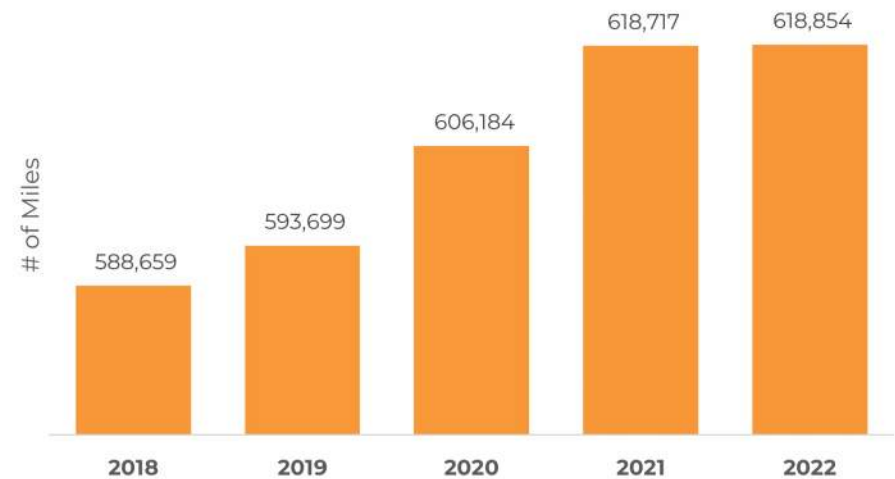
Figure 41 depicts the fixed route ridership between 2018 – 2022, which shows a steady decrease over the past five years, with a substantial decline in 2020 (likely due to the COVID-19 pandemic). Figure 42 shows the service miles for fixed routes, which have steadily increased over the past five years,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

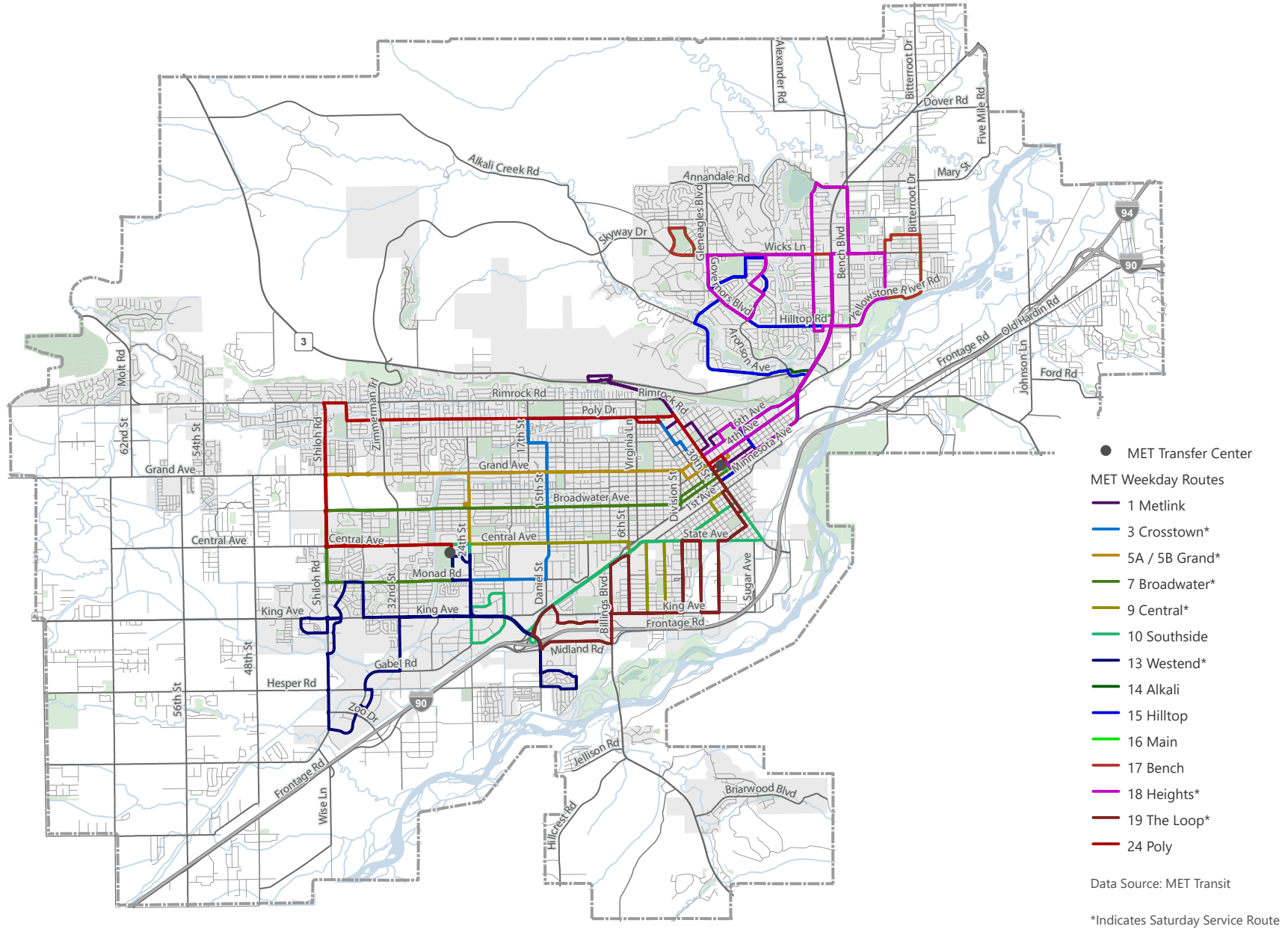
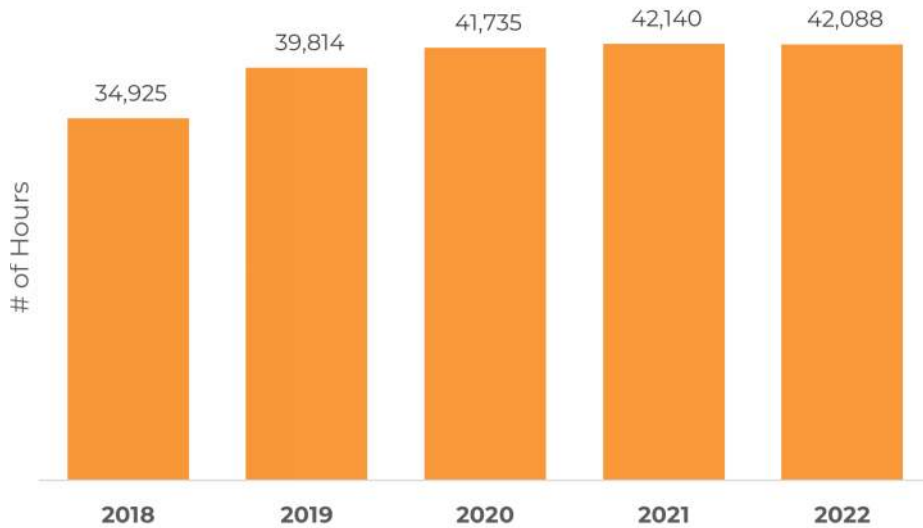


FIGURE 44. MET FIXED ROUTE SERVICE HOURS (2018 - 2022)



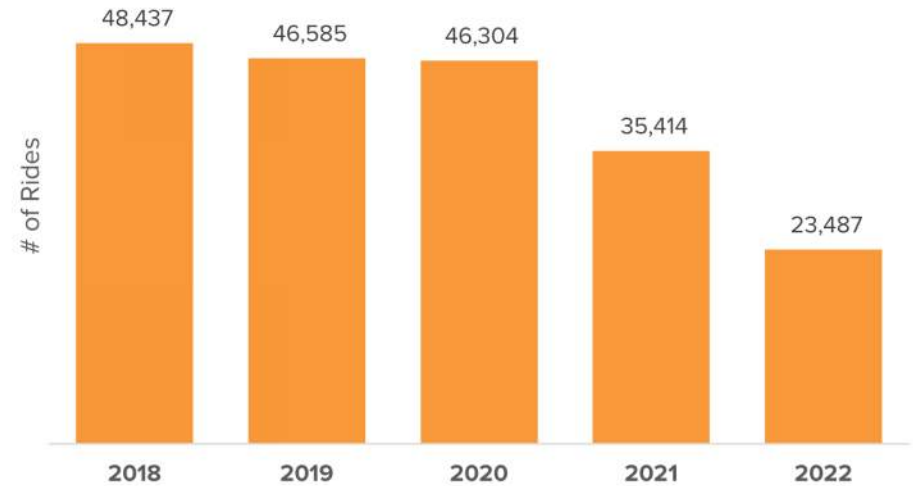
Paratransit Service (MET Plus)

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 3/4 mile of a MET fixed route service. MET Plus service hours operate on weekdays between 5:50 AM to 6:40 PM and on Saturdays between 8:10 AM – 6:10 PM. MET Plus is a curb-to-curb service typically, but riders can request door-to-door service as well. Riders may request rides through a dispatch service (between 7:00 AM – 5:00 PM, Monday through Friday), the Ecolane Mobile App, or the Ecolane Self Service web portal. Rides are scheduled on a first-come, first-served basis. Additionally, MET contracts with both the Adult Resource Alliance as well as the State of Montana Developmental Disabilities Bureau to provide subscription services and expanded services outside of minimum required paratransit services.

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

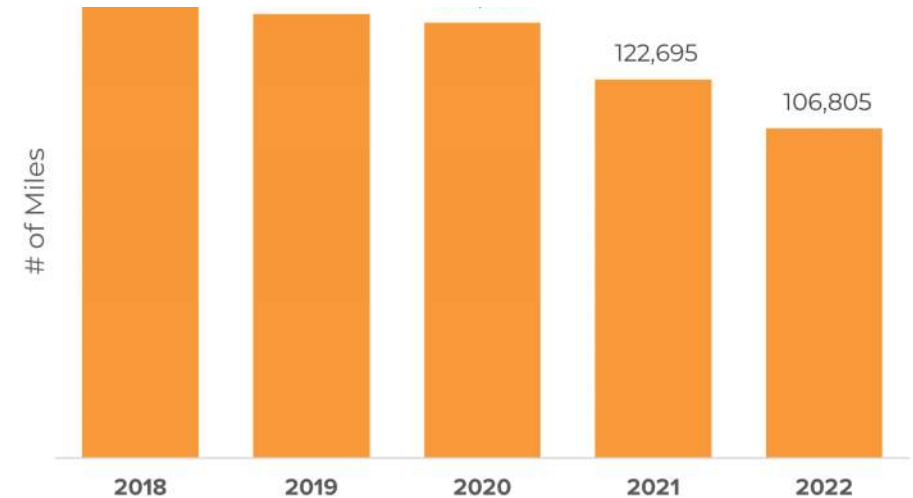
for fixed routes, which have also steadily decreased over the past five years. Figure 47 displays fixed route service hours, which have remained relatively steady over the past four years, with a substantial decline in 2020.

FIGURE 45. MET PARATRANSIT RIDES (2018 – 2022)



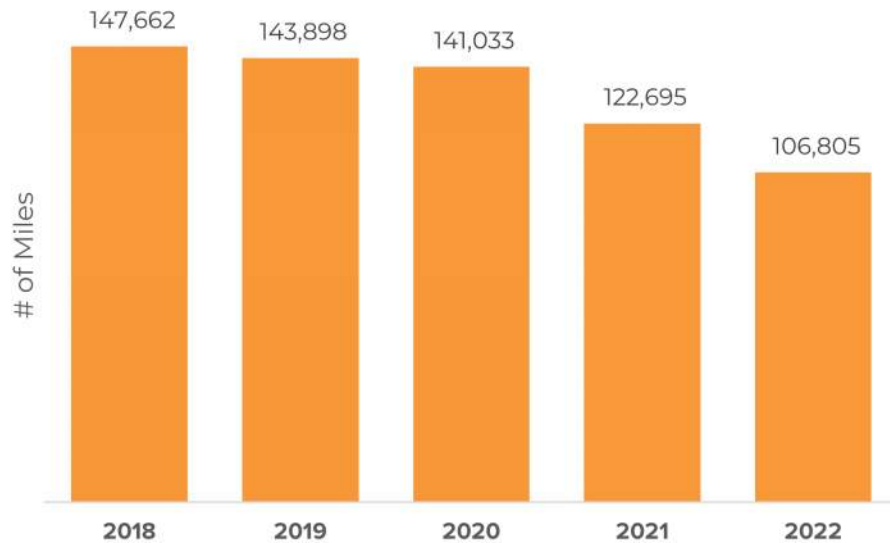
Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

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



Source: MET Transit, National Transit Database

Private Transit Service

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

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

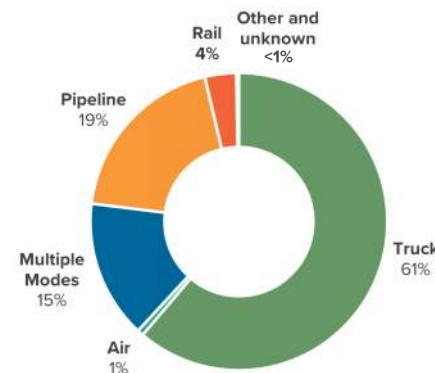


FREIGHT

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

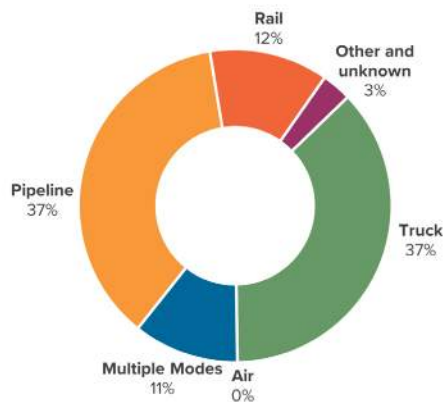
Utilizing the Federal Highway Administration Freight Analysis Framework, 5th Edition (FAF5), the existing (Year 2020) multimodal freight movement for the state of Montana is shown by value and by tonnage in Figure 48 and Figure 49. Trucking accounted for 61% of freight by value and 37% by tonnage in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

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

Trucking

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

Appendix. NHS roadways in the Billings planning area include:

- Interstate 90
- Interstate 94

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

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

FACILITIES

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

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

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

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

FREIGHT MOVEMENT

Billings

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

Montana

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

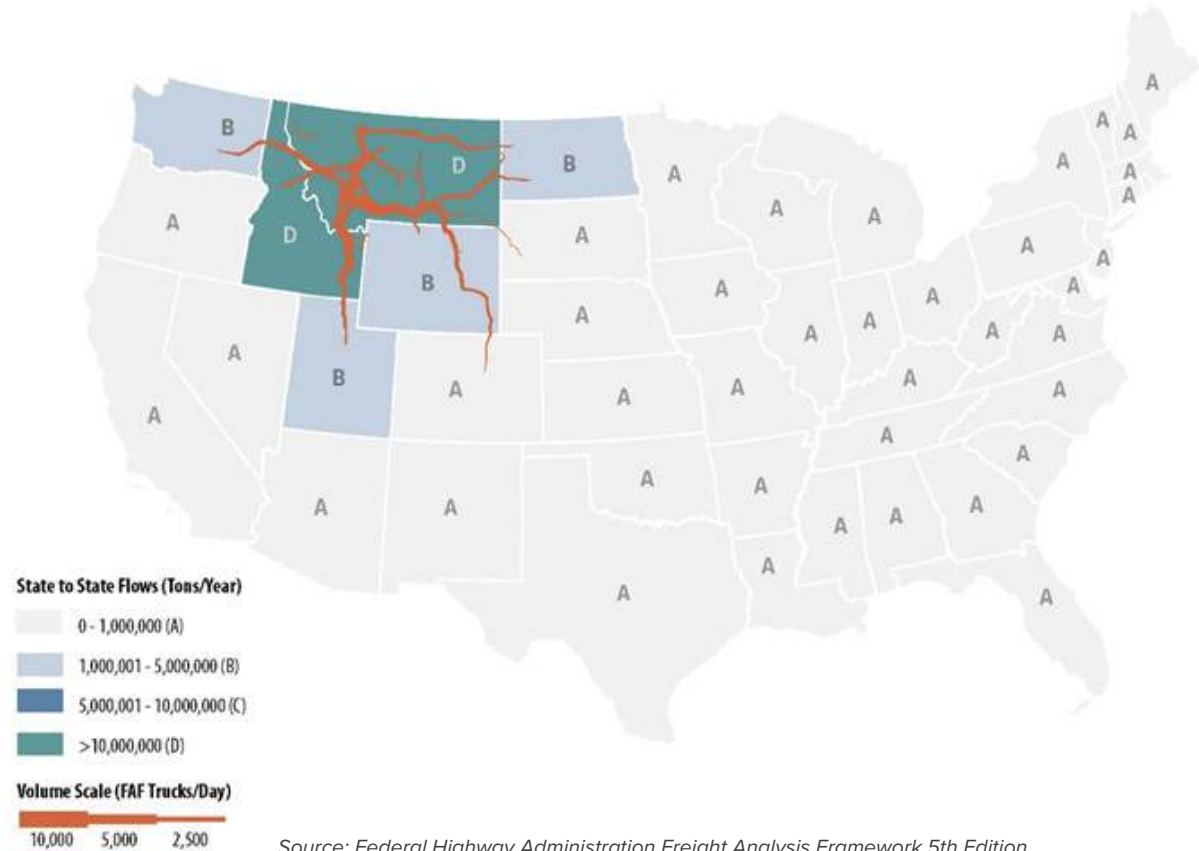
Utilizing regional FAF5 data, the major freight flows by truck for Year 2017 are depicted in Figure 50. As a statewide hub, Billings is expected to continue serving the highest volumes of trucking traffic in the state. As demand continues to increase in the state and region, it is important for Billings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

TABLE 22. YEAR 2020 TOTAL FREIGHT MOVED BY TRUCK

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

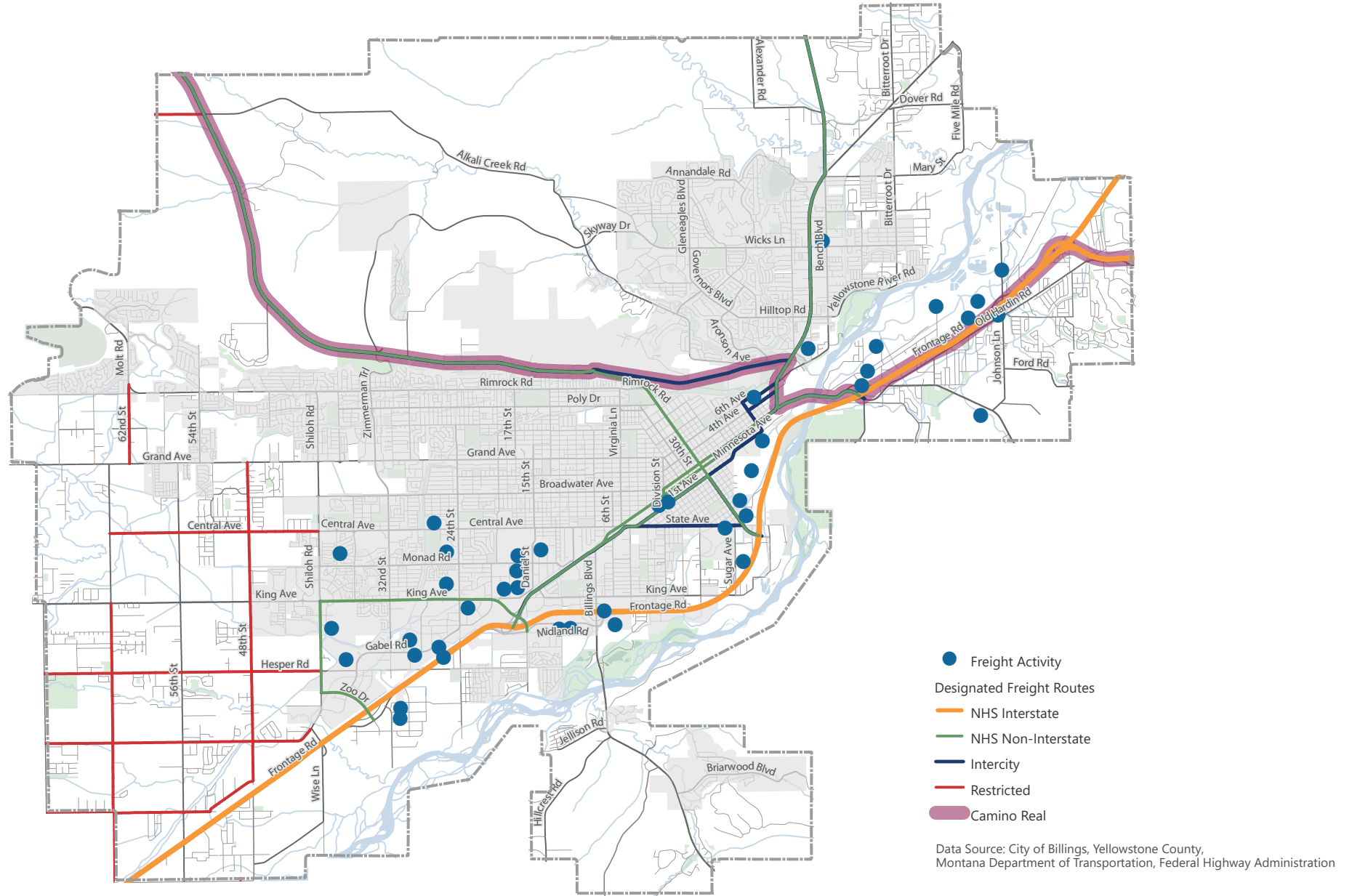
Source: Federal Highway Administration Freight Analysis Framework 5th Edition

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



Source: Federal Highway Administration Freight Analysis Framework 5th Edition

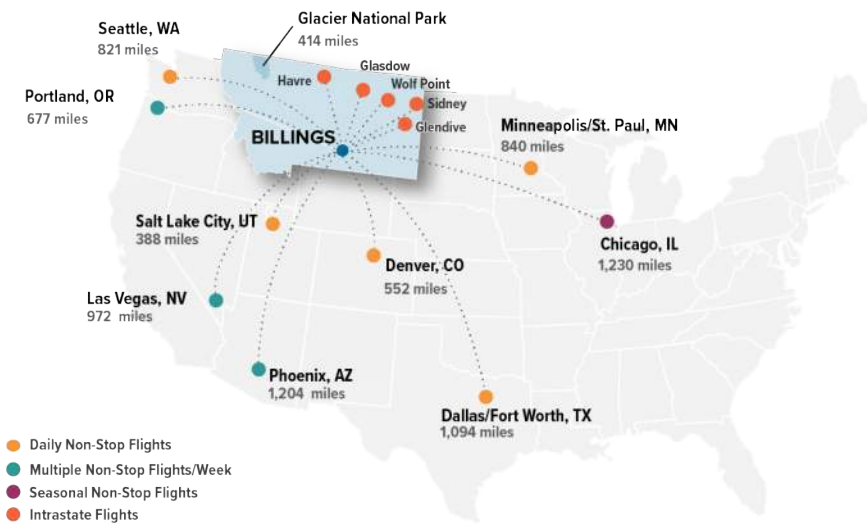
FIGURE 51. TRUCK ROUTES, RESTRICTIONS, AND LOCAL GENERATORS



Aviation

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

FIGURE 52. BIL DIRECT COMMERCIAL AIR SERVICES



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



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

SERVICE

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

TABLE 23. PRIVATE OPERATOR CONNECTIONS

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

Source: Billings Logan International Airport as of July 2022

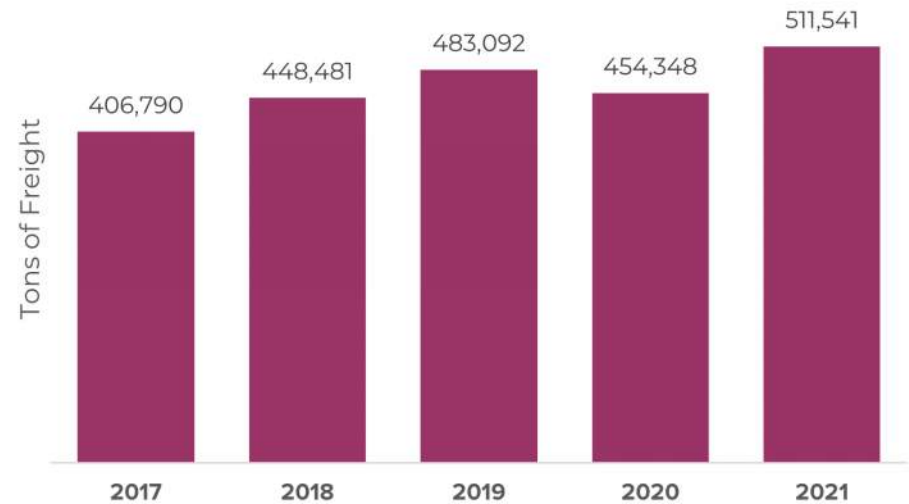
FREIGHT MOVEMENT

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

PASSENGER ENPLANEMENTS

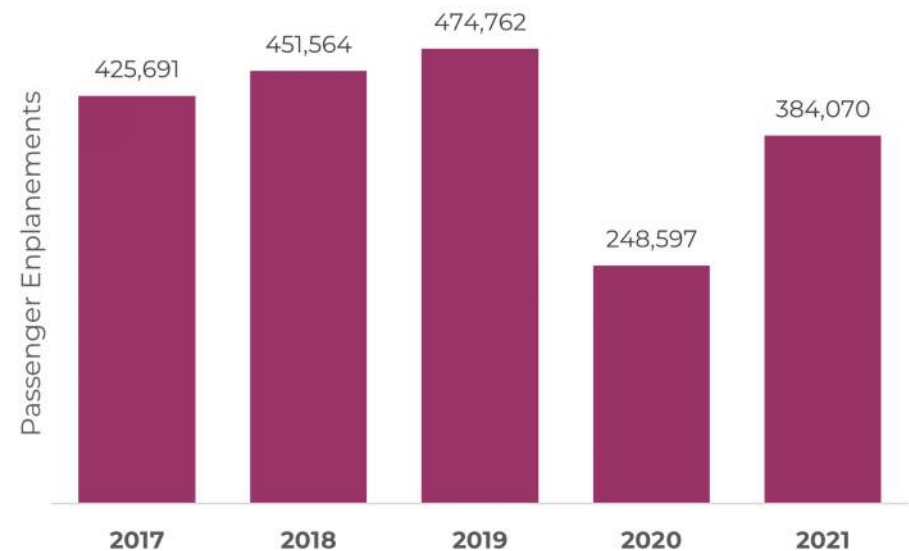
Annual passenger enplanements at BIL are shown in Figure 54. In 2019, annual passenger enplanements reached a peak of 474,762 enplanements, however, in 2020, enplanements decreased by nearly half (248,597) due to a significant decrease in air passenger travel because of the COVID-19 pandemic. In 2021,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

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



Source: Billings Logan International Airport

FIGURE 54. BIL ANNUAL PASSENGER ENPLANEMENTS



Source: Billings Logan International Airport



Rail

FACILITIES AND OPERATORS

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

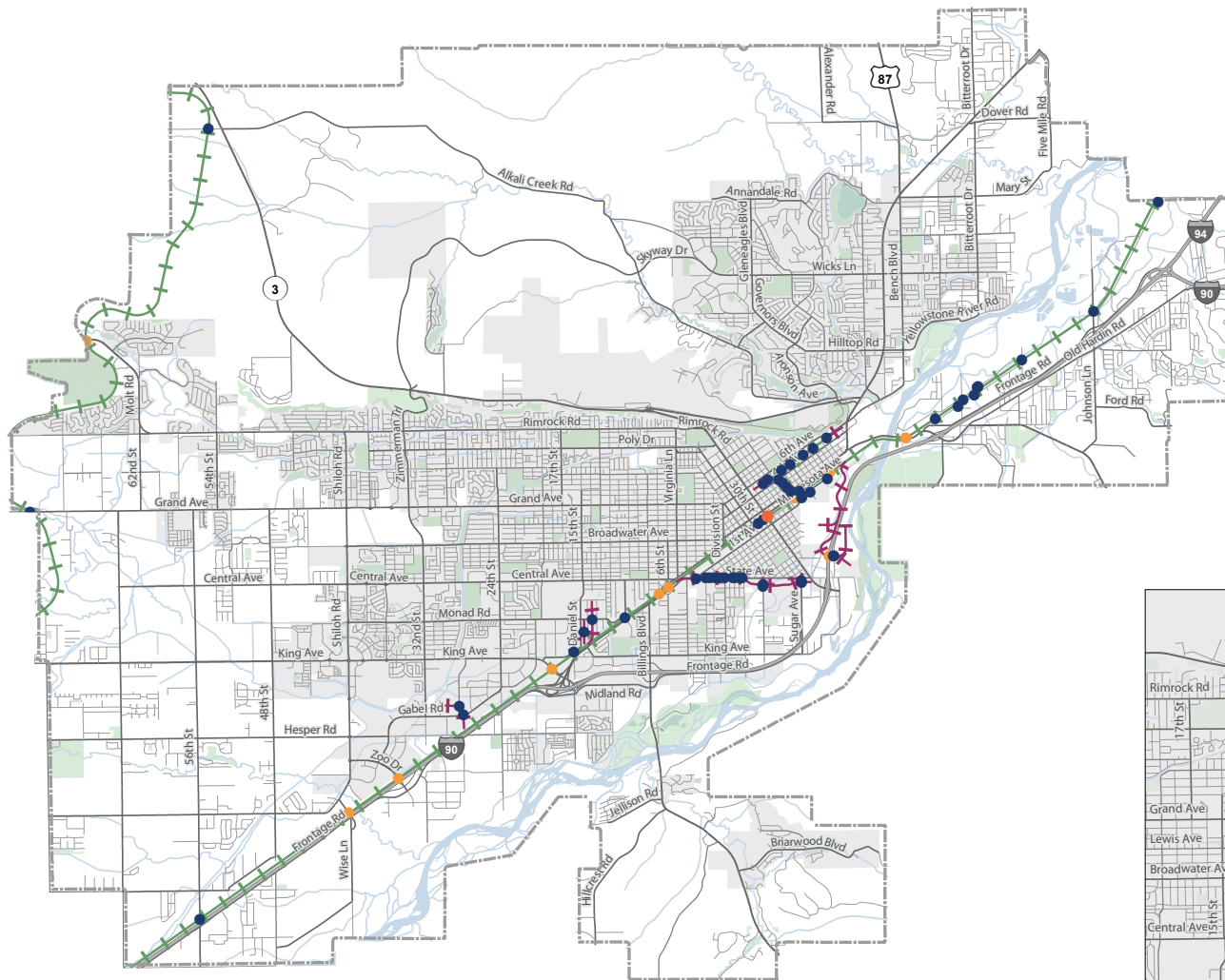
TABLE 24. YEAR 2020 TOTAL FREIGHT MOVED BY RAIL

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



EXISTING RAILROAD FACILITIES



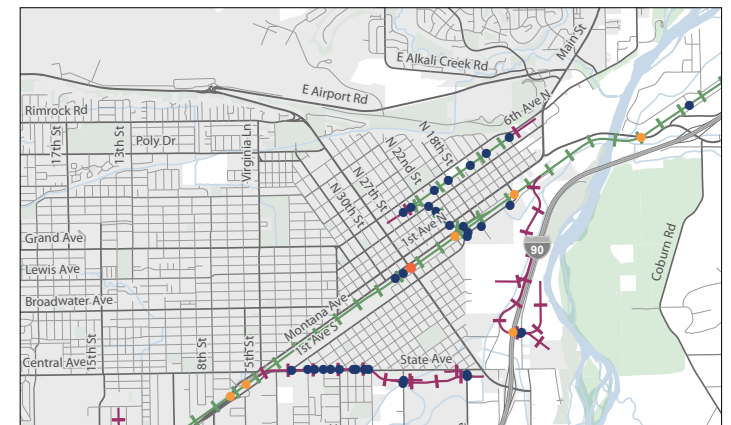
Railroad Crossing

- At Grade (Non-Highway)
- At-Grade (Highway)
- Grade Separated

Rail Service

- + Burlington Northern Santa Fe (BNSF)
- + Spur

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



Emerging Technology Readiness

Emerging transportation technologies encompass a broad range of evolving applications of science, engineering, and social organization that have the potential to transform how people and institutions use land and transportation systems in urban and rural settings.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

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



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



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



Increase system efficiency



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

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

ELECTRIC VEHICLES

The passage of the IIJA placed a big spotlight on electric vehicles (EVs) and the role they will play in mitigating climate change in the coming years. In Yellowstone County, there were 299 EVs on the road in 2022, which represents about 10% of the statewide total (2,895).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.
- **Strategic Highway Network (STRAHNET):** This network of highways provides defense access, continuity, and emergency capabilities for defense purposes in support of the United States' strategic defense policy.

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

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

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

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

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

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

Source: Yellowstone County Multi-Hazard Mitigation Plan

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

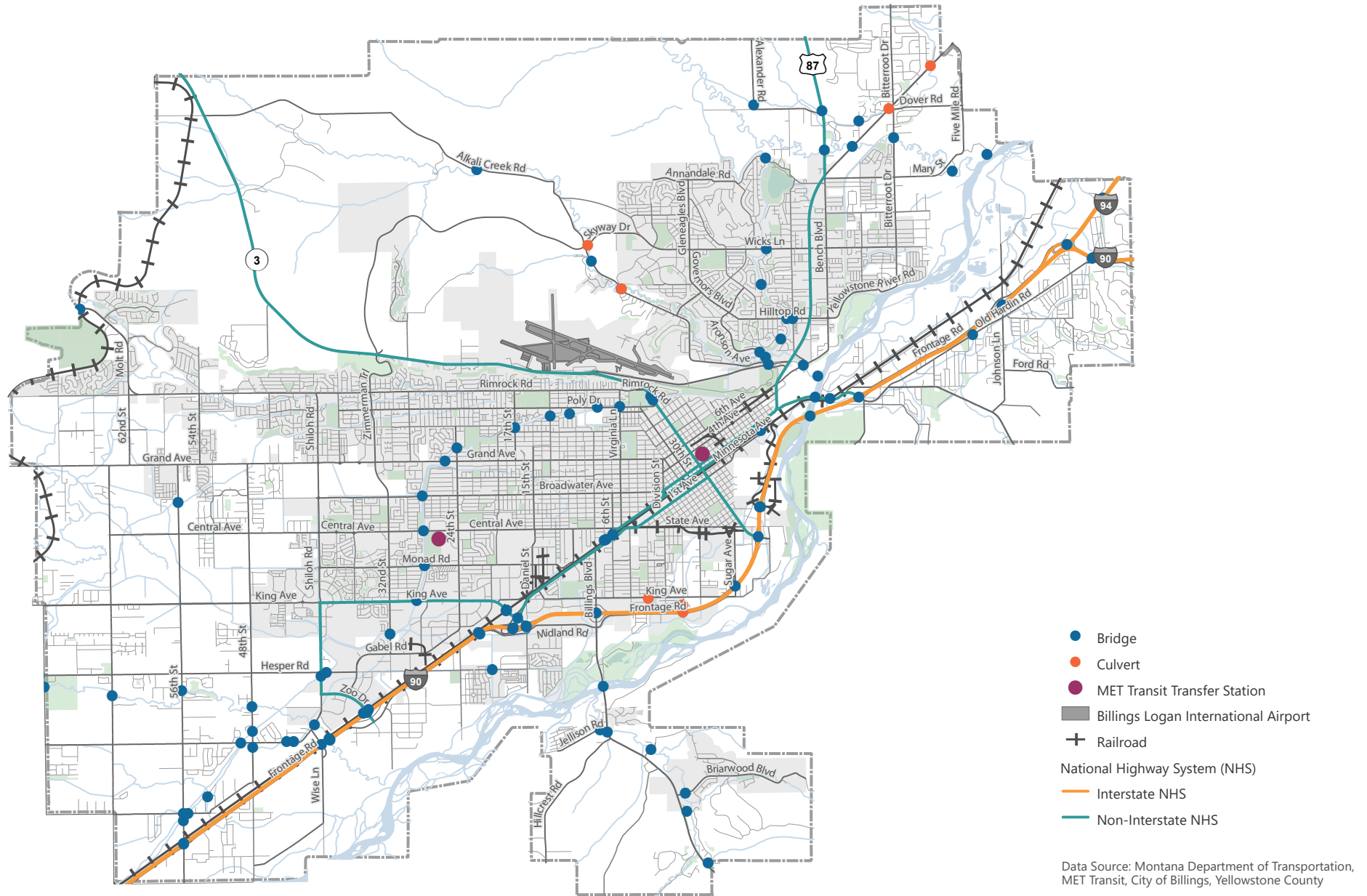
- National Research Council (NRC)

RESILIENCY

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

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

FIGURE 57. CRITICAL INFRASTRUCTURE



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.

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.

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.

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.

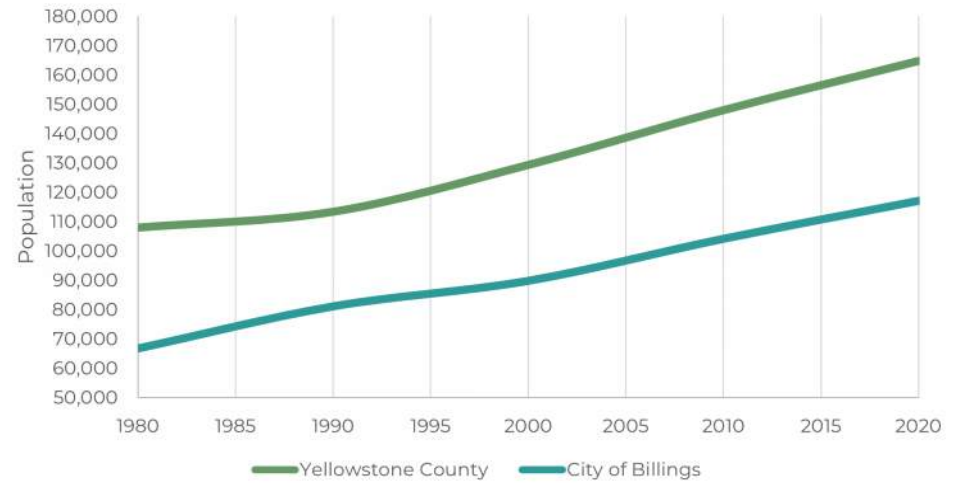
FORECAST DEMOGRAPHICS

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)

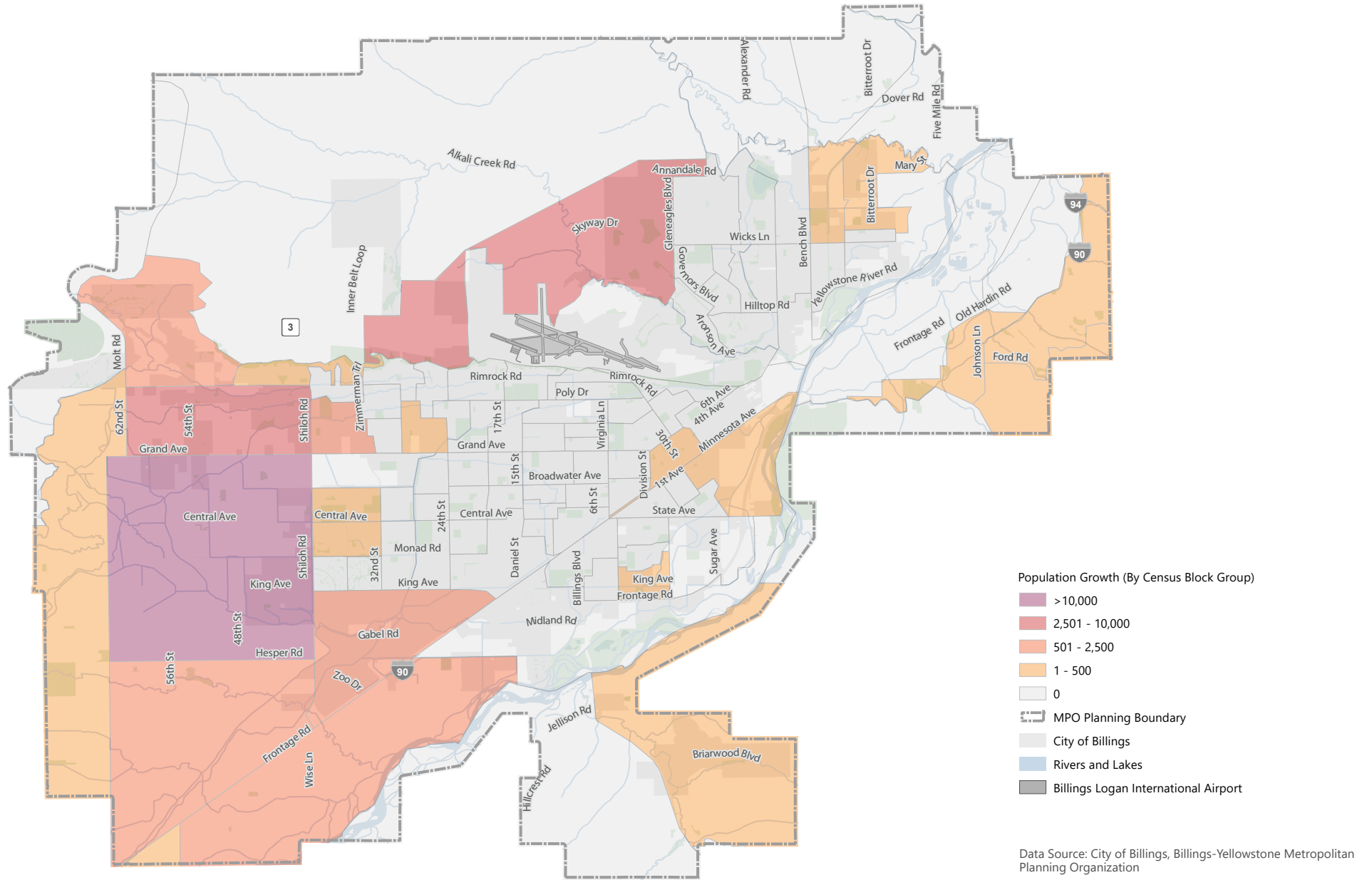


FIGURE 60. HOUSING GROWTH (2021 – 2045)

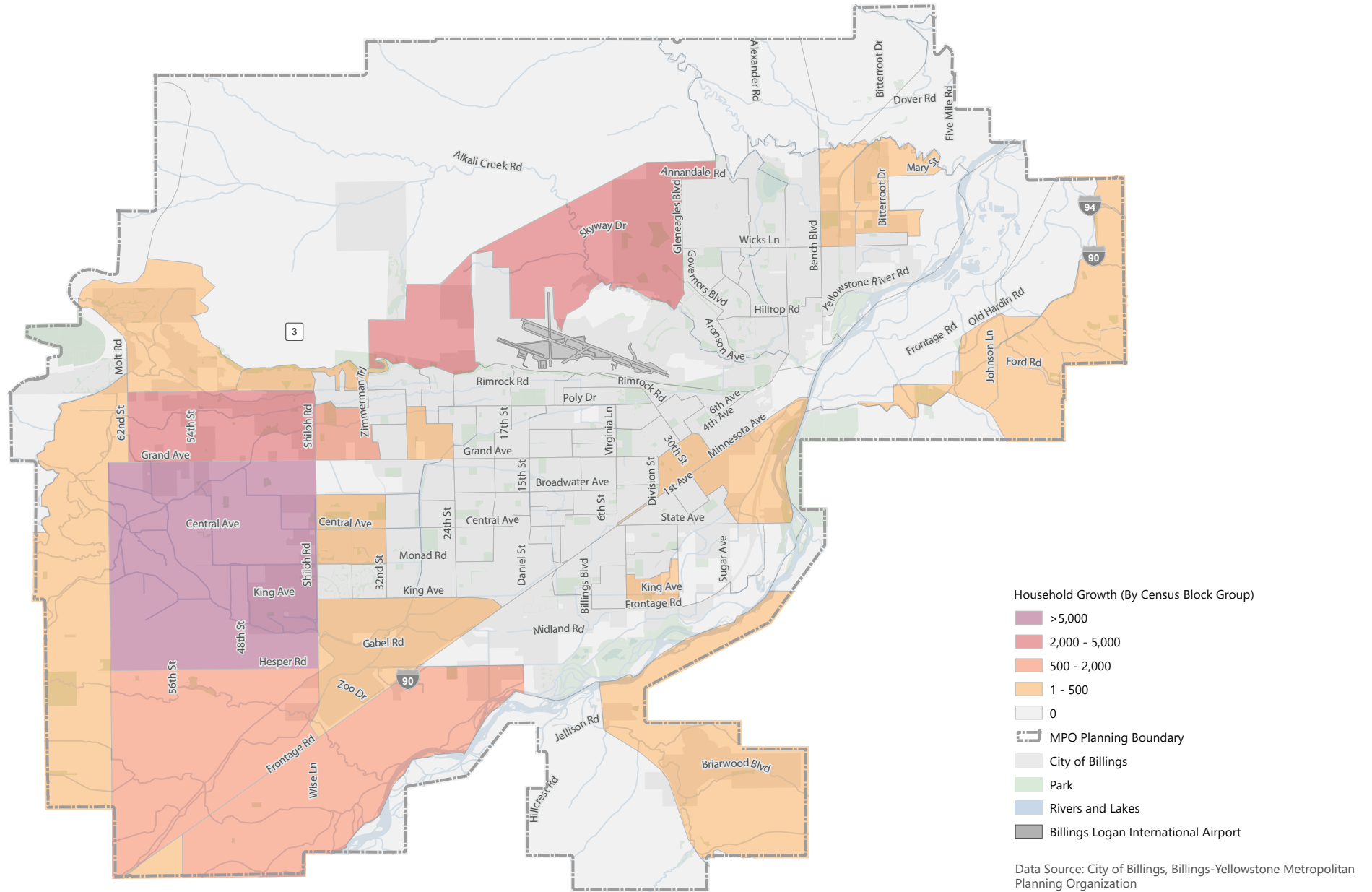
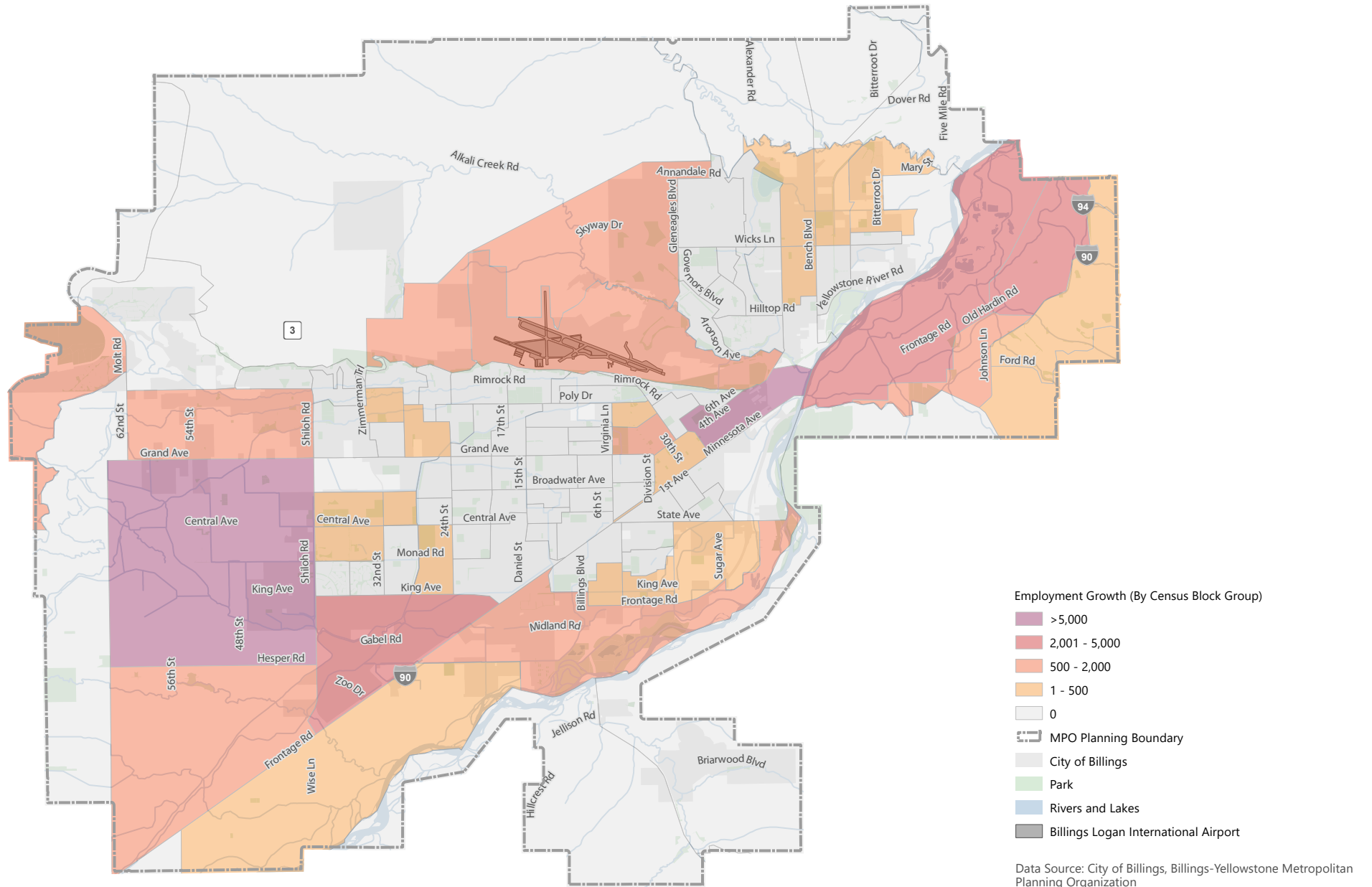


FIGURE 61. EMPLOYMENT GROWTH (2021 – 2045)



POTENTIAL EFFECTS OF GROWTH ON THE MULTIMODAL TRANSPORTATION SYSTEM

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

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

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

Safety

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

As outlined in *NCHRP Report 1036*, developing a transportation network with safety as the top priority goes beyond the physical design of transportation facilities.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)
<i>Source: Billings-Yellowstone MPO</i>
<i>Note: Bolded text indicates intersections operating at LOS E or LOS F under existing conditions (Year 2023).</i>

FIGURE 62. FUTURE CONDITIONS AVERAGE DAILY TRAFFIC (2045)

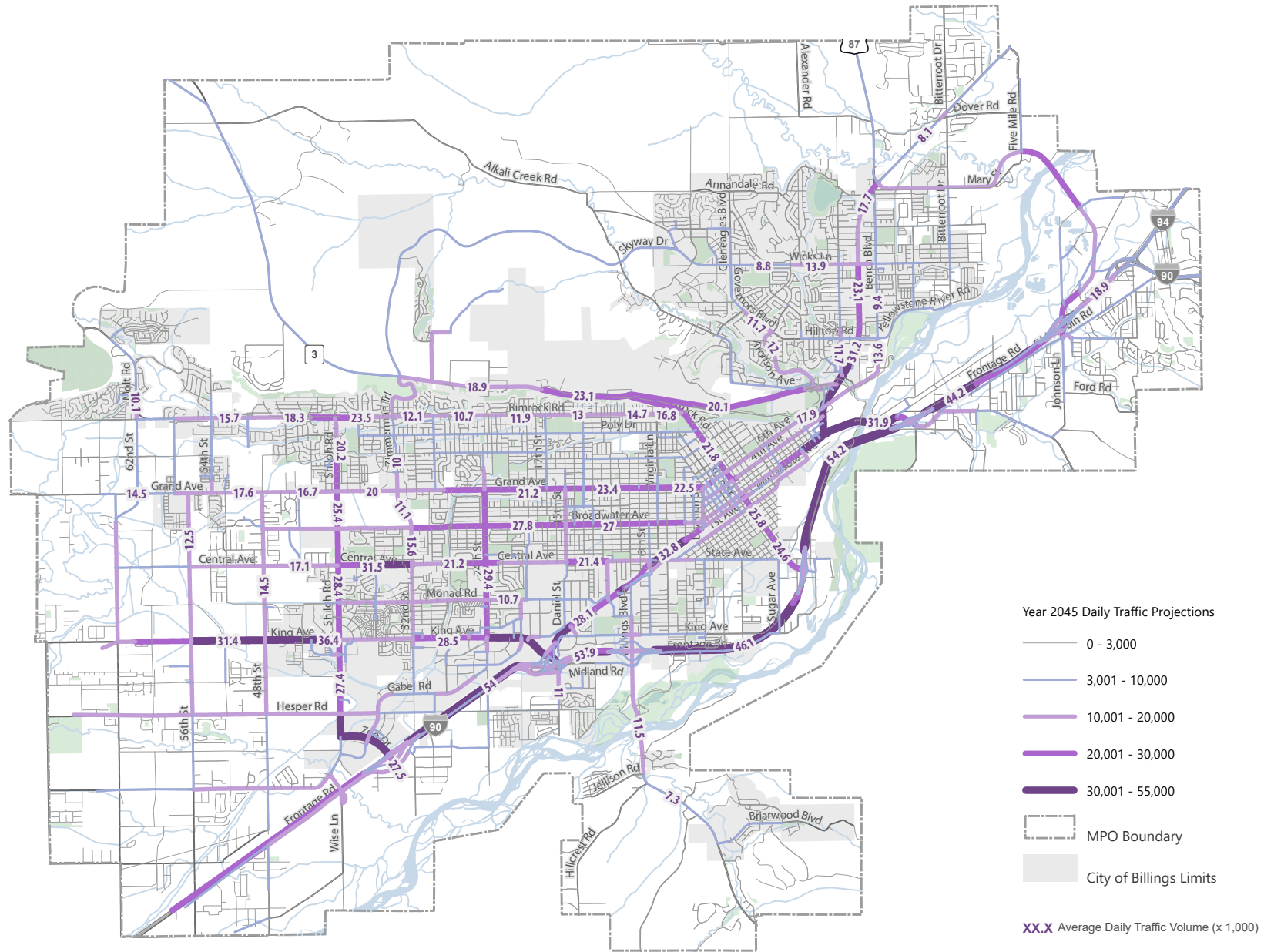
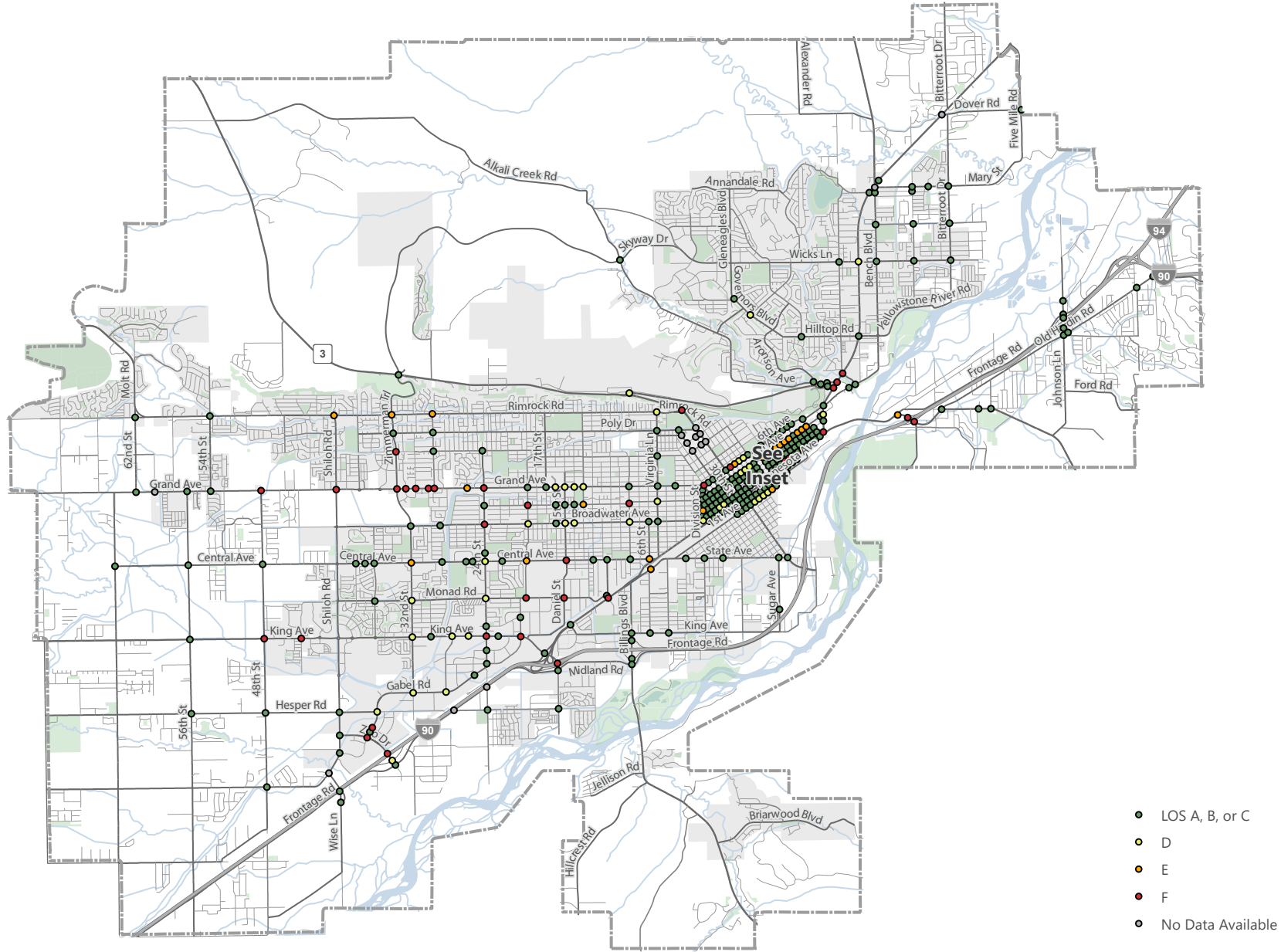


FIGURE 63. FUTURE CONDITIONS VEHICULAR LEVEL OF SERVICE (2045)



FUTURE PEDESTRIAN, BICYCLE, & TRAIL SYSTEM

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

Pedestrian Facility Types

Recommended pedestrian improvements were identified from the Lockwood Pedestrian Safety District *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

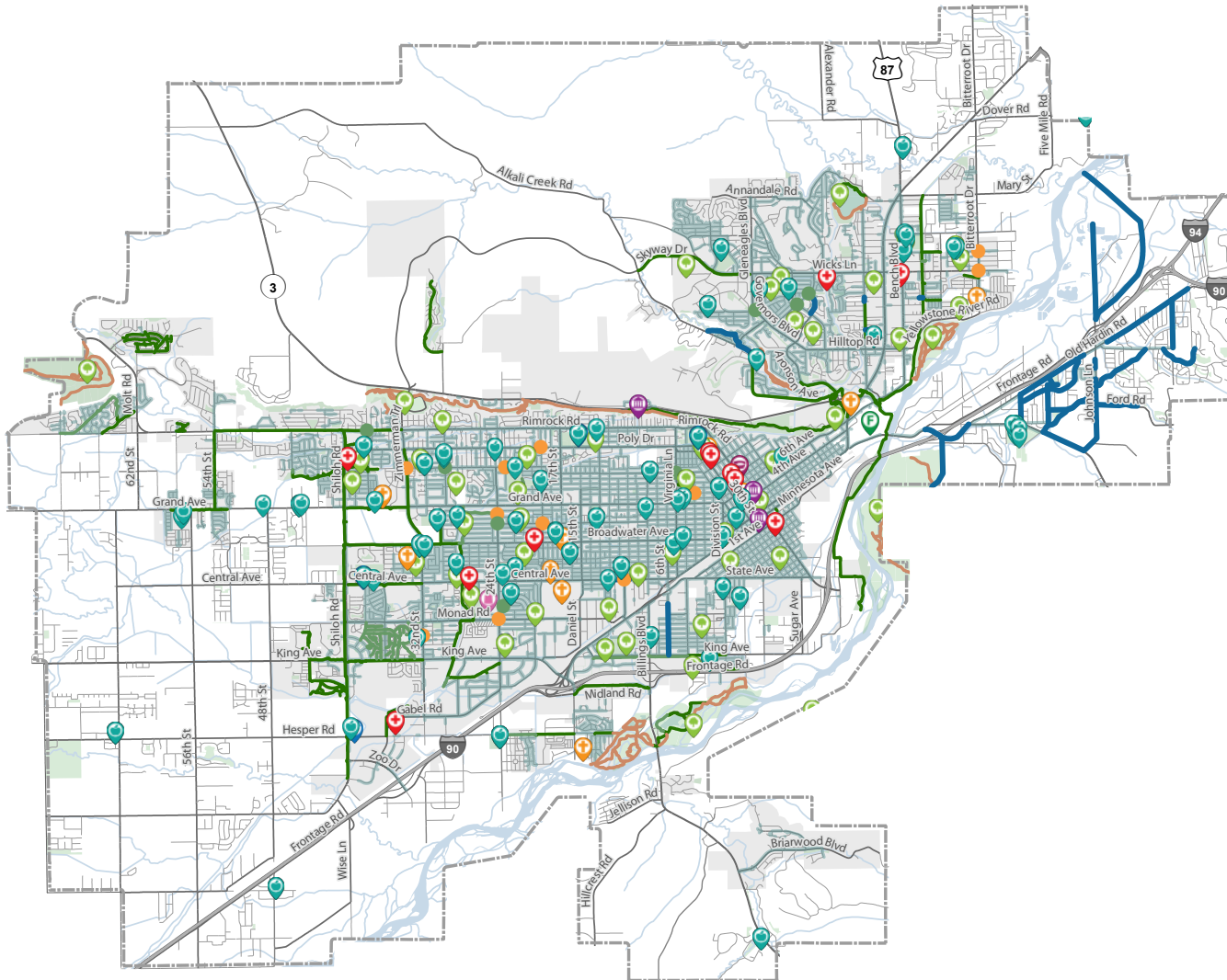
51 Lockwood Pedestrian Safety District. (2023). *Pedestrian & Bicycle Plan*.

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

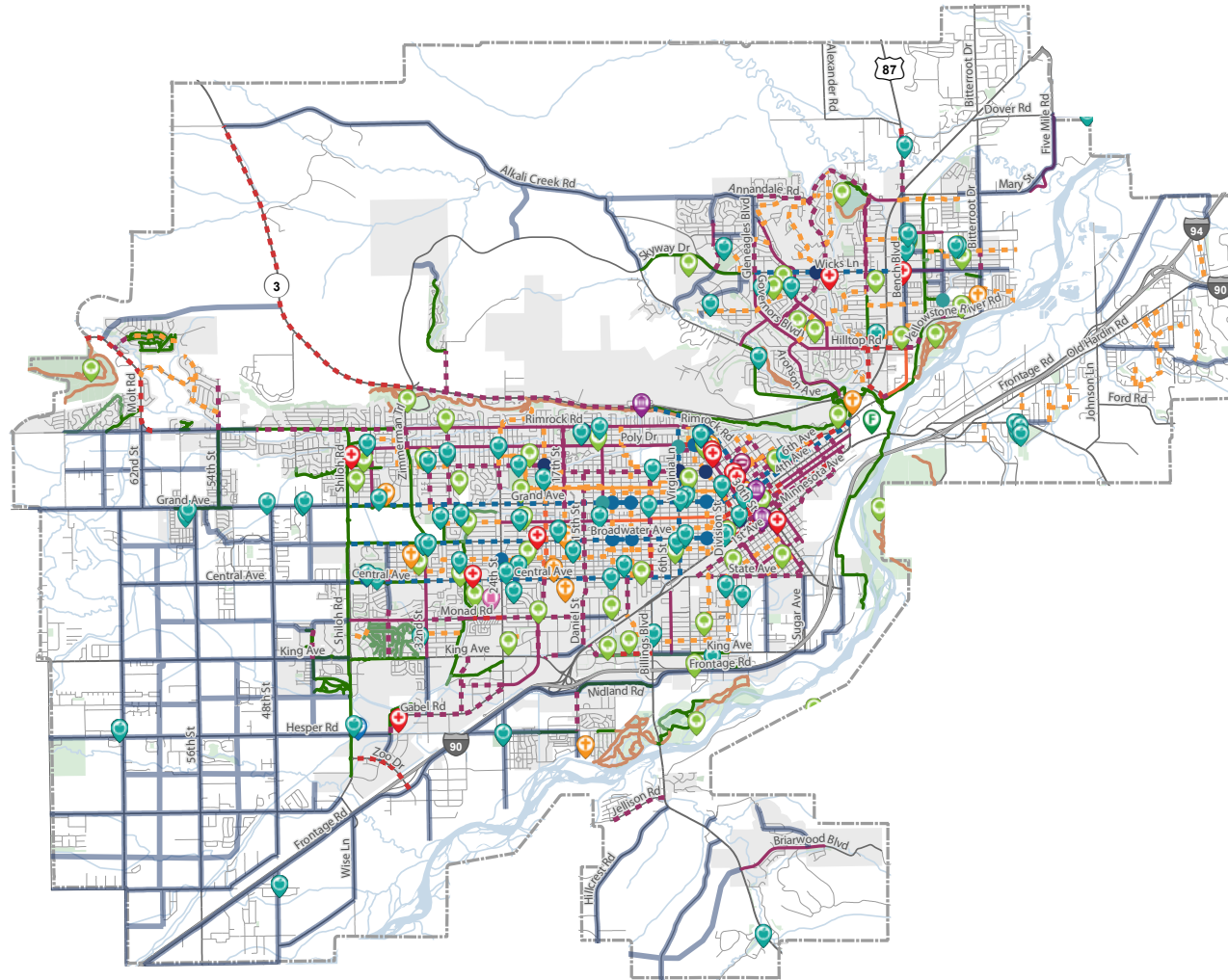
The 2016 Billings Area Bikeway and Trails Master Plan Update identifies recommendations to enhance bicycle and trail facilities in the Billings planning area. These focus areas are shown in Figure 65. The Plan defines several facility types for both trails and bicycles, including:

- **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 enhanced by the application of a diagonally striped buffer space. While not providing physical separation, this creates a wider buffer area between vehicles and bicyclists than a conventional six-inch bicycle lane stripe.

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

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

FIGURE 65. FUTURE BICYCLE FACILITIES



FUTURE BICYCLE FACILITIES



Existing Infrastructure

- Shared Lane Marking
- Bike Lane
- Neighborhood Bikeway
- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

Major Activity Centers

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

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance
- - - Buffered Bike Lane
- - - Bike Lane
- - - Shared Lane Marking
- - - Neighborhood Bikeway
- - - Visionary Long-Range Bikeway
- Bike Facility Upon Roadway Widening or Construction

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

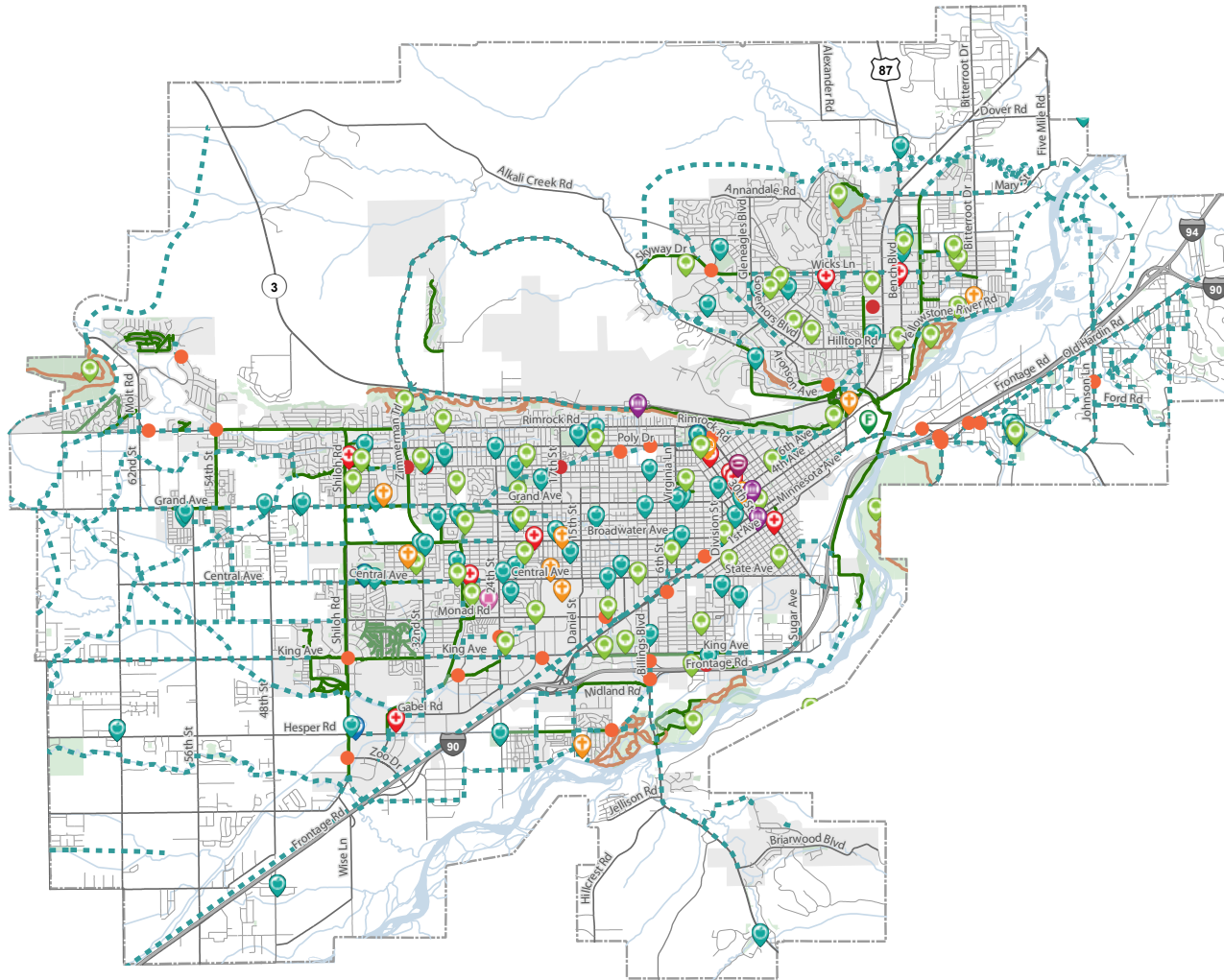


Trail Facility Types

As shown in Figure 66, there are multiple 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
- Cemetery
- College
- Schools
- Hospital

Recommended Projects from 2016 Bikeway & Trails Master Plan Update

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

- - - Trail

Data Source: Billings-Yellowstone County MPO

FUTURE TRANSIT SYSTEM

As discussed in the *Transit Development Plan 2022*, MET Transit has begun transitioning its current service to a redesigned system that includes fixed stops along each route.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_08112022

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

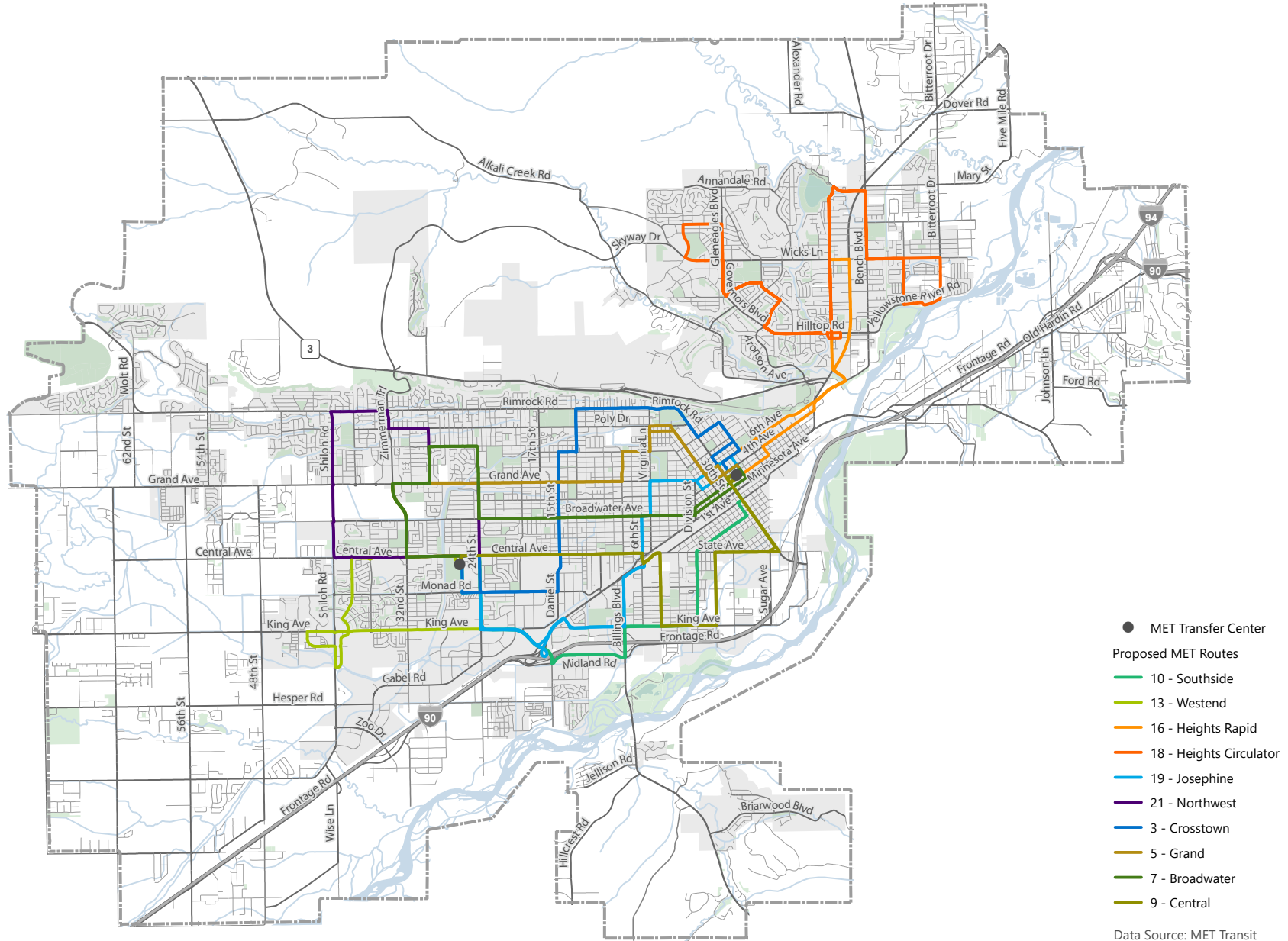


TABLE 30. YEAR 2020 AND YEAR 2050 TOTAL FREIGHT MOVED BY MODE

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

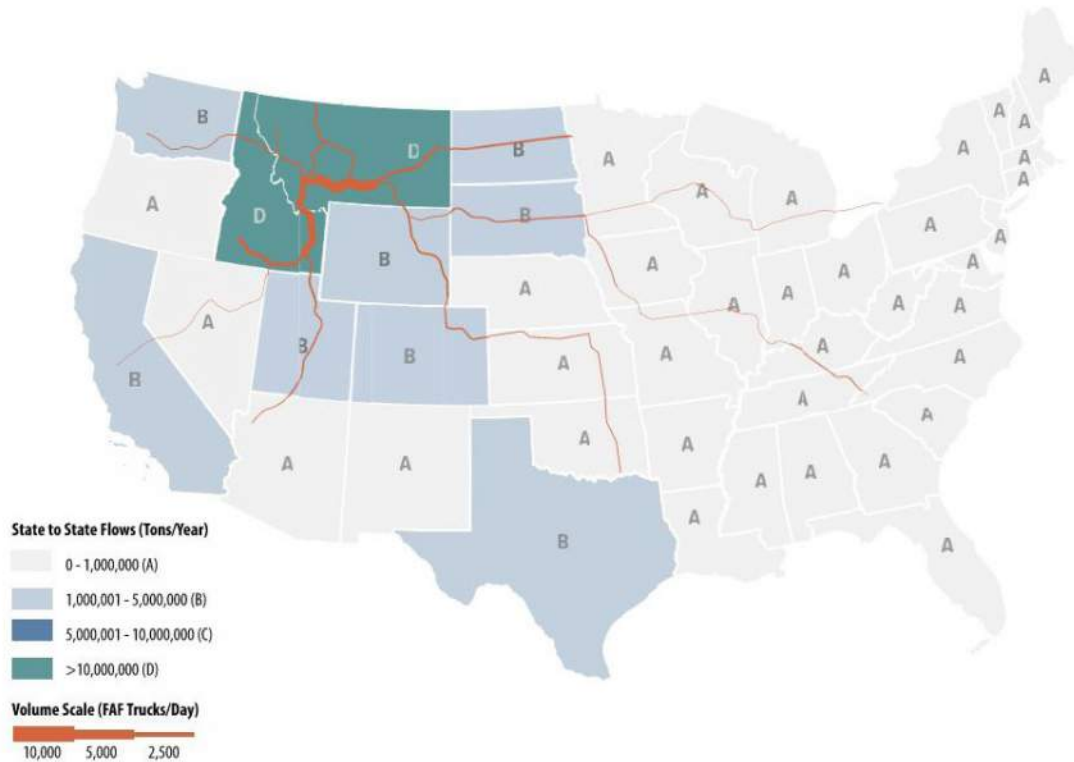


Figure 68 shows the projected weight (in thousands of tons) and value (in millions of dollars) of freight moving within, to, and from Montana. Overall, total freight volume for all modes by weight is expected to increase by 32% from 178,348 to 235,444 (in thousand tons) between 2020 and 2050. Total freight 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.

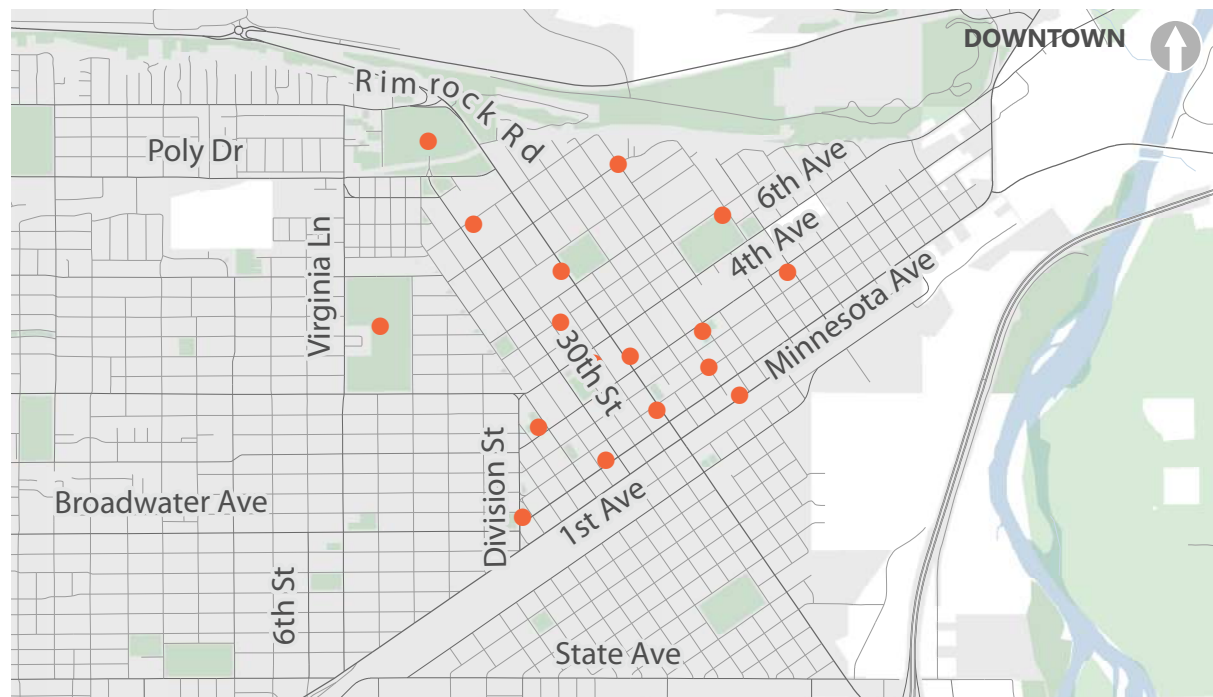
59 Montana Department of Transportation. (2022). *2022 Montana Freight Plan*. <https://www.mdt.mt.gov/freightplan/docs/2022-Montana-Freight-Plan.pdf>

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_InfrastructurePrioritizationStudy_Final.pdf

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

This chapter summarizes the multimodal transportation system needs and deficiencies of the Billings planning area. To better understand the barriers and issues faced by Billings planning area residents, the consultant team reviewed existing plans, held discussions with stakeholders, and collected public input. Additionally, this summary includes findings from both the Existing Conditions and Future Conditions analyses to paint a full picture of the needed improvements to the regional infrastructure looking forward to 2045. These high-level needs, opportunities, and deficiencies are delineated in Table 31 and depicted in Figure 70.⁶¹

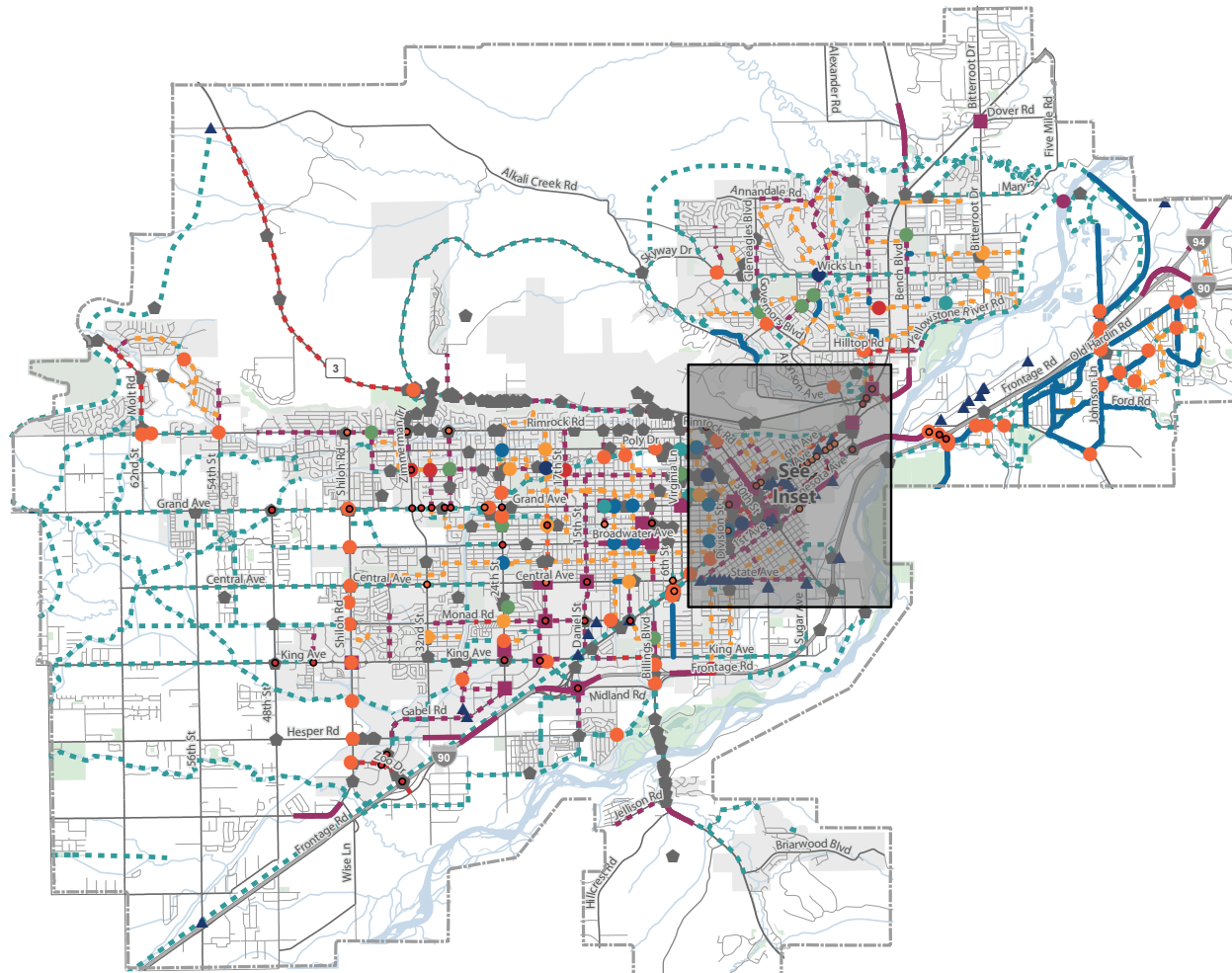
Figure 70 informed discussions with stakeholders, the public, and the Steering Committee in developing the Project List for the 2023 LRTP.

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.

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

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

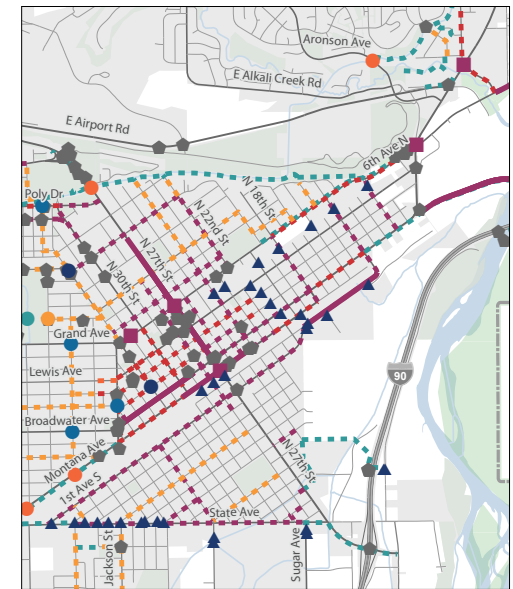
FIGURE 70. NEEDS, DEFICIENCIES, & OPPORTUNITIES



NEEDS, DEFICIENCIES, & OPPORTUNITIES



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



07 WHAT ARE THE FUNDING OPTIONS?

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

Federal regulations establish the requirements for the financial plan in Title 23, Section 450.324(f) (11), of the Code of Federal Regulations.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.

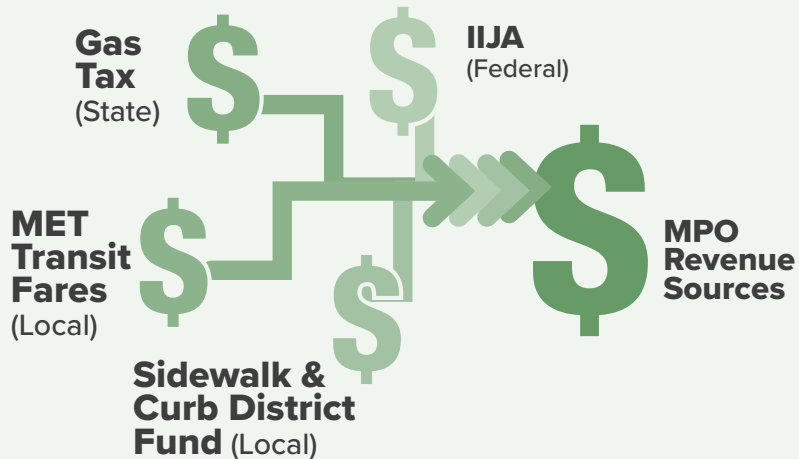
⁶² United States of America. (ND). Code of Federal Regulations: Title 23, Chapter I, Subchapter E, Part 450, Subpart C, Section 450.324: Development and content of the metropolitan transportation plan. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.324>

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.



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

Federal Funding

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

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)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 5339⁷⁸ 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 Program⁸⁸	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, and maintenance of rural roads, city streets, and alleys.

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

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

Emerging Funding Sources

As transportation technologies continue to evolve, funding sources that were once lucrative, such as gas taxes, may become less relevant. To supplement and eventually replace obsolete funding sources, there are several funding sources that are emerging, including congestion pricing, mileage-based fees, variable parking fees, and electric vehicle charging taxes.^{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	<ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Review of Recently Completed and On-Going Plans, Studies, and Projects (see Chapter 1)
2018 LRTP	<ul style="list-style-type: none"> ■ Recommended and Illustrative Projects from the 2018 LRTP
2023 LRTP	<ul style="list-style-type: none"> ■ Needs & Deficiencies Analysis (see Chapter 6) ■ Stakeholder Input ■ Public Outreach (see Chapter 3)

PROJECT PRIORITIZATION

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

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

FIGURE 72. PROJECT PRIORITIZATION CRITERIA



PROJECT LIST

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

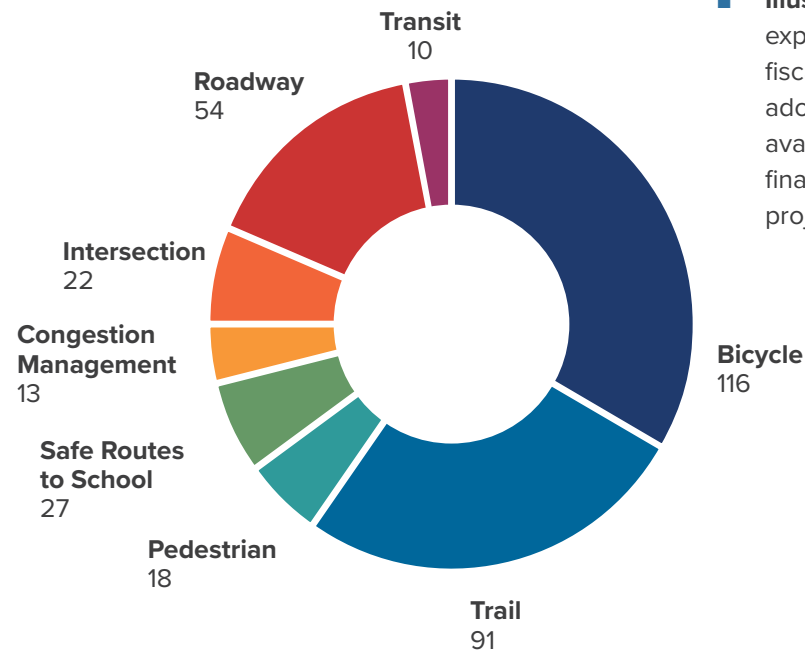
- **Bicycle:** Includes bicycle lanes, neighborhood bikeways, crossing improvements, trail connections, and facility maintenance.
- **Pedestrian:** Includes sidewalks, side paths, enhanced crossings, trail connections, bridges, underpasses, and facility maintenance.
- **Safe Routes to School (SRTS):**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

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

The Project List includes 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

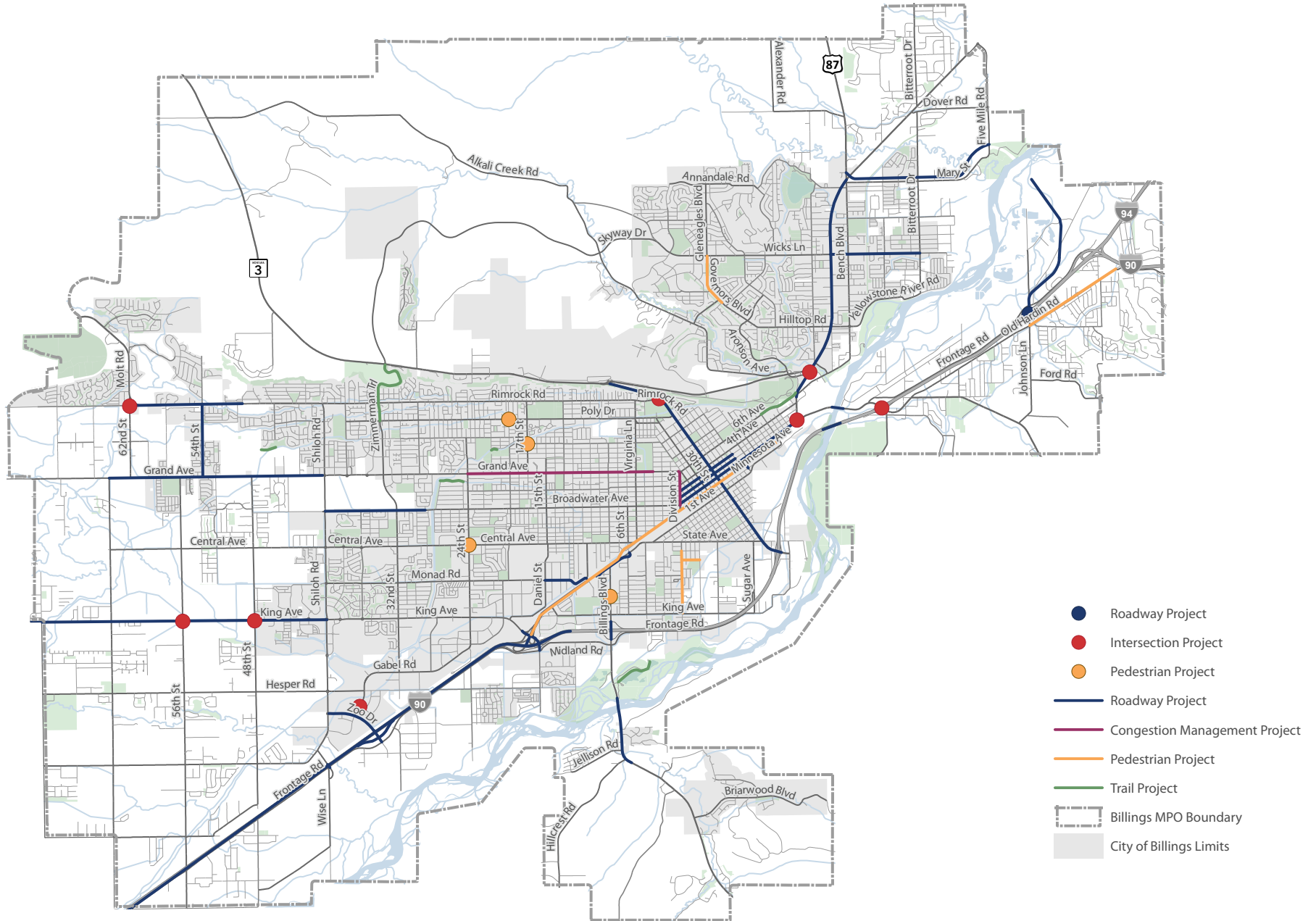


FIGURE 75. RECOMMENDED PROJECTS

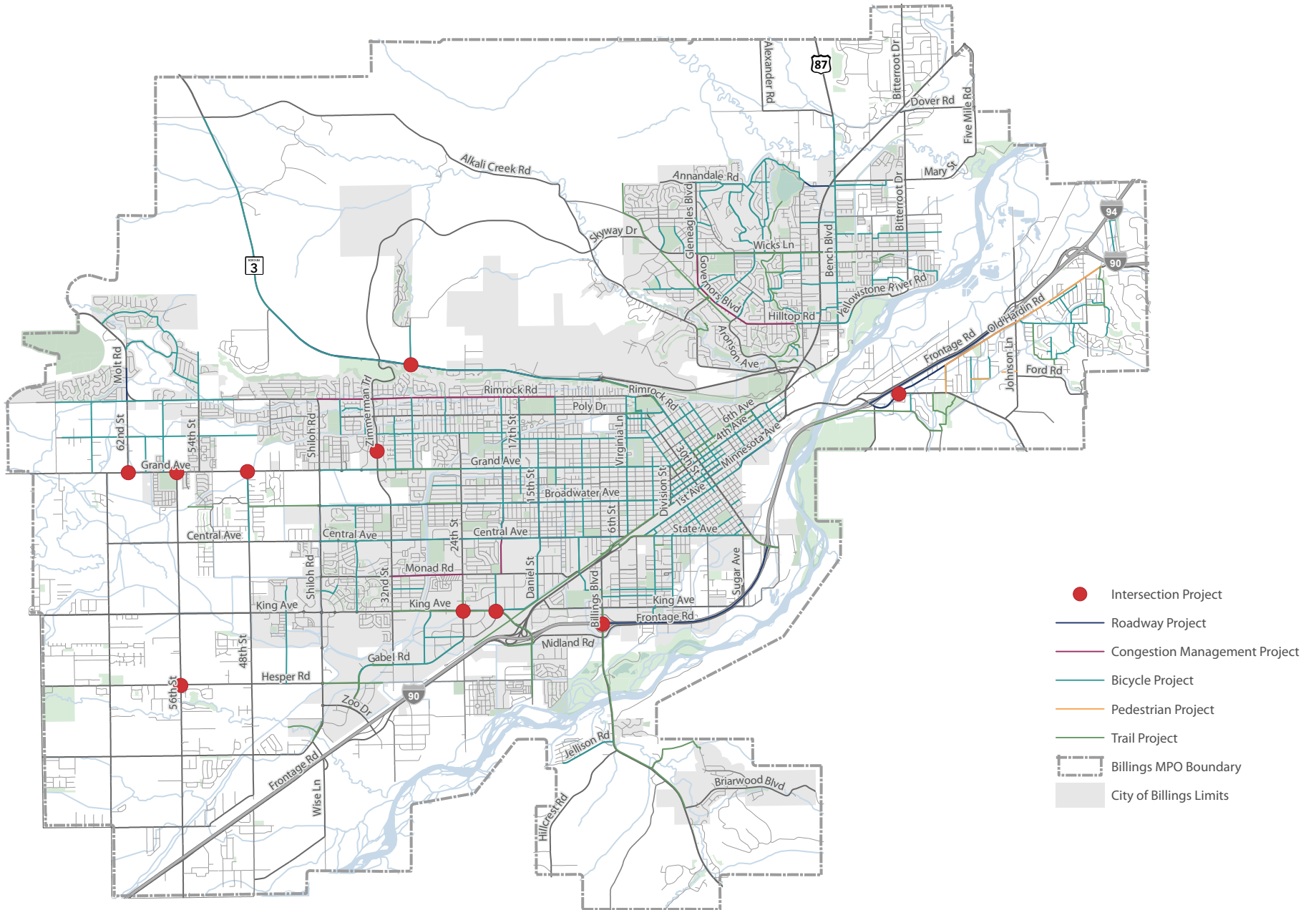
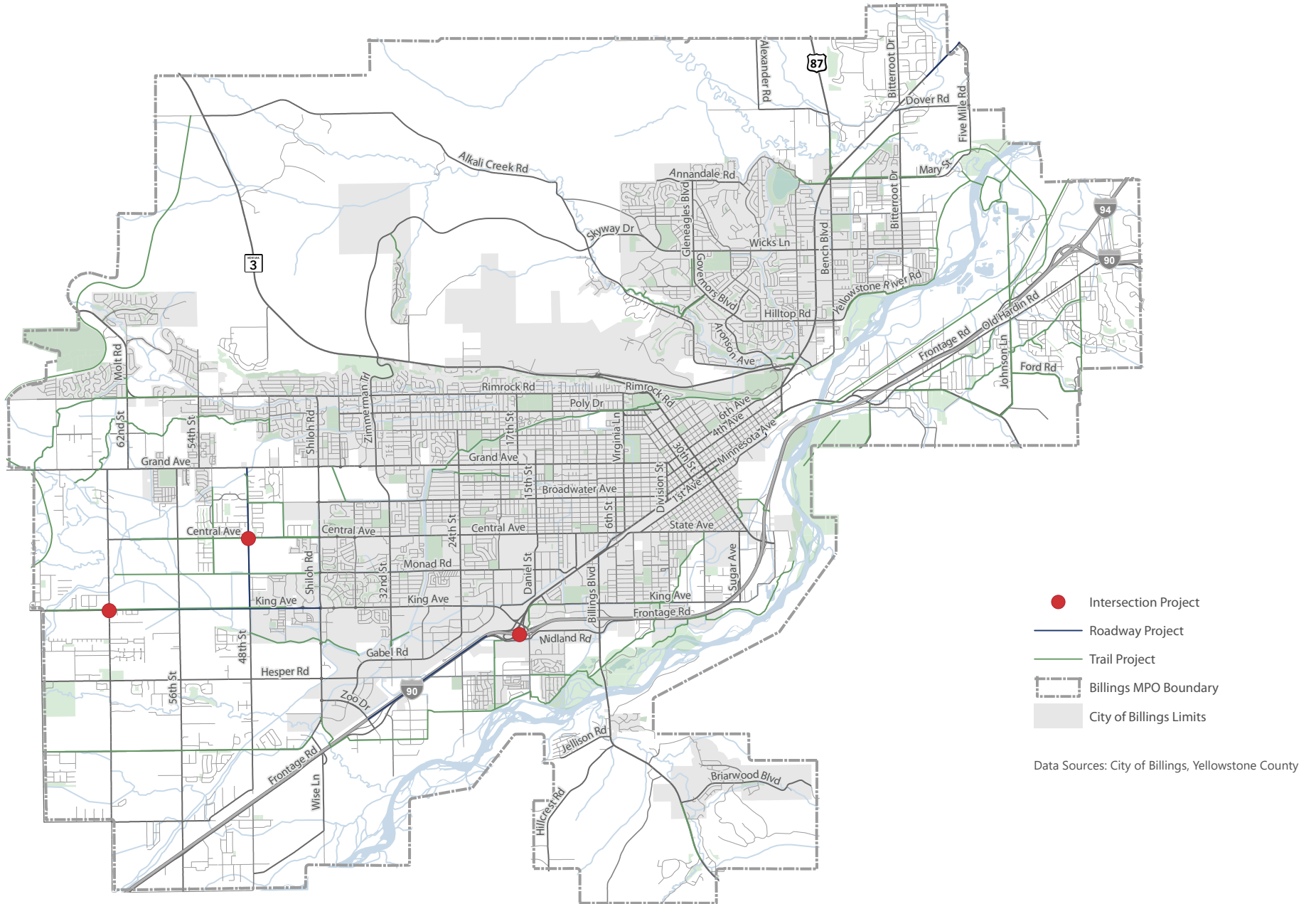


FIGURE 76. ILLUSTRATIVE PROJECTS



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 ^a	EXPENDITURES - REIMBURSEMENTS	BALANCE	ANTICIPATED FUNDING ^c	REVENUE + CARRYOVER	EXPENDITURES	BALANCE	ANTICIPATED FUNDING ^c	REVENUE + CARRYOVER	EXPENDITURES	BALANCE
FEDERAL/ STATE¹												
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 ¹	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
FTA¹												
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
LOCAL³												
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**



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	 <ul style="list-style-type: none"> 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	 <ul style="list-style-type: none"> Billings MPO Transportation Improvement Program (TIP) brings together priorities that are presented in: <ul style="list-style-type: none"> 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.



**FUTURE
CONDITIONS
SUPPORTING
FIGURES**



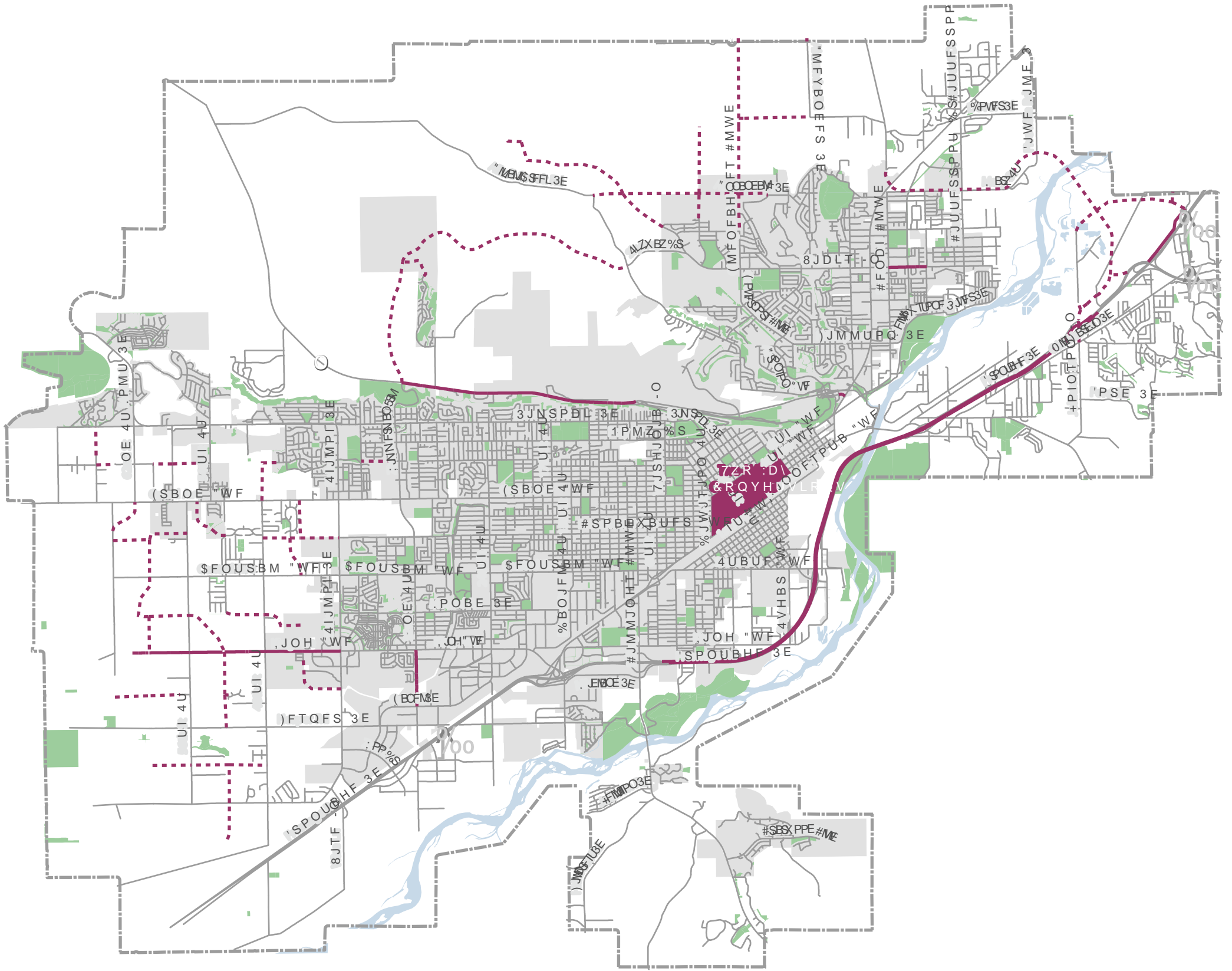
Future Conditions Appendix

TRANSPORTATION

Future Traffic Volumes

7UDYHO 'HPDQG 0RGHO
<HDU 5RDGZD\ 1HWZR

- 1HZ 5RDGZD\
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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 some 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

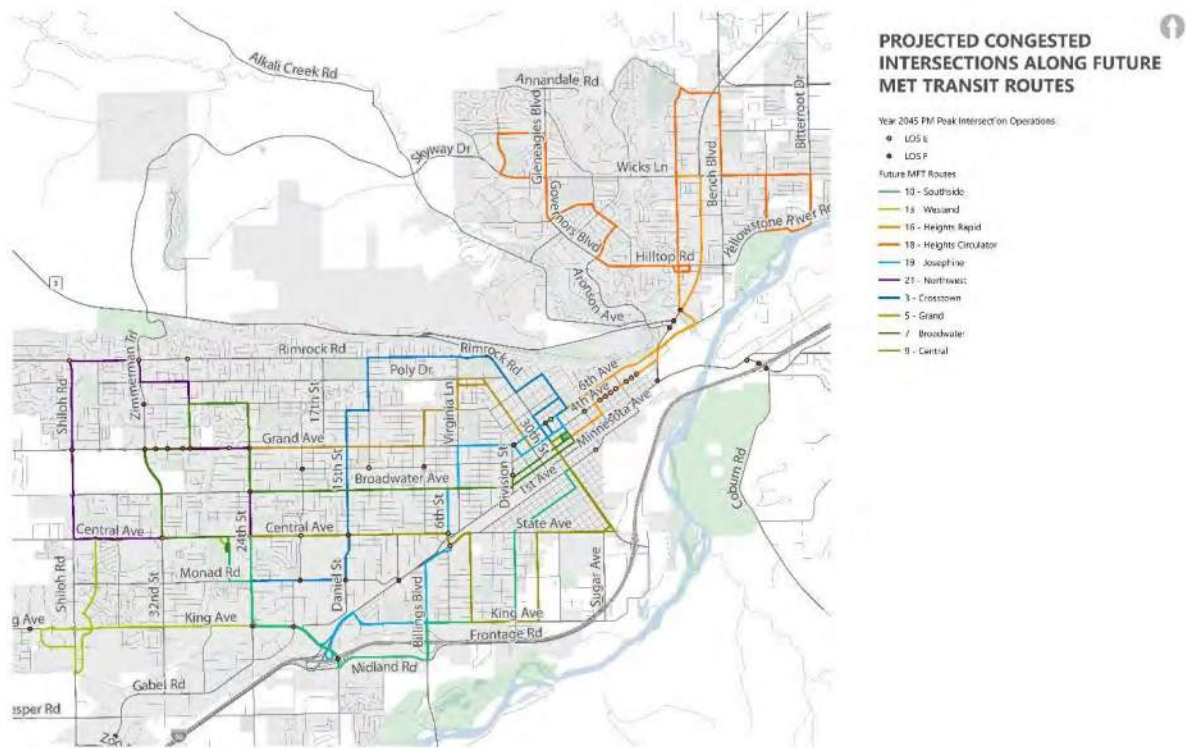
TRANSIT CORRIDORS PROJECTED TO EXPERIENCE FUTURE CONGESTION

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 MaaS¹:

- 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

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.

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.*

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

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
L_03	Lockwood Interchange - Billings	IM	2025	\$1,668,700
		IM	2026	\$768,700
		IM	2028	\$51,269,900
L_04	Exposition Drive and 1st Avenue N. (Billings)	NH	2024	\$2,334,800
		NH	2027	\$9,036,800
L_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
L_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
L_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

¹Regionally significant project

²Annual expenditure

³Projects funded by FTA 5307 and TransADE are grouped together into an overarching "Transit Operating" project in the Annual and Transit table.

⁴Projects 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/ Bitterroot Dr and Bitterroot 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
		<p>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>							
P_32	Washington - SRTS	<p>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).</p>	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
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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 Windsor 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-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 Mallowney 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
L_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
L_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
L_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
L_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
L_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
L_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
L_07	SF 169 Rimrock & 62nd St W	Construct roundabout to improve safety at Rimrock/ 62nd.	MDT	24-28	\$375,000	HSIP
L_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
L_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
L_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
L_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
L_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
L_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
L_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
L_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
L_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
L_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
L12	West Billings Interchange	Construct additional EB and WB mainline lanes through interchange, modify vertical curve, reconstruct bridge segments (Laurel Rd and Mullooney) 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
L17	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
L21	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 6 th Avenue / 32 nd 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; Rehbürg 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 Bitterroot	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 METroplex 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



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.

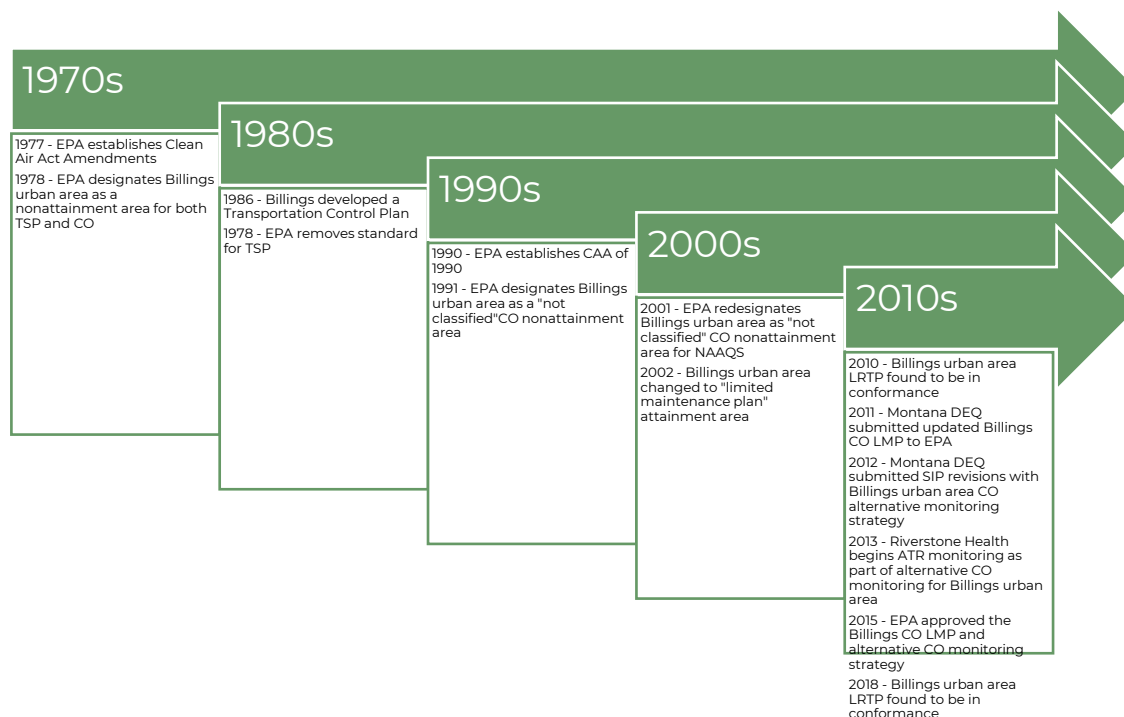
Background

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-1/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 reinstating 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%

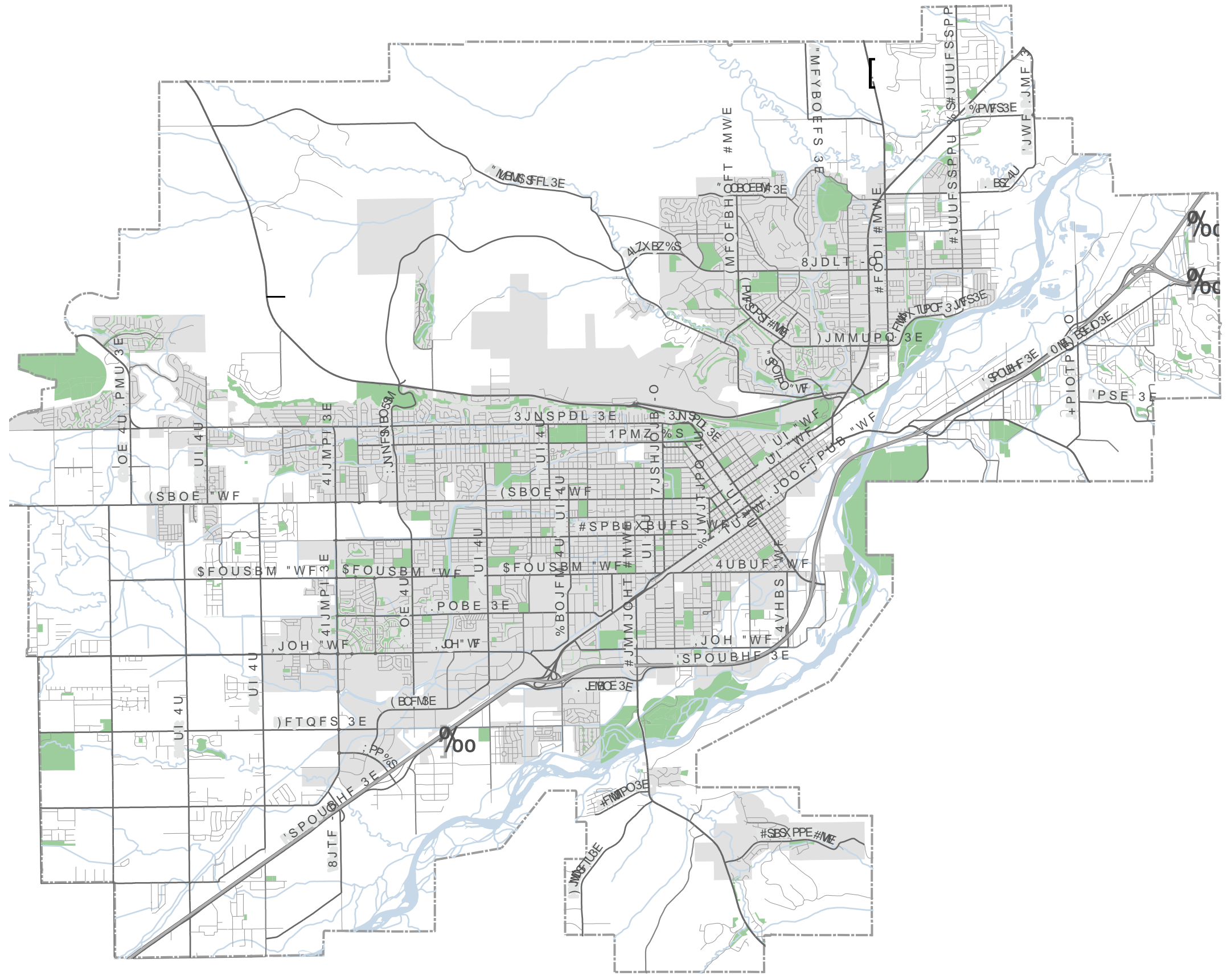
Source: Montana Department of Transportation, Riverstone Health

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
L_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
L11	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 Bitterroot	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
L_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
L_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
L14	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
L_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
L_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
L_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
L_09	King Ave/24th St	Design and construct intersection improvement to increase safety and mobility	13	29-33	\$3,942,000
L_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
L_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
L_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.			
L_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 Bitterroot	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
L_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
L_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
L_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
L_16	Grand Ave & 56th St West	Design and construct intersection improvement to increase safety and mobility	5	34-45	\$5,620,000
L_22	Grand Ave & 64 th 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/ Bitterroot Dr and Bitterroot 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 METroplex for the install of bus charging stations required once the new EV buses arrive.	-	24-28	\$302,000
MET_08	Metroplex expansion/interior remodel	Project would remodel the interior of the main office and expand 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

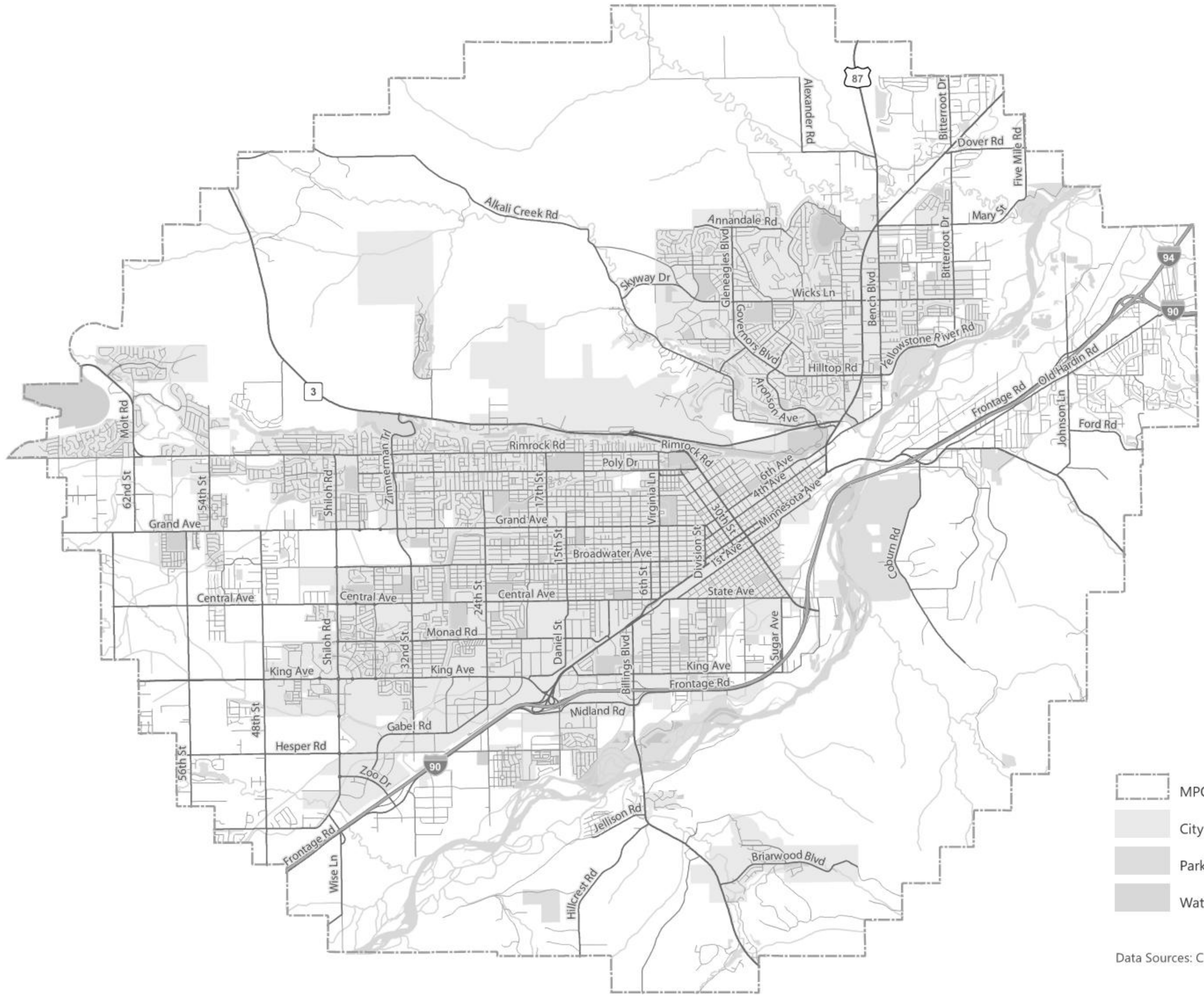
Other City Funding Sources

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 Bitterroot	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



-  MPO Planning Area Boundary
-  City of Billings Limits
-  Park / Open Space
-  Water

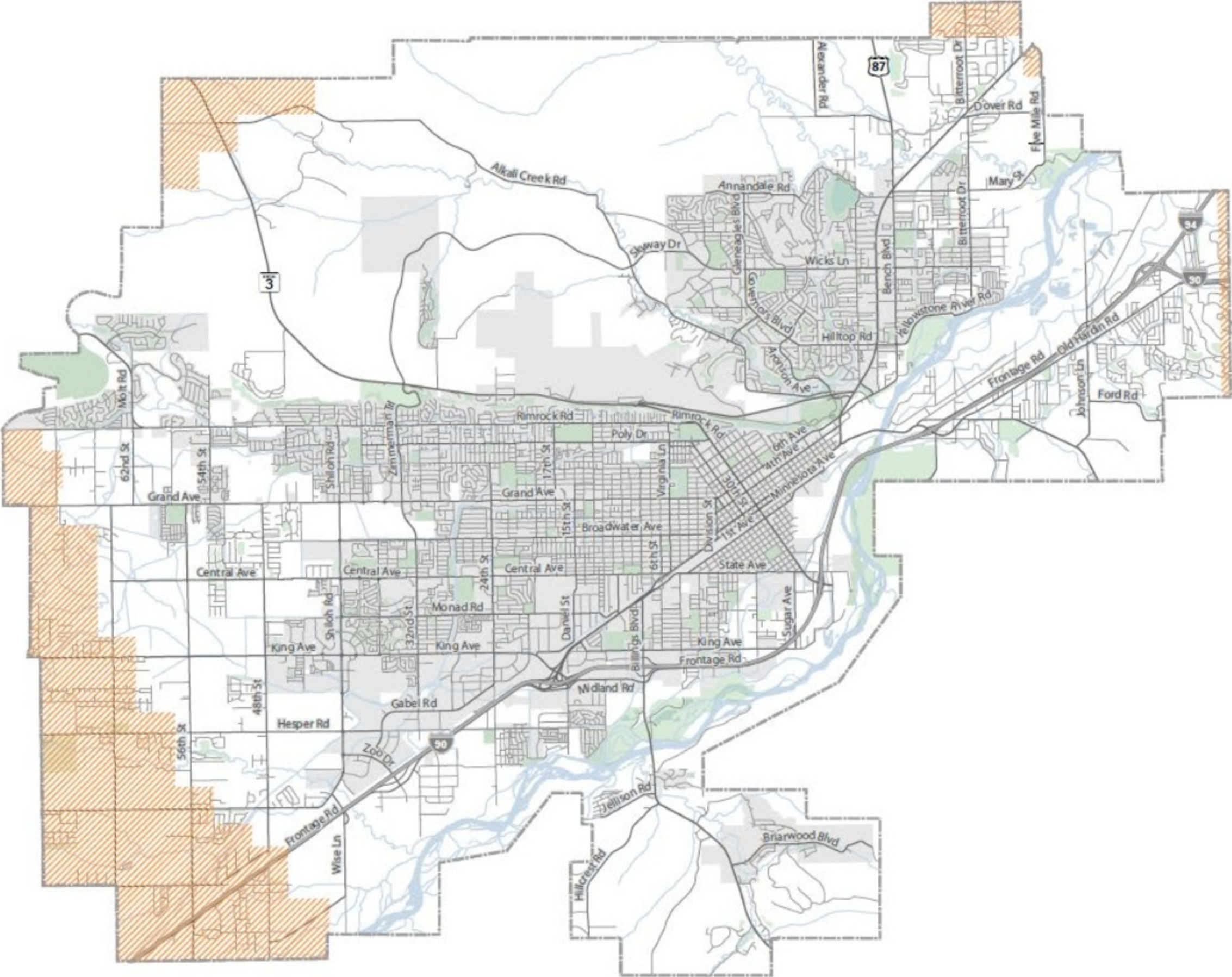
Data Sources: City of Billings, Yellowstone County



BILLINGS PLANNING AREA

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

Data Sources: City of Billings, Yellowstone County



Billings- Yellowstone MPO 2023 LRTP Amendment 1

Adoption Presentation
December 2025



Project Purpose

- + Address several key concerns of the FHWA/FTA/MDT Process Review
 - Metropolitan Planning Area – Update Boundary to Reflect 2020 Census Urban Area
 - Project List – Correct Errors, Improve Clarity, and Increase Functionality for Daily Use / Practical Application
 - Financial Plan – Improve Clarity and Demonstrate Fiscal Constraint

Amendment 1 – Project Advisory Committee

+ Project Advisory Committee Members:

- Lora Mattox, Billings-Yellowstone MPO
- Elyse Monat, Billings-Yellowstone MPO
- Mike Hayes, Billings-Yellowstone MPO
- Dakota Martonen, City of Billings
- Rusty Logan, MET Transit
- Jay Anderson, Yellowstone County
- Woody Woods, Lockwood
- Mitch Buthod, MDT
- Kenn Winegar, MDT
- Samantha Wood, MDT
- Katie Potts, FHWA
- Emma Belmont, FTA

+ Meeting #1:

- May 15th, 2025
- Topics Covered: Project Purpose, Key Process Review Findings, Metropolitan Planning Area Map, Typical Uses of the Project List

+ Meeting #2:

- June 13th, 2025
- Topics Covered: Proposed Updates to Project List, Proposed Updates to Metropolitan Planning Area Map

+ Meeting #3:

- July 23rd, 2025
- Topics Covered: Data Dashboard Review, Project List Updates in LRTP, Revised Metropolitan Planning Area Map

+ Meeting #4:

- October 29th, 2025
- Topics Covered: Key Changes to LRTP Text, Webinar, Final Metropolitan Planning Area Map



Key Findings from the MPO Process Review

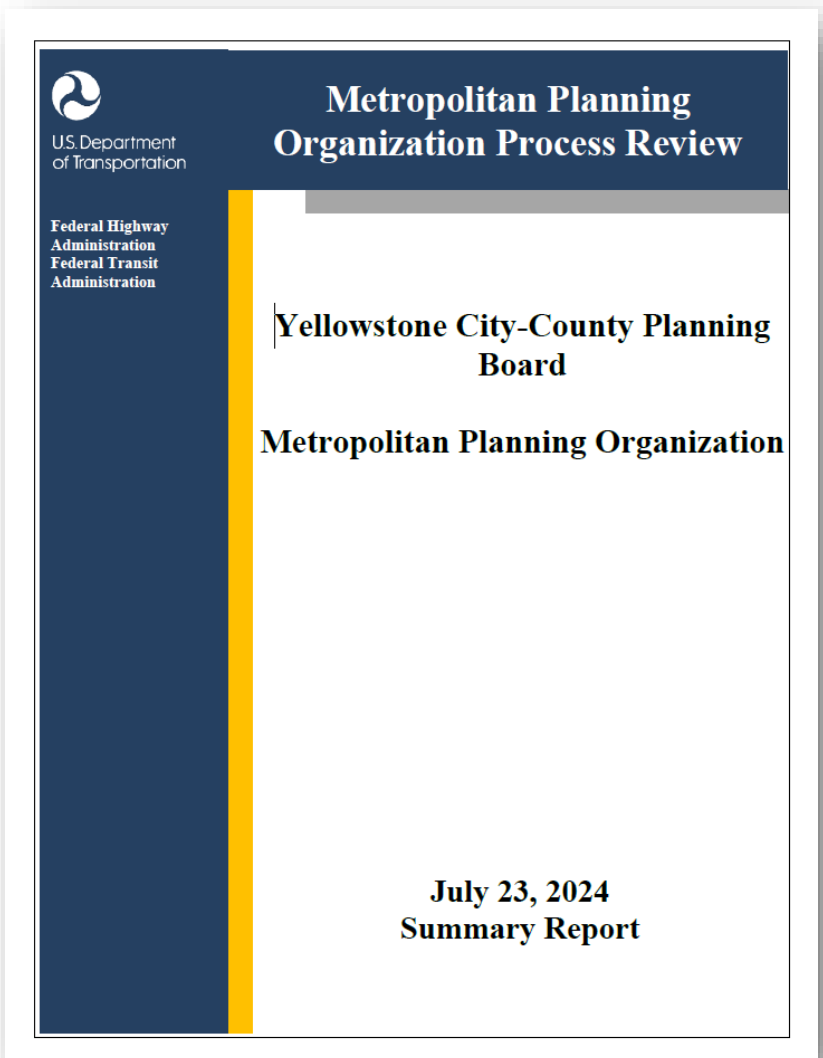
2023 LRTP Process Review – Background

- + In 2024, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Montana Department of Transportation (MDT) completed a process review of the Billings-Yellowstone MPO, including its documents like the 2023 LRTP.
- + The purpose of the review was to determine if the planning processes and practices comply with governing laws, regulations, and guidance.



2023 LRTP Process Review – Recommendations

- + The review includes a list of priority recommendations, two of which are addressed by Amendment 1 (bolded):
 - **Update Financial Plan and Project List to better demonstrate fiscal constraint**
 - **Adjust the Metropolitan Planning Area boundary to encompass the entire Census-designated Urban Area (to be completed by the end of FY2025)**
 - Ensure the next LRTP fully addresses federally-required performance measures, targets, and system reports
 - Enhance the TIP to describe how investment priorities related to performance targets
 - Document how critical tasks are completed to prevent institutional knowledge loss due to staff turnover

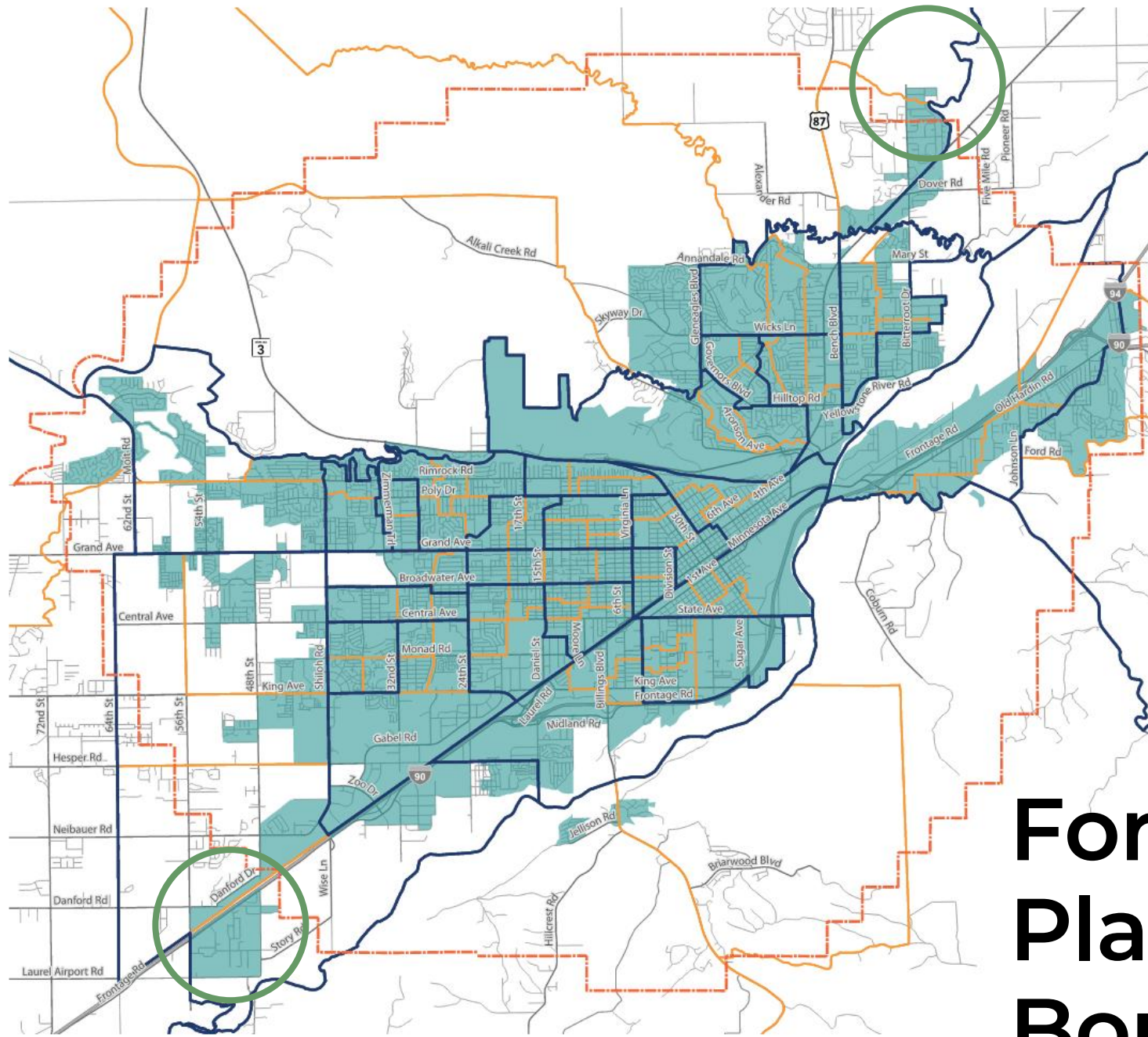




Updates to the Metropolitan Planning Area

Metropolitan Planning Area: The MPO's Boundary

- + The Census-Designated Urban Area for Billings was modified based on the results of the 2020 Decennial Census
- + The new Urban Area geography was released in early 2023, coinciding with the finalization of the 2023 LRTP
- + At the time, it was decided to utilize the 2018 boundary and urban area for the 2023 LRTP
- + Amendment 1 revises the Metropolitan Planning Area to encompass the 2020 Urban Area, in addition to removing areas formerly included that are not anticipated to urbanize in the next 20 years



BILLINGS PLANNING AREA

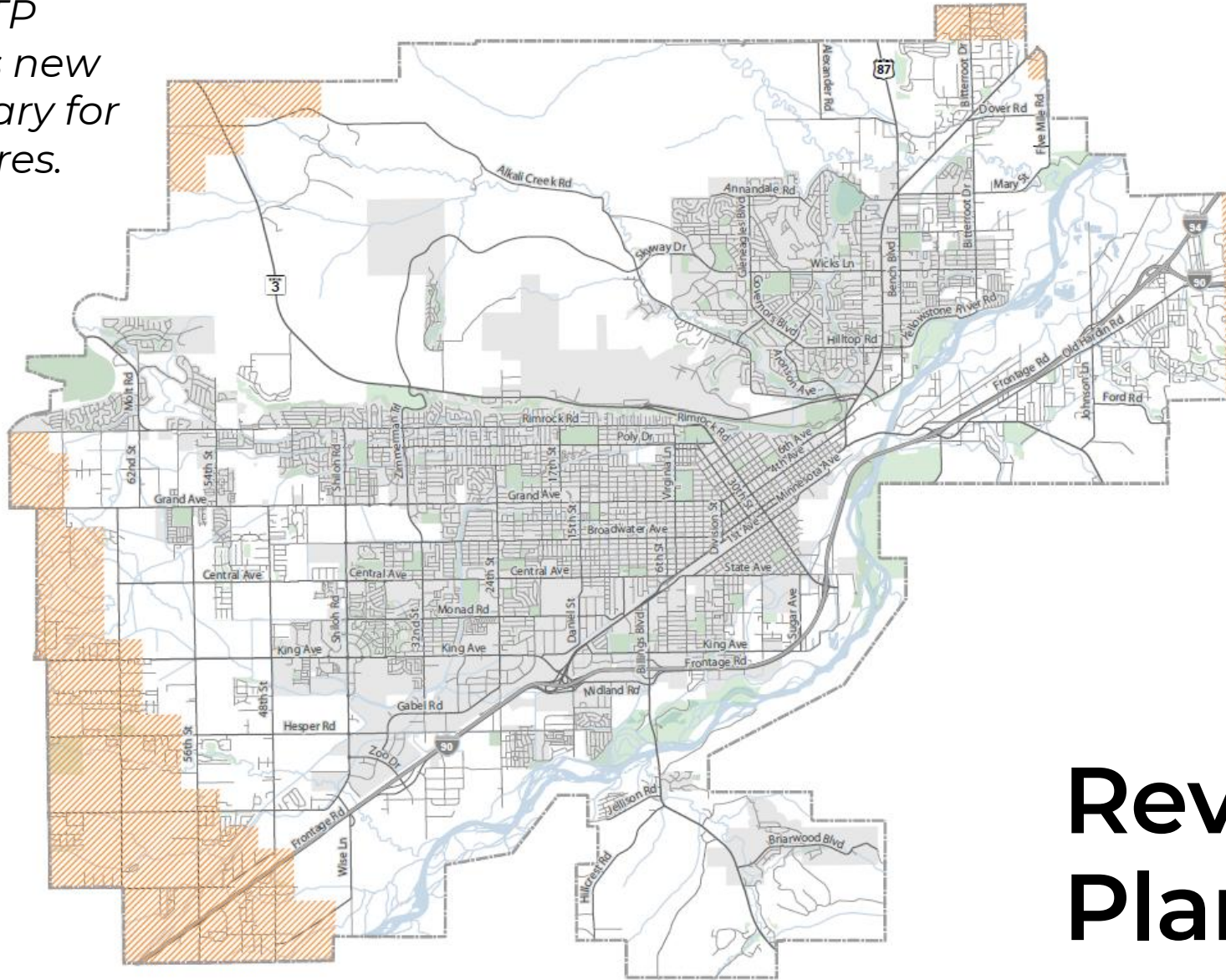
- MPO Planning Area Boundary
- Census Tract
- Census Block Group
- Urban Area

Data Sources: City of Billings, Yellowstone County



Former Planning Area Boundary

Amendment 1 of the 2023 LRTP includes this new MPA boundary for all map figures.



BILLINGS PLANNING AREA

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

Data Sources: City of Billings, Yellowstone County

Revised Planning Area Boundary



Updates to the Project List and Financial Plan

Project List and Financial Plan

Key Issue & Solution in Amendment 1

Clarity in Fiscal Constraint

Issue

The Project List does not clearly or succinctly demonstrate the MPO's fiscal constraint.

Solution

The 2023 LRTP Amendment 1 includes a clear, concise table that demonstrates the MPO's fiscal constraint.

TABLE 38. SUMMARY OF LRTP PROJECT COSTS

PROJECT CATEGORIES	COMMITTED	RECOMMENDED	2045 FISCALLY CONSTRAINED TOTAL
Pedestrian, Bicycle, Safe Routes to School, Trail	\$17,424,598	\$105,026,000	\$122,450,598
Congestion Management, Intersection, Roadway	\$301,582,000	\$203,910,000	\$505,492,000
Transit	\$37,583,950	\$70,380,000	\$107,963,950
Annual Programs (2029-2045) ¹	-	\$299,570,600	\$299,570,600
Total	\$356,590,548	\$379,316,000	\$735,906,548
2045 Revenue Projection Total			\$959,560,000
Difference			\$223,653,452

¹ Committed projects from annual programs are included in their respective project list type (Pedestrian, Bicycle, SRTS, Congestion Management, Intersection, Roadway, and Transit).

Project List and Financial Plan

Key Issue & Solution in Amendment 1

Issue

Solution

Assigned Funding Sources

Several projects were assigned funding sources for which they are ineligible.

All projects in the 2023 LRTP Amendment 1 Project List were reviewed with MDT and City staff to clarify and confirm funding eligibility.

Cost Estimation Approach

Inconsistencies were identified in how project cost estimates were developed, particularly for projects carried over from previous plans and studies.

All projects' cost estimates in the 2023 LRTP Amendment 1 Project List were reviewed with MDT and City staff to clarify and confirm cost estimate assumptions and standardize the approach.

Project List and Financial Plan

Key Issue & Solution in Amendment 1

Issue

Solution

Non-Infrastructure Projects

The Project List includes projects scoped only for studies, which does not account for the full costs of designing constructing improvements (inconsistent with the cost estimation approach for capital projects).

The 2023 LRTP Amendment 1 includes a new, separate table that includes transit activities, annual programs, and plans / studies to distinguish between capital and non-capital projects in the Project List.

Multi-Phase Projects / "Duplication"

The 2023 Project List included multi-phase projects programmed over several periods due to funding constraints, which appeared as duplicates in the Project List.

The 2023 LRTP Amendment 1 reorganizes funding source and funding timeframe information to increase clarity and remove "duplicates" in the Project List.

Project List and Financial Plan

Key Issue & Solution in Amendment 1

Issue

Solution

Project Description Clarity

Some projects in the Project List lack clear descriptions.

The 2023 LRTP Amendment 1 includes a Project List that has been thoroughly reviewed and updated for clarity and descriptiveness.

General Formatting Issues

Several formatting decisions make the Project List more difficult to use.

The 2023 LRTP Amendment 1 Project List is updated to round cost estimates, renumber project IDs in an intuitive manner, and clarify table captions to guide users.

Project List and Financial Plan

Key Issue & Solution in Amendment 1

Issue

Solution

Multiple Project Source Documents

Committed projects were sourced from CIPs and TIPs spanning different fiscal years, which created confusion around funding priorities and cost estimates.

The 2023 LRTP Amendment 1 Project List only includes projects from the City of Billings FY24-28 Capital Improvement Program and the Billings-Yellowstone MPO FY24-28 Transportation Improvement Program.

General Format of the Project List

The 2023 LRTP (and previous LRTPs) use static PDF tables to communicate the Project List, which are neither dynamic nor user-friendly.

The 2023 LRTP Amendment 1 Project List is available in three formats: static PDF tables as part of Appendices H and J; a Project List spreadsheet with separate tabs for capital projects, plans & studies; annual programs & transit, as well as financial plan information; and an [interactive, online, map-based data dashboard](#).

Amendment 1 – Other Updates

- + In 2025, MDT updated the targets for several of the federally-required performance measures (which now differ from those included in the MPO's FY24-28 TIP)
- + Amendment 1 includes updates to Appendix B – Performance Measures to include the updated targets provided by MDT



Amendment 1 "Cheat Sheet"

Amendment 1 “Cheat Sheet”

- + Resource to Direct Review of the 2023 LRTP Amendment 1
- + Includes the Location, Page #, and a Description for Each Text, Figure, Chart, or Appendix Update

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



Questions?

Lora Mattox, Billings-Yellowstone MPO

Rachel Grosso, Kittelson & Associates, Inc.

City Council Work Session

4.

Meeting Date: 01/20/2026

TITLE: Part 1 - Timing of Traffic Impact Study Submittals - Council Member Aspenlieder Council Initiative

PRESENTED BY: Wyeth Friday

Department: Planning & Community Services

Presentation: Yes

Legal Review: No

Project Number: NA

RECOMMENDATION

Staff recommends the Council hear from Council Member Aspenlieder on his initiative, review the information provided regarding the City Subdivision Regulation requirements for submittal of a Traffic Impact Study (TIS) and provide direction to staff as to whether text amendments are needed in the City Subdivision Regulations to clarify that a TIS is required to be submitted at both the Completeness Review stage and Preliminary Plat stage of Subdivision Application.

EXECUTIVE SUMMARY

On September 26, 2025, Council Member Aspenlieder submitted a City Council Initiative addressing Traffic Impact Study (TIS) requirements within the subdivision review process (See Initiative Form Attached). The initiative has two components: (1) clarifying that a TIS is due at the Preliminary Plat stage rather than at Completeness Review, and (2) discussing the potential creation of a Traffic Impact Fee system to replace current TIS requirements. This Work Session item focuses only on Part 1 of the initiative.

City staff agrees with Council Member Aspenlieder's point that the subdivision regulations correctly identify the Preliminary Plat stage as the point at which a TIS is formally required, as cited in BMCC 23-406(b)(4). However, staff also points out current City Code (BMCC 23-302(2)) and state law (MCA 76-3-604) require all materials--including a draft TIS when applicable--to be submitted at Completeness Review, which occurs approximately one month prior to the Preliminary Plat application. This requirement ensures applications are complete before triggering the statutory 60-day review period during which the City must act on the preliminary plat. This could be likened to applying for and executing a mortgage for a home. While the final documents must all be submitted and present at time of closing, all of the mortgage documents must be drafted and assembled before the closing to ensure that everything is in order before the seller, buyer, bank staff, etc. assemble for the closing. Requiring a draft TIS at Completeness Review provides staff sufficient time to verify basic compliance, coordinate with applicants, and refine the analysis before Planning Board deadlines (See Major Subdivision Preliminary Plat Timeline attached to this memo).

Historical review of subdivision applications demonstrates submission of a TIS at Completeness Review (when applicable) has been standard practice for many years. All City major subdivisions in 2024 and 2025 complied with this requirement, with the exception being two 2025 projects associated with Council Member Aspenlieder's firm. In those cases, City staff allowed *TIS Summaries* while the broader policy question raised by this initiative was being evaluated.

Staff's research of the TIS submittal process concludes the existing requirement to submit an initial TIS at Completeness Review is longstanding, grounded in the current City Subdivision Regulations, and necessary to ensure thorough, timely, and consistent subdivision review.

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

Council Member Aspenlieder submitted a City Council Initiative to the Mayor and City Council on September 26, 2025. The initiative has two parts. Part 1 is to dedicate a brief amount of time at a Work Session to discuss clarifying within the City Subdivision Regulations that a Traffic Impact Study (TIS) is due at the time of Preliminary Plat submittal, and not at the time of Completeness Review, as has been required by the Planning and Engineering divisions. Part 2 of the Initiative is to discuss creation and implementation of a Traffic Impact Fee system replace current development TIS requirements and contributions for traffic impacts. Part 1 is the subject of this Work Session discussion.

It is correct that a TIS is required (when applicable) at the Preliminary Plat Application stage of a subdivision submittal process. This is referenced as Council Member Aspenlieder has noted in BMCC 23-406 b.(4). But it is also correct that a TIS is required to be initially submitted at Completeness Review per BMCC 23-302 (2). This is because a "Complete Application" for a subdivision application must be submitted to the City per the Pre-application Completeness Review requirements outlined in 23-302 - Major Subdivisions one month before the full Preliminary Plat

Application is submitted. The requirement for submittal of all the materials at Completeness Review is a foundational element grounded in the Montana Land Use Planning Statutes (MCA 76--3-604). The purpose is very important as the local government is bound by specific review time constraints after the Preliminary Plat Application is deemed complete and submitted. The "clock" starts at this point and the local government has 60-80 working days (Billings has maintained a 60-day review period) to have the local governing body act on the preliminary plat.

It is important to note BMCC 23-406 B.4. was part of sections amended earlier in 2025 to address when a TIS is required. For some projects that do not meet the 1,000 trips/day or 10 peak hour trip thresholds, a TIS Summary is acceptable. Essentially, every project submits something to address traffic impacts, but the depth of that analysis is dictated by the project's traffic impacts. For the purposes of this initiative, the focus is on Major Subdivision Applications that trigger a full TIS based on the traffic generation thresholds.

To illustrate the thoroughness of the required submittals at Completeness Review, the following is a list of what is required for City Major Subdivisions (this list is referenced in BMCC 23-302 (2), attached to this memo, and may be found here <https://www.billingsmt.gov/2428/Submittal-Requirements>):

- DECLARATION OF SIGNATURE PAGE SIGNED BY OWNER APPLICANT
- DRAFT PRELIMINARY SURVEY/ PLAT
- CLOSURE CALCULATIONS FOR PLAT
- DRAFT FINAL SIA/WAIVER
- WATER/SEPTIC INFORMATION AS OUTLINED IN THE SUBDIVISION REGULATIONS
- TRAFFIC IMPACT STUDY (IF APPLICABLE) (**required based on the vehicle trip generation of the development - smaller projects complete a TIS Summary**)
- DRAFT EASEMENT DOCUMENTS, (AS APPLICABLE)
- EVIDENCE OF LEGAL AND PHYSICAL ACCESS, IF SUBJECT PROPERTY IS NOT SERVED BY PUBLIC ROADS
- ENVIRONMENTAL ASSESSMENT SUMMARY OF PROBABLE IMPACTS (IF APPLICABLE)
- GEOTECHNICAL REPORT. CITY REQUIREMENT
- DETAILED NARRATIVE OF WATER, WASTEWATER, AND STORMWATER FACILITIES
- DRAFT DECLARATION OF RESTRICTIONS ON TRANSFERS AND CONVEYANCES, (IF APPLICABLE)
- DRAFT DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS, (CCR), (IF APPLICABLE)
- SUBDIVISION VARIANCE APPLICATION (IF APPLICABLE)
- DRAFT DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS, (IF APPLICABLE)
- DRAFT ARTICLES OF INCORPORATION WHEN HOMEOWNER'S ASSOCIATION IS PROPOSED
- A MASTER PLAN OF THE ENTIRE AREA TO BE DEVELOPED WHEN A TRACT OF LAND IS TO BE SUBDIVIDED IN SEPARATE FILINGS

Staff prepared a Major Preliminary Subdivision Timeline of the submittal process attached to this memo for reference. A key takeaway from the timeline is that if staff gets a TIS at Completeness Review, staff has time to see if it even meets basic TIS requirements and is done in a proper format, etc. Then, staff can have the applicant make improvements to it for actual preliminary plat submittal, spend more time with the applicant on it after preliminary submittal, and refine the TIS through the remainder of the process before drafting memos for the Planning Board meeting deadlines. BMCC 23-406 B.4. also calls out a meeting between the applicant and City Traffic Engineering staff at the Pre-Application Meeting stage of an application (prior to the Completeness Review submittal). If this occurs, then staff at Completeness Review is able to verify the main elements of the TIS at Completeness. City Traffic Engineering staff then provides a list of more detailed comments on the TIS at the Department Review Meeting (See attached Timeline), with the goal of having most of the core issues ironed out so the short turn around for the applicant (5 working days after Department Review Meeting) and City staff (about 5 working days after re-submittal following the Department Review Meeting) does not turn into a situation of sorting out major issues with limited time. Having a draft TIS at Completeness Review means maximum time for the City and applicant to get comfortable with the required content and elements of the TIS in the process.

If staff doesn't get a draft TIS at Completeness Review, then staff doesn't know what the applicant is doing with the TIS work, if the TIS format and content is correct, etc. until the actual preliminary plat submittal. Then, staff has to work with the applicant through department review and to the PB memo and meeting deadlines to make sure it meets requirements. Some applicant's do really thorough TIS reports. Some applicant's submit inadequate ones. TIS submittal at Completeness Review ensures consistent and adequate time for staff review, response and coordination with the applicants on traffic impacts generated by the subdivision. As referenced in the attached Major Preliminary Subdivision Timeline, if a TIS is submitted at Completeness Review, City staff has about 35 working days (this does not include the time the applicant has to respond to staff's comments) to work through the TIS content and requirements before memos must be prepared for the Planning Board meetings where the plat application is reviewed and acted on for a recommendation to the City Council.

Staff researched City Subdivision Regulations and the TIS submittal requirement and found it referenced as far back as 2005 for Major Subdivisions and required materials at Completeness Review. Staff also checked the past few years of Major Subdivision Preliminary Plat submittals in the City. All Major Subdivision submitted to the City in 2024 provided the TIS at Completeness Review. In 2025, all Major Subdivision submitted to the City provided the TIS at Completeness Review, except for the two Council Member Aspenlieder's firm was working on and were the subject of this Council Initiative. TIS Summaries were provided for the two projects that were the subject of this Initiative at Completeness Review. Given the issues around these two projects and Council Member Aspenlieder's challenge to the submittal requirements, staff agreed in the two instances to allow the TIS Summaries as everyone worked through the issues of this Council Initiative.

FISCAL EFFECTS

Amending the City Subdivision Regulations is a lengthy process that requires allocating staff time, review of the proposed amendments by the City-County Planning Board and City Council, and, ultimately, adoption by City Council. If the Council were to direct staff to amend the regulations to further clarify the requirement that an initial TIS be submitted at Completeness Review, staff would propose to address this when additional City Subdivision Regulation Amendments are brought to the Council as part of the Billings2045 Land Use Plan and Future Land Use Map implementation process in mid 2026.

STAKEHOLDERS

The residents of Billings, the development community, and the City are all stakeholders in the Major Subdivision Review Process as designated in City Code following State Law requirements. Specifically, ensuring traffic impacts from new development are consistently addressed and costs for improvements needed due to new development is distributed to the projects creating traffic impacts in the vicinity of the development activity.

ALTERNATIVES

City Council may choose to direct or not direct staff to develop amendments to the City Subdivision Regulations to further clarify the timing of submittal of a TIS when applicable for Major Preliminary Plat Applications.

Attachments

CM Aspenlieder Initiative Email
CM Aspenlieder Initiative Form
Completeness Review Check List
Major Subdivision Plat Timeline

Friday, Wyeth

From: Aspenlieder, Scott
Sent: Friday, September 26, 2025 2:50 PM
To: Council
Cc: Kukulski, Chris; Meling, Debi; Friday, Wyeth; Bohlman, Denise; Keehner, Toni
Subject: Subdivision Regulations Initiative - Traffic Study Submittal and Impact Fees
Attachments: Subdivision Reg Information 9-26-25.pdf; Subdivision TIS Modifications SA Draft 9-26-25.docx

Council

I don't submit for initiatives often and lean into this process lightly but I feel very inclined to put one forward based on how Planning and Engineering are interpreting our Subdivision Regulations as it relates to Traffic Impact Study requirements. So I am submitting the following initiative to be placed on an upcoming agenda for discussion. The Initiative is two-fold with the first part being very easy and just needing Council affirmation on process and timing for Traffic Impact Study submittal (I attached the section of subdivision regulations that clearly states my case but is being applied incorrectly by staff). The second part will admittedly take notable staff time and effort and may require a consultant in developing Traffic Impact Fees for subdivision and development. My intent with that part is to understand what it will take from Staff and determine the best path forward for development of a impact fee structure for traffic with development and get away from the TIS model that we operate under currently. I don't need immediate action but would like Council direction in development of that with Staff's input on timing and effort to complete as we have a discussion about when to tackle it. Thank you for your consideration.

Scott Aspenlieder, PE | City of Billings Councilman Ward 4 |
Email: aspenlieders@billingsmt.gov |

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COUNCIL INITIATIVE PROPOSAL FORM

City Code Sec. 2-214(14). *Council Initiatives.* This section of the agenda is reserved for individual councilmember requests for future legislative or staff action. These shall be limited to giving direction to staff to assist in formulating policies, work plans, etc. for future consideration of the city council. An initiative moves forward by majority vote of the city council.

City Charter Sec. 3.08. *Interference with Administration.* Except for the purposes of inquiries and investigations, the Council, its members and the Mayor shall deal with the City officers and employees who are subject to the direction and supervision of the City Administrator solely through the City Administrator.

COUNCIL MEMBER PROPOSING INITIATIVE: ASPENLIEDER

SHORT NAME OF INITIATIVE: SUBDIVISION & DEVELOPMENT TRAFFIC IMPACT STUDY
REQUIREMENT MODIFICATIONS & IMPACT FEES

TERMS OF MOTION PROPOSING LEGISLATIVE OR STAFF ACTION: (Please be as specific as possible. Indicate if action is to be divided into steps or phases. Use separate sheet if needed.)
I move that we dedicate work session time to discuss clarify within the Subdivision Regulations that a Traffic Impact Study (TIS) is due at the time of Preliminary Plat submittal not at the time of Completeness and Sufficiency Review by Planning and to discuss the implementation of a Traffic Impact Fee system to replace development TIS requirements.

CITY STAFF OR DEPARTMENT POTENTIALLY IMPACTED BY INITIATIVE: Public Works, Planning

HAS COUNCIL MEMBER COMMUNICATED WITH CITY ADMINISTRATOR ABOUT THE INITIATIVE?
YES NO

ESTIMATE OF APPROXIMATE STAFF AND COUNCIL TIME REQUIRED: For clarification of the TIS submittal it should be handled within 30 minutes of a Work Session and if deemed necessary, a consent agenda. I attached Pg 49 of the Subdivision Regulations which clearly states the situation, but it needs affirmation because it is not being implemented properly by Planning/Engineering staff. The creation of a Traffic Impact Fee system will take considerable time within Public Works to set fees and may require outside consultant contracting to help create the structure. This has been discussed several times and PW has indicated that they too would like to do something like this to simplify the TIS process but have not been able to due to time and staffing. Understanding that, I'd like to have a Work Session conversation about how to prioritize this and still leave enough schedule to allow for staff to get it completed with setting an arbitrary schedule.

APPROXIMATE TIMELINE FOR STAFF/DEPARTMENT ACTION:
TIS submittal clarification should take 30 minutes to clarify in a work session. Implementation of a Traffic Impact Fee system will likely take 4-8 months to develop through work between Council and Staff.

COSTS OTHER THAN STAFF TIME, IF ANY: None unless staff requests consultant assistance for development of a Traffic Impact Fee system.

PRIORITY RELATIVE TO EXISTING INITIATIVES (SEE LIST AVAILABLE FROM CITY ADMINISTRATOR): High on TIS submittal clarification due to the undue economic burdens being placed on developers investing in our community. Moderate on Traffic Impact Fee development.

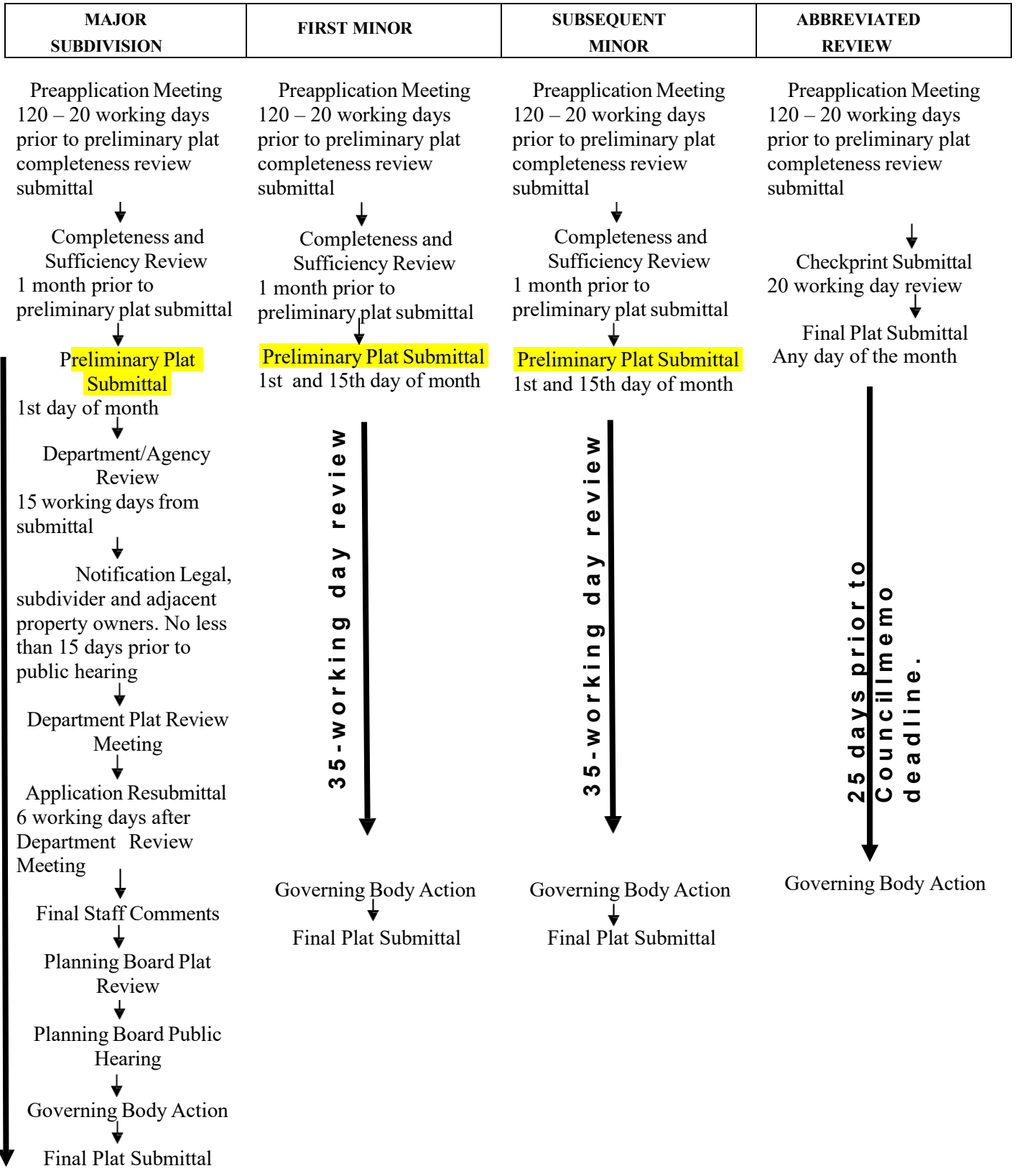
ADDITIONAL INFORMATION OR COMMENTS:

I have attached excerpts from our Subdivision Regulations for clarification on the TIS submittal timelines for your reference that are clear but need to be affirmed by Council.

As it relates to the development of an Impact Fee structure for traffic with subdivision, with also ties to police and fire impact fees that we discussed this year. As our community continues to grow, we continue it becomes increasingly important to get proper funding and impact structures in place to help build out the necessary infrastructure to support it. These things are the easy items to continue kicking down the road, but we only lose by continuing to push them off until we have time to get them done. Without them becoming a priority, we will not fix them, and we will continue to chase the problems with our transportation infrastructure without building a system to offset their costs. I'm more than flexible on time of implementation but do want it put formally on the plate with targets to get started in addressing them so we're not talking about this again next year at rate setting.

Section 23-310.

Flowchart of Subdivision Procedures.



B. Streets and Roads Design and Improvement Standards:

1. General: The design and improvement standards contained in this section shall apply to all construction, reconstruction of streets and roads, public or private, dedicated to the public within the City limits.
2. Improvement Design: All street improvements shall be designed by and constructed under the supervision of a professional Civil Engineer, registered in the State of Montana, and shall meet or exceed the right-of-way and construction standards for the type of street to be constructed found within these regulations, the adopted Transportation Plan, and adopted policies of the City Public Works Department.
3. Plans and Specifications approval: Plans and specifications for all streets shall be provided to and approved by City Engineering. The subdivider shall provide professional engineering services for construction inspections, and post-construction certifications. The plans and specifications shall be approved by the City Engineer prior to initiation of any street improvement construction. In addition, a copy of the road plans and specifications for any emergency access roads shall be reviewed and approved by the City Fire Department prior to construction.
4. Traffic Impact Study: **At the time of preliminary plat submittal**, a traffic impact study shall be prepared and stamped by a Professional Engineer and approved by the City Engineer for any new residential, institutional, commercial or industrial subdivision or development which will generate one thousand (1,000) or more vehicle trips per day or 100 peak-hour trips, as referenced in the Trip Generation Report of the Institute of Transportation Engineers. The Professional Engineer shall certify "that the Traffic Impact Study has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering." The report shall be stamped by a Professional Traffic Operations Engineer for five thousand (5,000) or more vehicle trips per day.

The traffic generation threshold shall apply to any development or cumulative phases of development.

A vehicular trip is defined as a one-way journey of a person in an automobile or a transit vehicle. If the study indicates a need for the installation of traffic signals, intersection improvements, or other off-site street improvements to facilitate traffic flow generated by the entire proposed development, the identified improvement shall be installed or a financial contribution for the subdivision's proportional share shall be made prior to final plat approval of the subdivision, as determined by City Engineering. The financial contribution for proportionate share shall be by cash contribution, traffic system development fee, or traffic impact fee, whichever is in effect at the time of final plat approval. The applicant shall meet and discuss elements of the study with City Engineering to determine the general extents of the study at the time of the pre-application meeting.

**SUBMITTAL REQUIREMENTS CITY OR COUNTY SUBDIVISION
PRELIMINARY 2.0 COMPLETENESS/SUFFICIENCY REVIEW**

APPLICATIONS MUST BE RECEIVED ONE (1) MONTH PRIOR TO THE ACTUAL SUBMITTAL DATE OF A PRELIMINARY PLAT APPLICATION. The Planning Division will determine whether the application is sufficient for review and if the information provided is completed. Staff will contact the subdivider or representative to confirm the review and provide the requirements and submittal timeline for the preliminary plat review.

- **\$\$ PRELIMINARY PLAT REVIEW FEE**
- **\$\$ SUBDIVISION VARIANCE REVIEW FEE (IF APPLICABLE)**
- **COMPLETE CONTACT AND PROPERTY ATTRIBUTE INFORMATION ENTERED IN THE ONLINE (PZX) PROJECT**

PROJECT ATTACHMENTS: (UPLOADED IN PDF FORMAT)

- DECLARATION OF SIGNATURE PAGE SIGNED BY OWNER APPLICANT
- DRAFT PRELIMINARY SURVEY/ PLAT
- CLOSURE CALCULATIONS FOR PLAT (CITY ONLY)
- DRAFT FINAL SIA/WAIVER
- WATER/SEPTIC INFORMATION AS OUTLINED IN THE SUBDIVISION REGULATIONS
- TRAFFIC IMPACT STUDY (IF APPLICABLE)
- DRAFT EASEMENT DOCUMENTS, (AS APPLICABLE)
- EVIDENCE OF LEGAL AND PHYSICAL ACCESS, IF SUBJECT PROPERTY IS NOT SERVED BY PUBLIC ROADS
- ENVIRONMENTAL ASSESSMENT SUMMARY OF PROBABLE IMPACTS (IF APPLICABLE)
- GEOTECHNICAL REPORT. CITY REQUIREMENT. COUNTY IF WARRANTED. SEE 4.4B SUBDIVISION REGULATIONS
- DETAILED NARRATIVE OF WATER, WASTEWATER, AND STORMWATER FACILITIES
- DRAFT DECLARATION OF RESTRICTIONS ON TRANSFERS AND CONVEYANCES, (IF APPLICABLE)
- DRAFT DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS, (CCR), (IF APPLICABLE)
- SUBDIVISION VARIANCE APPLICATION (IF APPLICABLE)
- DRAFT DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS, (IF APPLICABLE)
- DRAFT ARTICLES OF INCORPORATION WHEN HOMEOWNER'S ASSOCIATION IS PROPOSED.
- A MASTER PLAN OF THE ENTIRE AREA TO BE DEVELOPED WHEN A TRACT OF LAND IS TO BE SUBDIVIDED IN SEPARATE FILINGS
- ORIGINAL, MDEQ APPROVAL LETTER (COUNTY PLATS ONLY)
- WEED MANAGEMENT PLAN (COUNTY PLATS ONLY)

SUBMITTAL REQUIREMENTS 3.0 CITY OR COUNTY PRELIMINARY REVIEW

PROJECT PRELIMINARY ATTACHMENTS: (UPLOADED IN PDF FORMAT)

- PLANNING DEPARTMENT LETTER OF PRELIMINARY SUBMITTAL COMPLETENESS WITH RESPONSES
- RESUBMITTED DRAFT PRELIMINARY SURVEY/PLAT
- RESUBMITTED DRAFT SIA/WAIVER
- MAJOR SUBDIVISION: NAMES AND ADDRESSES OF IMMEDIATELY ADJOINING PROPERTY OWNERS TYPED OR NEATLY PRINTED ON ADDRESS LABELS

Major Subdivision Preliminary Plat Timeline

