

COMMISSIONER MEETINGS

All meetings take place in the Commissioners Conference Room (3107)
located in the Stillwater Building @ 316 North 26th Street (3rd Floor)
and are open to the public unless otherwise noted

MONDAY - MARCH 4, 2024

8:15 Calendar

8:30 Department Meetings

1. **Department Head Meeting - Elections & Treasurer**
 - a. Treasurer - Motor Vehicle System CARS - Notification of Intent
2. **Human Resources**
3. **Finance**
 - a. YCM
4. **Legal/Litigation**
 - a. CLOSED: Fitzgerald, Davies litigation update

2:00 COMMISSIONERS DISCUSSION

PLEDGE

DEPARTMENTS

1. **Justice Court** - Intern/Temp (age 15)
2. **Planning Department** - 2024-2028 Billings MPO Transportation Improvement Program
3. **Public Works** - Harris Park Lowe's Hometown Grant Application
4. **Finance** -
 - a. Property Tax Abatement Application - P66
 - b. Request for Qualifications for Architectural Services for the programming, planning & design of a Short Term Holding Facility

COMMISSIONERS

1. Letter from the City of Billings - Short-Term Holding Facility
2. Board Recommendation - Mina Crenshaw to DUI Task Force
3. Commissioner Board Reports

PUBLIC COMMENTS ON COUNTY BUSINESS

TUESDAY – March 5, 2024

9:15 Agenda Setting

9:30 COMMISSIONERS BOARD MEETING

B.O.C.C Monday Discussion

1. a.

Meeting Date: 03/04/2024

Title: Motor Vehicle new system CARS Notification of Intent

Submitted For: Marci Shafer, Treasurer

Submitted By: Marci Shafer, Treasurer

TOPIC:

Treasurer - Motor Vehicle System CARS - Notification of Intent

BACKGROUND:

na

RECOMMENDED ACTION:

na

Attachments

G:\Scans\PRT41284



Montana Department of Justice
Motor Vehicle Division
302 N. Roberts
Helena, MT 59620
www.dojmt.gov

Vehicle Services Bureau
PO Box 201430
Helena, MT 59620-1430
Phone: 406-444-3933
Fax: 406-444-2086

February 29, 2024

Memorandum: Notification of Intent

The Motor Vehicle Division (MVD) has successfully launched the Credentialing and Registration System (CARS) for Driver Services and has shifted gears to CARS for Vehicle Services. This will bring many changes to MVD and the counties over the next several months. The intent of this memorandum is to notify the counties that changes are coming. MVD and Justice Information Technology Services (JITS) will address these changes with each county over the next several months. Below are the changes that will be addressed with each county.

1. MVD/JITS has compiled an inventory from each county listing state owned computers issued from MVD to the county. See attached Excel Spreadsheets. Please notify MVD/JITS if your inventory does not match the attached list.
2. MVD/JITS intends to transfer all equipment currently in use by the county to the county.
3. Any additional equipment that MVD/JITS may provide to the counties for implementation of CARS will also be included as a one-time transfer of equipment from the state and owned by the county.
4. After the March 17, 2025, CARS go-live, equipment currently connected to the DOJ network will need to be migrated to the local county network. JITS will provide limited support for equipment while connected to the DOJ network during this transition phase.
5. Any additional equipment acquired by the county from the attached list for the use of CARS will also have limited support by JITS.
6. JITS has provided recommended minimum equipment specifications and network connectivity requirements for CARS workstations for the county to reference for all future equipment purchases by the county to be met by March 17, 2025. Please see pages 3-5.
7. Beginning March 17, 2025, CARS production application support will be provided by MVD Production Support. County users will submit tickets within CARS or will report outages via email to the MVD Production Support team.
8. After the March 17, 2025, go-live, the existing SITSD network connection will no longer be required. JITS will work with local IT support to transition computers and printers to the local county computer network: retiring the DOJ network connection and services.
9. Due to the decommissioning of the existing SITSD network connection, county users will be required to utilize multi-factor authentication (MFA) codes to log in to CARS. Authentication codes can be generated by a free application on the users' device or through an existing compatible county application. If the county does not have a local policy for MFA or needs assistance, please reach out to the JITS DOJ Service Desk for assistance and guidance.
10. Counties may continue to use their existing payment processor for credit and debit card payments, except for those using the **MERLIN Credit Card portal managed by Montana Interactive/Tyler Technologies which directly interfaces with MERLIN**. Any county using



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the **MERLIN Credit Card Portal** for credit and debit card payments should work with the CARS Project Team to determine the best approach for replacement.

MVD will keep the counties updated as these changes are implemented. If at any time there is a question or concern, please contact the Project Management Specialist below. MVD asks for patience during this period of change and the implementation of CARS for Vehicle Services.

Thank you,

Laurie Bakri

Administrator Motor Vehicle Division

POC:

Shauna Smith, JITS IT Project Manager

shauna.smith@mt.gov

Nathan Alm, JITS IT Systems Analyst

nathan.alm@mt.gov



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Recommended Minimum Equipment Notice

Monitor:

22" LCD Monitor (or larger)
Aspect Ratio 16:9
Minimum Resolution: 1920 x 1080

Interface: HDMI & DisplayPort

Stand Adjustable for tilt, swivel and height

Do NOT attempt to use a 4K Monitor, existing computers are unable to support them.

Keyboard & Mouse:

Wired USB 104 Key Keyboard
Wired USB Mouse w/ 2 buttons and Scroll Wheel

Wireless devices are currently not supported by the DOJ Service Desk and may violate security policy.

Laser Printer:

HP E60155DN Managed Printer is the specific model currently available and most compatible. If you are unable to find this printer at your vendor of choice, we know that Pinion Technology Core [ptcore.com] in Helena, Montana currently has them in stock. Otherwise, these are the minimum printer specifications:

'HP Laser Jet Enterprise' (For driver and management compatibility)
Black & White
Duplexing
Networking
45 Pages Per Minute (PPM) or faster.

No multifunction, inkjet, bubblejet or other makes of printers are currently supported with MERLIN. Local staff / IT will need to call the DOJ Service Desk with the Make, Model, MAC address of printer and open a ticket to schedule a future installation date/time of the new printer on the DOJ network.

Scanner:

Fujitsu 8170 - This scanner has been discontinued by the manufacturer.

New Scanner supported
Kodak S2070

PN 1015049



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No other scanners are supported.

Computer:

HP Elite Mini 800 G9 Desktop PC

- Intel Core I-7 Processor
- 16GB of RAM
- 256GB of Storage
- Windows 11 Professional
- 1 GB full duplex network adapter

Browsers:

Browser	Supported Versions
Microsoft Edge	Current version and one prior version
Google Chrome	Current version and one prior version

CARS users are required to install local software, as described in the ‘Additional Software Requirements’ section.

If a computer needs to be replaced prior to the CARS go live, the county will need to purchase the computer and send it to JITS to have the computer imaged and prepared for use on the DOJ network. Please reach out to the DOJ Service Desk to open a ticket and have this work scheduled. Post CARS go live, computers will only need to connect to the county network and will be configured by local IT support.

Additional CARS Software Requirements:

A local executable program (sometimes called ‘local mode’) is required to be installed and run on a client workstation to access the following functionality of the FastDS-VS application which will be implemented as part of the CARS Project:

- Interfacing with peripherals local to the workstation.
 - Examples: printer, scanner.
 - Drivers and software needed to support peripherals.
- Identifying a workstation with a specific name and location.
 - Example: Using computer name to identify a workstation for payment receipting or inventory purposes when the workstation does not have a static IP address.

The following requirements supersede / append to the list described in other portions of this section:

- Microsoft .NET 8 Runtime installed.



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- Only the standard Runtime is required, not the Desktop Runtime or ASP.NET Core Runtime.
- Administrator privileges to install but not run the application on required workstations.

CARS Internet Connectivity Requirements:

For CARS end-users running FastDS-VS, the following connection speeds are recommended:

- Bandwidth: 10Mbps per 5 employees with a 10Mbps minimum
- Connection Latency: < 50 ms

This is to support acceptable application performance, both with online activity and additional data transmission including print files and upload of images captured as part of transactions. A higher latency will negatively impact application performance. Also, the 10 Mbps requirement may be insufficient in offices where staff are engaged in other bandwidth-heavy activities such as use of other systems transmitting or receiving video or other media.

Payment Processing Equipment:

Only counties using Montana Interactive/Tyler Technologies directly connected to MERLIN for credit and debit card transactions must change payment processors for CARS implementation. Other counties may continue to use their existing payment processor. Note that DOJ does not support any kind of devices or software that attach or install to DOJ computers for payment processing. If the county offices choose to use different payment processors other than the one provided by MVD, it is recommended that these devices be cellular and/or Wi-Fi enabled and use the local county wireless network for processing payments with their preferred payment processor.

County Acknowledgement:

By signing the county acknowledges receipt of this Memorandum of Intent and verification of all current equipment in use by the county. The county further acknowledges the equipment and compatibility requirements for CARS as stated in this Memorandum.

Printed Name: _____

Signature: _____

Title: _____

County Name _____

Date of Signing: _____

B.O.C.C Monday Discussion

3. a.

Meeting Date: 03/04/2024

Title: YCM

Submitted For: Jennifer Jones, Finance Director

Submitted By: Juli Bjornebo

TOPIC:

YCM

BACKGROUND:

YCM

RECOMMENDED ACTION:

Discuss

B.O.C.C Monday Discussion

4. a.

Meeting Date: 03/04/2024

Title: CLOSED: Davies, Fitzgerald litigation update

Submitted For: Melissa Williams, Deputy County Attorney

Submitted By: Melissa Williams, Deputy County Attorney

TOPIC:

CLOSED: Fitzgerald, Davies litigation update

BACKGROUND:

CLOSED: Davies, Fitzgerald litigation update

RECOMMENDED ACTION:

Agenda Item

B.O.C.C Monday Discussion

1.

Meeting Date: 03/04/2024

Title: Intern Temp for Justice Court

Submitted By: Teri Reitz, Board Clerk

TOPIC:

Justice Court - Intern/Temp (age 15)

BACKGROUND:

See email attachment.

RECOMMENDED ACTION:

Discuss.

Attachments

Justice Court Intern Temp Discussion

Teri Reitz

From: Jeanne M. Walker
Sent: Monday, February 26, 2024 10:22 AM
To: Teri Reitz
Subject: FW: Intern /Temp (age 15)

Hi Teri,

Can you please put the below email on the Commissioner's next agenda discussion.

Thank you.

Jeanne

From: Dwight Vigness <dvigness@yellowstonecountymt.gov>
Sent: Monday, February 26, 2024 8:22 AM
To: Jeanne M. Walker <jmwalker@yellowstonecountymt.gov>
Subject: FW: Intern /Temp (age 15)

Judge,



See email chain.

Dwight Vigness, SPHR
Human Resource Director
PO Box 35041
Billings, MT 59107



E-Mail Address: dvigness@yellowstonecountymt.gov
Phone: (406) 256-2705 (main office number)
Fax: (406) 254-7908

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From: Steve Williams <swilliams@yellowstonecountymt.gov>
Sent: Monday, February 26, 2024 8:15 AM
To: Dwight Vigness <dvigness@yellowstonecountymt.gov>
Subject: RE: Intern /Temp (age 15)

If it's not an issue that has come up before, I think we should put it on the BOCC discussion.

I think JC is well-equipped to handle the oversight and make sure that there are not any legal issues, but the BOCC may have concerns that it would set a precedent for other departments that may not be as well-equipped.

Thanks,

Steve Williams
Chief In-House Counsel
Yellowstone County, MT
swilliams@yellowstonecountymt.gov
(406) 869-8074

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From: Dwight Vigness <dvigness@yellowstonecountymt.gov>
Sent: Monday, February 26, 2024 7:52 AM
To: Steve Williams <swilliams@yellowstonecountymt.gov>
Subject: FW: Intern /Temp (age 15)



Are you ok with this?

Dwight Vigness, SPHR
Human Resource Director
PO Box 35041
Billings, MT 59107



E-Mail Address: dvigness@yellowstonecountymt.gov
Phone: (406) 256-2705 (main office number)
Fax: (406) 254-7908

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From: Jeanne M. Walker <jmwalker@yellowstonecountymt.gov>
Sent: Friday, February 23, 2024 3:36 PM
To: Whitney Grim <wgrim@yellowstonecountymt.gov>; Dwight Vigness <dvigness@yellowstonecountymt.gov>; Kasey Hazen <khazen@yellowstonecountymt.gov>
Cc: David Carter <dacarter@yellowstonecountymt.gov>; Kelsey Langford <klangford@yellowstonecountymt.gov>
Subject: RE: Intern /Temp (age 15)

Hello Dwight. Thank you for the information. Today, I met with Ayva Tripp. She is 15 years old and attends Laurel High School. She would like to intern for the Justice Court. I am familiar with the statutes regarding child labor laws. She would like to intern one day a week for 2 hours from 3 pm to 5 pm. I would hope that we could go forward with the internship without seeking board approval. She would like to start March 6. Please advise.

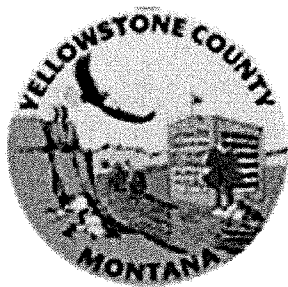
From: Whitney Grim <wgrim@yellowstonecountymt.gov>
Sent: Friday, February 23, 2024 2:26 PM
To: Dwight Vigness <dvigness@yellowstonecountymt.gov>; Kasey Hazen <khazen@yellowstonecountymt.gov>
Cc: Jeanne M. Walker <jmwalker@yellowstonecountymt.gov>; David Carter <dacarter@yellowstonecountymt.gov>; Kelsey Langford <klangford@yellowstonecountymt.gov>
Subject: RE: Intern /Temp (age 15)

Thank you Dwight!!

Thank you,
Whitney G.
Justice Court Supervisor
(406) 256-2892
Justice Court P.O Box 35032
Billings, MT 59107

FOR MORE INFORMATION PLEASE VISIT <https://www.yellowstonecountymt.gov/justicecourt/>

Dear Litigants and/or Members of the Public:
Justice Court has converted to new Court software. There will be delays as the clerks are learning how to navigate the new system. Please keep in mind that the clerks are working diligently to assist litigants and attorneys as quickly as possible, and that repeat emails and phone messages extend delay time. All filings, emails, and phone messages will take a week to complete at this time. Thank you for your time and attention to this matter



While the Justice Court clerks are pleased to assist you in any way possible, please understand we are unable to provide legal advice. If you need legal advice or have questions, please contact an attorney.

From: Dwight Vigness <dvigness@yellowstonecountymt.gov>
Sent: Friday, February 23, 2024 1:25 PM
To: Whitney Grim <wgrim@yellowstonecountymt.gov>
Cc: Kasey Hazen <khazen@yellowstonecountymt.gov>
Subject: RE: Intern /Temp

Whitney,

There are specific rules and related liability for those under 16. A supervisor of a 15-year-old needs to be well-versed on statute and safety to avoid any type of legal issues. The easiest and lowest risk solution would be to limit hiring to 16 and older. I believe this should be a Board of County Commissioner's policy decision.

Montana Code Annotated 2023

TITLE 41. MINORS

CHAPTER 2. CHILD LABOR

Part 1. Child Labor Standards Act

Working Hours

41-2-115. Working hours. (1) Unless otherwise exempt or as provided in subsection (2), a minor who is 14 or 15 years of age:

(a) may not be employed before 7 a.m. or after 7 p.m., except that the minor may be employed until 9 p.m. during periods outside the school year (June 1 through Labor Day, depending on local standards); or

(b) may not be employed more than:

(i) 3 hours on a school day;

(ii) 18 hours in a school week;

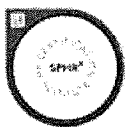
(iii) 8 hours on a nonschool day; or

(iv) 40 hours in a week in a nonschool week.

(2) A minor who is 14 or 15 years of age and who is enrolled in and employed pursuant to a school-supervised and school-administered work experience or career exploration program approved by the department or the office of public instruction may be employed up to 23 hours in 1 week when the program is in session, any portion of which may be during school hours.



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From: Kasey Hazen <khazen@yellowstonecountymt.gov>

Sent: Friday, February 23, 2024 11:05 AM

To: Dwight Vigness <dvigness@yellowstonecountymt.gov>

Subject: FW: Intern /Temp

From: Whitney Grim <wgrim@yellowstonecountymt.gov>

Sent: Friday, February 23, 2024 9:59 AM

To: Kasey Hazen <khazen@yellowstonecountymt.gov>; LynnDee Schmidt <lschmidt@yellowstonecountymt.gov>

Cc: Kelsey Langford <klangford@yellowstonecountymt.gov>

Subject: Intern /Temp

Good morning,

I was hoping to find out what the age limit is for hiring interns or temps. We have someone interested but they are in high school (age 15).

Thank you,

Whitney G.

Justice Court Supervisor

(406) 256-2892

Justice Court P.O Box 35032

Billings, MT 59107

FOR MORE INFORMATION PLEASE VISIT <https://www.yellowstonecountymt.gov/justicecourt/>



Dear Litigants and/or Members of the Public:

The Justice Court recognizes that the last couple of years have been difficult. Our goal is to address your concerns in a competent and timely manner. However, the Justice Court will not tolerate inappropriate, impolite and/or unprofessional behavior. Failure to address court staff in a cordial and collaborative manner may result in refusal of service, issuance of a bench warrant, and suspension of driving privileges.

Thank you for your time and attention to this matter

While the Justice Court clerks are pleased to assist you in any way possible, please understand we are unable to provide legal advice. If you need legal advice or have questions, please contact an attorney.

B.O.C.C Monday Discussion

2.

Meeting Date: 03/04/2024

Title: 2024-2028 Transportation Improvement Program

Submitted By: Lora Mattox

TOPIC:

Planning Department - 2024-2028 Billings MPO Transportation Improvement Program

BACKGROUND:

The TIP is a comprehensive document outlining the prioritized list of transportation projects and initiatives that the Billings Metropolitan Organization (MPO) intends to undertake over the upcoming TIP period of 2024-2028. The purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities, and demonstrate a short-range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process, such as projects that do not utilize federal funds. This program plays a crucial role in addressing current and future transportation needs, promoting safety, and fostering economic development.

Stakeholders

The review of the TIP will include the MPO's Transportation Planning Process that includes numerous opportunities for public input. The Planning Board, the designated MPO, conducted a public hearing to collect public testimony at its February 13th meeting, there was no public comment. There is also opportunity for public comment during the Billings City Council, Board of County Commissioners, and the Policy Coordinating Committee public meetings.

Stakeholders

The review of the TIP will include the MPO's Transportation Planning Process that includes numerous opportunities for public input. The Planning Board, the designated MPO, conducted a public hearing to collect public testimony at its February 13th meeting, there was no public comment. There is also opportunity for public comment during the Billings City Council, Board of County Commissioners, and the Policy Coordinating Committee public meetings.

Key Components of the TIP:

1. **Project List:** The TIP includes a detailed list of proposed projects, along with their descriptions, scopes, budgets, and anticipated timelines. These projects are aligned with our strategic goals and aim to address identified transportation challenges in the region.
2. **Funding Allocation:** Clear and transparent allocation of funds is outlined in the TIP, demonstrating our commitment to efficient resource utilization. Funding sources, including federal, state, and local contributions, are clearly specified for each project.
3. **Public Involvement:** Prior to finalizing many of the projects in the TIP, we conduct public consultations to gather input from stakeholders, including residents, businesses, and community organizations. This occurs in several areas of our planning process, including most recently the update to the Billings Urban Area Long Range Transportation Plan (LRTP) in 2023. The feedback from the LRTP process and other opportunities has been incorporated into the TIP to ensure that it reflects the diverse needs of our community.
4. **Performance Measures:** To gauge the success of our initiatives, the TIP includes performance measures aligned with our organizational objectives. Regular reporting on these measures will enable us to track progress and make data-driven decisions.

RECOMMENDED ACTION:

The MPO is asking for the BOCC at the March 12th meeting to approve the TIP and forward a positive recommendation to the PCC. The PCC will take final action on the plan at its March 19th meeting.

Attachments

TIP Draft

TIP Notes

Billings Metropolitan Planning Organization
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)

Federal Fiscal Years

FFY 2024 – 2028



Prepared by:
Billings Metropolitan Planning Organization
Yellowstone County Board of Planning

In cooperation with:
City of Billings, Montana
County of Yellowstone, Montana
Billings Urban Transportation District
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

APPROVALS

REVIEWED BY

	2024-2028				
Technical Advisory Committee	02/08/2024				
Yellowstone County Board of Planning	02/27/2024				
Billings City Council	03/11/2024				
Yellowstone County Board of County Commissioners	03/12/2024				

Approved By

	2024-2028				
Policy Coordinating Committee	03/19/2024				
Montana Department of Transportation					

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

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Acronyms

BR	Bridge Replacement and Rehabilitation Program
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EARMARK	Congressionally Directed Funds
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
NHPB	National Highway System Bridge Program
PCC	Policy Coordinating Committee. Together with the TAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
PE	Preliminary Engineering
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
RRS	Railroad Crossing
SFCN	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPB	Surface Transportation Program Bridge
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban

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

Introduction

Preface

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

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

About the Transportation Improvement Program

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

TIP Process and Development

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

Federal Regulations

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

Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	\$22,445,600

Funding Sources

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

Air Quality Consistency

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

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

Regionally Significant Projects

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

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

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

Energy Conservation Considerations

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

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

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

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

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

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

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

Performance Measures

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21st Century Act, (MAP-21), transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation, (FAST), Act continues these requirements to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for national transportation goals. Establishing performance measures encourage Metropolitan Planning Organizations (MPOs) and State Transportation Departments to maximize the allocation of resources in their respective areas, as well as monitor the performance of the system for eventual use of future resources.

The Billings MPO supports the State targets for applicable performance measures under federal regulation (23 CFR §490), and supports Billings MET Transit for associated transit performance measures under federal code 49 USC §5326(c) and 49 USC §5329(d). Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

Safety

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

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

Pavement and Bridge Condition

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

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

System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

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

Freight

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

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

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

Congestion Mitigation and Air Quality (CMAQ)

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

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

Transit Asset Management

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

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

Transit Safety Plan Targets

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

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability (VRM/Failures)
Fixed Route	0	0	0	0	1	<1	30,000
Paratransit	0	0	0	0	1	<1	100,000

Federal Transit Administration Projects

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

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

Advancement of Projects

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

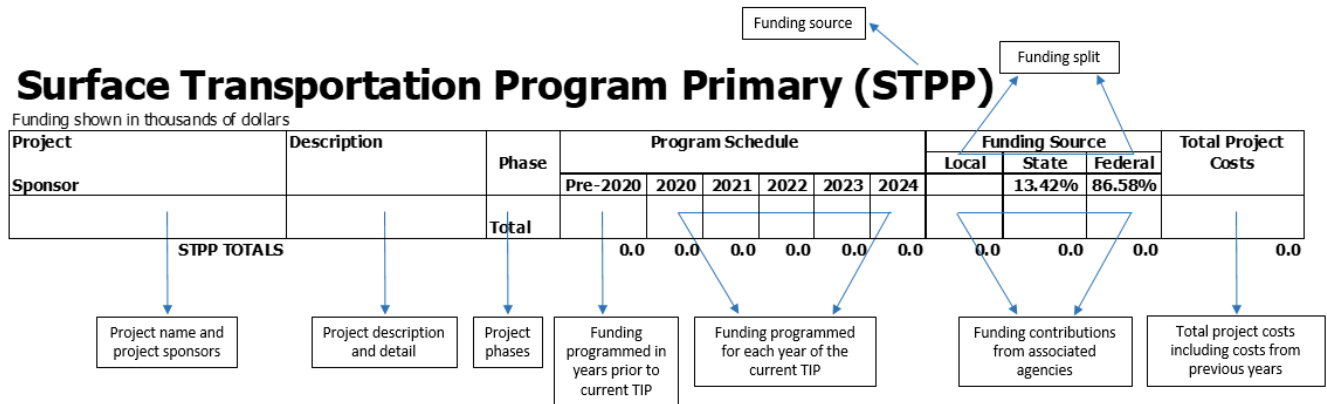
- The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:
 - 1) Operating Assistance.
- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are:
 - 1) Replacement vehicles for MET Special Transit.
- The priorities with regard to the FTA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

Annual Listing of Projects

Federal regulation (23 CFR §450.334) requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP. The MPO will post this list to the Transportation Resource page of the City of Billings Website: <https://www.billingsmt.gov/2336/Transportation-Resources>

Understanding TIP Funding Tables

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



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

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

Billings MPO Project List

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

Billings MPO Project List (Continued)

PROJECT	UPN	SCOPE	COMMENTS
STPX, STPS, SFCN			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Lockwood Interchange Jct Main & 87 to Worden	9588	Interchange Improvements Study Roadway Striping install safety improvement: signs, delineation, chevrons	
SF 209 BILLINGS DIST SIGNS	10299		
STPP			
RRS			
HSIP			
Various Safety Projects			Placeholder to allow project nominations
SF 129 - Rndabout King 56th	8052	Intersection Improvements - Roundabout	
SF 169 Rimrock & 62nd St. W Zoo Drive Improvements	9383 9597		Roundabout
SF 189 South D5 Safety Imprv	9912	Intersection Safety Improvements	Several intersections West End Billings using 10% for costs
SF 209 BILLINGS DIST SIGNS	10299	install safety improvement: signs, delineation, chevrons	
BR			
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
BR PRES COLUMBUS JOLIET AREA	9552	Minor bridge rehab	One project in MPO Boundary
SHILOH RD / I-90 BRIDGE - BLGS	9720	Bridge rehab	
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge rehab	
UPP			
Various Preservation Projects		Pavement preservation	Placeholder to allow project nominations
MACI			
MDT MACI		Statewide CMAQ - Various	Placeholder to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Placeholder to allow project nominations
Underpass Ave. Improvements	8669	Intersection Improvements	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	Partially funded IM is primary
ATSPM - MAIN STREET (BILLINGS)	10400	Signal Improvements	
BILLINGS DISTRICT ADA UPGRADES	10431	Signal Improvements	
TA			
Stagecoach Trail		Shared use path	
Old Hardin Sidewalk		Sidewalk construction	
FWP			
Rose Park Trail, Phase 1	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local (In-Kind) \$25,000
Rose Park Trail, Phase 2	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Lillis Park Trail Connector	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
Big Ditch Trail Extension	Local	Bike Pedestrian Path	Recreational Trails Program \$100,000 Local \$25,000
EARMARK			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED			
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule							Funding Source	Local	State	Federal	Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	2028+							
Sponsor: MDT																
Billings Bypass	<i>UPN4199000</i>	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK		660.2	4,259.4	4,919.6	
		Preliminary Engineering	PE	9,679.0							EARMARK		1,298.9	8,380.0	9,679.0	
		Preliminary Engineering	PE	8,074.0	1,300.0						NH		1,258.0	8,116.0	9,374.0	
		Right of Way Acquisition	RW	11,420.0	6,550.0						EARMARK/NH		2,411.6	15,558.4	17,970.0	
		Utility Moves	IC								NH		0.0	0.0	0.0	
<i>MDT</i>		Total		34,092.6	7,850.0	0.0	0.0	0.0	0.0				5,628.7	36,313.9	41,942.6	
Billings Bypass	<i>UPN4199002</i>	Construction of Five Mile Road	IC	156.8							STPU		21.0	135.8	156.8	
(Five Mile Road)			CN	5,865.9							STPU		787.2	5,078.7	5,865.9	
<i>MDT</i>		Total		6,022.8	0.0	0.0	0.0	0.0	0.0				808.3	5,214.5	6,022.8	
Billings Bypass	<i>UPN4199003</i>	Construction of a new bridge over the Yellowstone River	IC	416.2							NH		55.9	360.4	416.2	
(Yellowstone River Bridge)			CN	11,364.2							STPU		1,525.1	9,839.1	11,364.2	
			CN	5,000.0							CMAQ		671.0	4,329.0	5,000.0	
			CN	5,000.0							BRIDGE		671.0	4,329.0	5,000.0	
			CN	18,261.7							NH		2,450.7	15,811.0	18,261.7	
			CN	12.9							SFCX		12.9	0.0	12.9	
<i>MDT</i>		Total		40,055.0	0.0	0.0	0.0	0.0	0.0				5,386.6	34,668.5	40,055.0	
Billings Bypass	<i>UPN4199007</i>	Reconstruction of existing Interchange	IC	4,121.1							NH		553.1	3,568.1	4,121.1	
(Johnson Lane Interchange)			CN			2,429.7					STPU		326.1	2,103.7	2,429.7	
			CN			6,200.0					CMAQ		832.0	5,368.0	6,200.0	
			CN			3,800.0					NH		510.0	3,290.0	3,800.0	
			CN			14,357.7					NHFP split at 91.24/8.76		1,257.7	13,100.0	14,357.7	
			CN			16,440.0					IM*		1,440.1	14,999.9	16,440.0	
<i>MDT</i>		Total		4,121.1	0.0	43,227.5	0.0	0.0	0.0				4,919.0	42,429.6	47,348.6	
Billings Bypass	<i>UPN4199005</i>	Construction of new bridge over railroad	IC	764.4	469.2						NH		165.6	1,068.1	1,233.6	
(Railroad Overpass)			CN	16,929.6	520.0						NH		2,341.7	15,107.9	17,449.6	
<i>MDT</i>		Total		17,694.0	989.2	0.0	0.0	0.0	0.0				2,507.3	16,176.0	18,683.2	
Billings Bypass	<i>UPN4199008</i>	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN	7,726.3							NH		0.0	0.0	0.0	
<i>MDT</i>		Total		7,726.3	0.0	0.0	0.0	0.0	0.0				1,036.9	6,689.4	7,726.3	
Billings Bypass	<i>UPN4199006</i>	Construction of connection from Interchange to RR O'pass	IC		1,000.0						NH		134.2	865.8	1,000.0	
(Johnson Lane Interchange to RR O'pass)			CN		8,252.8						NH		1,107.5	7,145.3	8,252.8	
<i>MDT</i>		Total		0.0	9,252.8	0.0	0.0	0.0	0.0				1,241.7	8,011.1	9,252.8	
Billings Bypass	<i>UPN4199004</i>	Construction of connection from Five Mile to US 87	IC			500.0					NH		67.1	432.9	500.0	
(Five Mile Rd to US 87)			CN			14,342.4					NH		1,924.8	12,417.7	14,342.4	
<i>MDT</i>		Total		0.0	0.0	14,842.4	0.0	0.0	0.0	0.0			1,991.9	12,850.6	14,842.4	
Totals				109,711.9	18,092.0	58,069.9	0.0	0.0	0.0	0.0			0.0	23,520.3	162,353.5	185,873.8

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

CN estimates include CE costs

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule							Funding Source	Local	State	Federal	Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	2028+					
Sponsor: MDT														
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of Interstate bridges over the Yellowstone River	PE	4,833.3							BRIDGE		648.6	4,184.6	4,833.3
		PE	722.2							IM*		63.3	658.9	722.2
		PE	801.4							NHFP		70.2	731.2	801.4
		RW	180.0							IM*		15.8	164.2	180.0
		CN	63,376.3	35.0						BRIDGE		8,509.8	54,901.5	63,411.3
		CN	4,384.0							IM*		384.0	4,000.0	4,384.0
		CN	17,325.0							NHFP		2,325.0	15,000.0	17,325.0
<i>MDT</i>	RP 450 to 452.7	Total	91,622.3	35.0	0.0	0.0	0.0	0.0	0.0		12,016.7	79,640.5	91,657.3	
Totals			91,622.3	35.0	0.0	0.0	0.0	0.0	0.0		12,016.7	79,640.5	91,657.3	

CN estimates include CE costs

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

Estimated Revenue

Amounts shown in thousands of dollars

Federal	STP/S*/X*															
	Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	TA*	FWP	SUBTOTAL
Carryover	7,164.8	12,767.4												5,945.0		25,877.2
FFY 2024	1,435.8	2,489.8	2,297.5	19,858.5	0.0	0.0	0.0	0.0	-851.2	1,781.3	500.0	932.6	790.0	375.0	29,609.3	
FFY 2025	1,435.8	2,489.8	18,708.7	34,409.7	14,357.7	0.0	0.0	0.0	1,000.0	12.4	500.0	750.0	790.0	125.0	74,579.1	
FFY 2026	1,435.8	2,489.8	2,268.7	17,414.9	0.0	80.8	0.0	0.0	747.4	2,858.3	500.0	750.0	790.0	125.0	29,460.6	
FFY 2027	1,435.8	2,489.8	8,439.0	11,370.9	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	790.0	125.0	26,400.4	
FFY 2028	1,435.8	2,489.8	45,512.5	13,438.3	0.0	0.0	0.0	0.0	500.0	0.0	500.0	750.0	790.0	125.0	65,541.3	
TOTAL	14,343.6	25,216.2	77,226.5	96,492.3	14,357.7	80.8	0.0	0.0	1,896.2	4,652.0	2,500.0	3,932.6	9,894.8	875.0	251,467.8	

Federal	FTA 5307		FTA 5339		DISCRETIONARY 5339		FTA 5310		GAS TAX			TOTAL
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER**	
Carryover	5,107.7		1,011.2		8,397.9		0.0					40,394.0
FFY 2024	2,500.0	3,290.6	480.0	325.9	0.0	1,409.6	162.4	28.7	1,739.8	313.8	998.6	40,858.5
FFY 2025	2,500.0	1,648.8	480.0	115.0	0.0	0.0	180.8	45.2	1,739.8	313.8	1,830.6	83,433.0
FFY 2026	2,500.0	1,648.8	480.0	27.0	0.0	0.0	180.8	45.2	1,726.8	324.8	998.6	37,392.5
FFY 2027	2,500.0	1,648.8	480.0	99.9	0.0	0.0	180.8	45.2	1,779.9	299.1	998.6	34,432.6
FFY 2028	2,500.0	1,648.8	480.0	60.0	0.0	0.0	180.8	45.2	1,726.8	324.8	998.6	73,506.1
TOTAL	17,607.7	9,885.6	3,411.2	627.7	8,397.9	1,409.6	885.6	209.5	8,713.1	1,576.2	5,824.9	310,016.8

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

NOTES:

These estimates are based on historical data and projections.

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

**Reflective of federal share only.

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

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

Project	Description	Phase						Funding Source			Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local	State		Federal	
Sponsor													
<i>Carryover (Federal)</i>				7,164.8	8,600.6	4,668.4	6,104.1	7,539.9					
<i>Estimated allocation (Federal)</i>				1,435.8	1,435.8	1,435.8	1,435.8	1,435.8					
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i>	Construction of a new bridge over the Yellowstone River	CN	5,000.0							671.0	4,329.0	5,000.0	
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0	
Billings Bypass (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing Interchange	CN			6,200.0					832.0	5,368.0	6,200.0	
		Total	0.0	0.0	6,200.0	0.0	0.0	0.0	0.0	832.0	5,368.0	6,200.0	
Service Operations Operating - 80% match <i>MET</i>	Transfer from CMAQ to 5307	Transit							0.0		0.0	0.0	
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Project Adjustments/Closures													
CMAQ Totals				0.0	6,200.0	0.0	0.0	0.0	0.0	0.0	1,503.0	9,697.0	11,200.0
Federal				0.0	5,368.0	0.0	0.0	0.0	0.0				
State				0.0	832.0	0.0	0.0	0.0	0.0				
Ending Balance (Federal)				8,600.6	4,668.4	6,104.1	7,539.9	8,975.6					

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

CN estimates include CE costs

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
<i>Carryover</i>				12,767.4	15,257.2	15,317.2	17,807.0	20,296.7					
<i>Estimated Allocation (STPU)</i>				2,489.8	2,489.8	2,489.8	2,489.8	2,489.8					
Billings Bypass (Five Mile Road)	UPN41990 Construction of Five Mile Rd	IC	140.1							18.8	121.3	140.1	
<i>MDT</i>		CN	5,865.9							787.2	5,078.7	5,865.9	
		Total	6,006.1	0.0	0.0	0.0	0.0	0.0	0.0	806.0	5,200.1	6,006.1	
Billings Bypass (Yellowstone River Bridge)	UPN41990 Construction of a new bridge over the Yellowstone River												
<i>MDT</i>		CN	11,364.2							1,525.1	9,839.1	11,364.2	
		Total	11,364.2	0.0	0.0	0.0	0.0	0.0	0.0	1,525.1	9,839.1	11,364.2	
Billings Bypass (Johnson Lane Interchange)	UPN41990 Reconstruction of existing Interchange												
<i>MDT</i>		CN			2,429.7					326.1	2,103.7	2,429.7	
		Total	0.0	0.0	2,429.7	0.0	0.0	0.0	0.0	326.1	2,103.7	2,429.7	
Adjustment/Closures													
STPU Totals			0.0	2,429.7	0.0	0.0	0.0	0.0	0.0	2,657.2	17,142.9	19,800.0	
Federal			0.0	2,103.7	0.0	0.0	0.0	0.0	0.0				
State			0.0	326.1	0.0	0.0	0.0	0.0	0.0				
Balance			15,257.2	15,317.2	17,807.0	20,296.7	22,786.5						

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

Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State		Federal
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance - Striping, Durable Pave Marking, Pavement Pres.	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0
<i>MDT</i>		Total		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0	0.0	657.0	6,843.0	7,500.0
Johnson Lane Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0
UPN	I-90 RP 455- 455.5											
<i>MDT</i>		Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
Lockwood Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0
UPN	I-90 RP 452.6- 453.1											
<i>MDT</i>		Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
27TH ST. Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0
UPN	I-90 RP 449.9- 450.4											
<i>MDT</i>		Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
South Billings Blvd Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0
UPN	I-90 RP 447- 447.5											
<i>MDT</i>		Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
King Ave West Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.0						0.3	3.6	4.0
UPN	I-90 RP 446.2- 446.4											
<i>MDT</i>		Total	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.3	3.6	4.0
Zoo Drive Interchange Ramps	Striping and Durable Pavement Markings Interchange	OT		4.5						0.4	4.1	4.5
UPN	I-90 RP 443.1- 443.7											
<i>MDT</i>		Total	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.4	4.1	4.5
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange	CN			16,440.0					1,440.1	14,999.9	16,440.0
UPN 4199-007	I-90 RP											
<i>MDT</i>		Total	0.0	0.0	16,440.0	0.0	0.0	0.0	0.0	1,440.1	14,999.9	16,440.0
I-90 Yellowstone River Bridges	Bridge Replacement	PE	722.2							63.3	658.9	722.2
UPN 7972		RW	180.0							15.8	164.2	180.0
<i>MDT</i>	I-90 RP 450.09 to 452.73	CN	4,384.0							384.0	4,000.0	4,384.0
		Total	5,286.3	0.0	0.0	0.0	0.0	0.0	0.0	463.1	4,823.2	5,286.3
Mossmain Intch - West Blgs Intch	Pavement Preservation	PE	910.5							79.8	830.8	910.5
UPN 9198	Not all locations inside MPO boundary	CN	24,304.8	16.2						2,130.5	22,190.5	24,321.0
<i>MDT</i>	I-90 RP 437.12 to 446.7											
		Total	25,215.3	16.2	0.0	0.0	0.0	0.0	0.0	2,210.3	23,021.2	25,231.5
Lockwood Interchange - Billings	Capital Construction	PE	3,331.2							291.8	3,039.4	3,331.2
UPN 9978	Improvements to Lockwood Interchange	RW			768.7					67.3	701.4	768.7
<i>MDT</i>	I-90 RP 450 to RP 453.5	IC				768.7				67.3	701.4	768.7
		CN					44,012.5			3,855.5	40,157.0	44,012.5
		Total	3,331.2	0.0	768.7	768.7	0.0	44,012.5	0.0	4,282.0	44,599.2	48,881.2
I-90 CULVERTS - BILLINGS AREA	Culvert Replacement	PE		757.0						66.3	690.7	757.0
UPN 10427	Not all locations inside MPO boundary	CN					6,939.0			607.9	6,331.2	6,939.0
<i>MDT</i>	I-90 RP 413 to 528											
		Total	0.0	757.0	0.0	0.0	6,939.0	0.0	0.0	674.2	7,021.8	7,696.0
IM TOTAL			33,832.8	2,297.5	18,708.7	2,268.7	8,439.0	45,512.5	0.0	9,728.8	101,330.5	111,059.3

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

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

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

CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase	Funding Source							Total Project Costs		
			Pre-2024	2024	2025	2026	2027	2028	Local		State	Federal
Sponsor										13.42%	86.58%	
MDT- PREVENTATIVE MAINTENANCE - NH	Maintenance - Striping, Durable Pavement Marking, Pavement Pres.	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
<i>MDT</i>		Total		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
Heights Main St.	Striping and Durable Pavement Marking	OT		140.7						18.9	121.8	140.7
<i>UPN</i>	BR 1-90/US-87									0.0	0.0	0.0
<i>MDT</i>	RP 0 to 4.7	Total	0.0	140.7	0.0	0.0	0.0	0.0	0.0	18.9	121.8	140.7
27th St.	Striping and Durable Pavement Marking	OT		142.2						19.1	123.1	142.2
<i>UPN</i>	MT-3									0.0	0.0	0.0
<i>MDT</i>	RP 0 to 3.3	Total	0.0	142.2	0.0	0.0	0.0	0.0	0.0	19.1	123.1	142.2
Zoo Drive Interchange	Striping and Durable Pavement Marking	OT		55.5						7.5	48.1	55.5
<i>UPN</i>	Zoo Drive									0.0	0.0	0.0
<i>MDT</i>	RP 0 to 0.9	Total	0.0	55.5	0.0	0.0	0.0	0.0	0.0	7.5	48.1	55.5
King Ave West	Striping and Durable Pavement Marking	OT		22.5						3.0	19.4	22.5
<i>UPN</i>	King Ave West									0.0	0.0	0.0
<i>MDT</i>	RP 2.5 to 3.1	Total	0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.0	19.4	22.5
Old Laurel Road	Striping and Durable Pavement Marking	OT		16.6						2.2	14.4	16.6
<i>UPN</i>	BR 1-90									0.0	0.0	0.0
<i>MDT</i>	RP 0 to 0.7	Total	0.0	16.6	0.0	0.0	0.0	0.0	0.0	2.2	14.4	16.6
Billings Bypass	New construction	PE	8,074.0	1,300.0						1,258.0	8,116.0	9,374.0
<i>UPN</i>	4199-000	RW	3,573.0	6,550.0						1,358.5	8,764.5	10,123.0
<i>MDT</i>		IC								0.0	0.0	0.0
		Total	11,647.0	7,850.0	0.0	0.0	0.0	0.0	0.0	2,616.5	16,880.5	19,497.0
Billings Bypass - Yellowstone River Bridge	New construction of bridge over the Yellowstone River	IC		416.2						55.9	360.4	416.2
<i>UPN</i>	4199-003	CN		18,261.7						2,450.7	15,810.9	18,261.7
<i>MDT</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,506.6	16,171.3	18,677.9
Billings Bypass - Five Mile Rd to US 87	Construction of connection from Five Mile to US 87	IC			500.0					67.1	432.9	500.0
<i>UPN</i>	4199-004	CN			14,342.4					1,924.8	12,417.7	14,342.4
<i>MDT</i>		Total	0.0	0.0	14,842.4	0.0	0.0	0.0	0.0	1,991.9	12,850.6	14,842.4
Billings Bypass - RR O'pass	New construction of RR O'pass	IC		764.4	469.2					165.6	1,068.1	1,233.6
<i>UPN</i>	4199-005	CN		16,929.6	520.0					2,341.7	15,107.9	17,449.6
<i>MDT</i>		Total	17,694.0	989.2	0.0	0.0	0.0	0.0	0.0	2,507.3	16,176.0	18,683.2
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection from Interchange to bridge	IC		1,000.0						134.2	865.8	1,000.0
<i>UPN</i>	4199-006	CN		8,252.8						1,107.5	7,145.3	8,252.8
<i>MDT</i>		Total	0.0	9,252.8	0.0	0.0	0.0	0.0	0.0	1,241.7	8,011.1	9,252.8
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange	IC		4,121.1						553.1	3,568.1	4,121.1
<i>UPN</i>	4199-007	CN			3,800.0					510.0	3,290.0	3,800.0
<i>MDT</i>	RP 455.5	Total	4,121.1	0.0	3,800.0	0.0	0.0	0.0	0.0	1,063.0	6,858.1	7,921.1
Billings Bypass - (RR O'pass to Yellowstone R)	New construction of roadway connection from existing Interchange to the bridge over the railroad	CN		7,726.3						1,036.9	6,689.4	7,726.3
<i>MDT</i>		Total	7,726.3	0.0	0.0	0.0	0.0	0.0	0.0	1,036.9	6,689.4	7,726.3
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE		1,537.3						206.3	1,331.0	1,537.3
<i>UPN</i>	7908	CN			9,098.4					1,221.0	7,877.4	9,098.4
<i>MDT</i>	RP .35 to 1.35	Total	1,537.3	0.0	9,098.4	0.0	0.0	0.0	0.0	1,427.3	9,208.4	10,635.7
Underpass Ave. Improvements	Intersection Improvements	CN		10,763.2						1,444.4	9,318.8	10,763.2
<i>UPN</i>	8669	Total	10,763.2	0.0	0.0	0.0	0.0	0.0	0.0	1,444.4	9,318.8	10,763.2
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT		295.6						39.7	255.9	295.6
<i>UPN</i>	8718	PE		2,229.8	389.0					351.4	2,267.4	2,618.8
<i>MDT</i>		RW				61.2				8.2	53.0	61.2
		IC				153.1				20.5	132.5	153.1
		CN					8,122.9			1,090.1	7,032.8	8,122.9
<i>MDT</i>	RP 1.5 to 2.2	Total	2,525.4	389.0	0.0	214.3	8,122.9	0.0	0.0	1,510.0	9,741.7	11,251.6
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway Major Rehab	PE		2,984.3						400.5	2,583.8	2,984.3
<i>UPN</i>	9022	RW				59.8				8.0	51.8	59.8
<i>MDT</i>		IC					59.8			8.0	51.8	59.8
		CN						12,438.3		1,669.2	10,769.1	12,438.3
<i>MDT</i>	N-115 RP 0.7 - RP .93	Total	2,984.3	0.0	0.0	59.8	59.8	12,438.3	0.0	2,085.8	13,456.4	15,542.2
Zoo Drive Improvements	Intersection Improvements	PE		499.7						67.1	432.7	499.7
<i>UPN</i>	9597	CN			5,037.6					676.0	4,361.6	5,037.6
<i>MDT</i>	I-90 RP 442.9 to 444.3	Total	499.7	0.0	5,037.6	0.0	0.0	0.0	0.0	743.1	4,794.2	5,537.3
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway Major Rehab	PE		831.1						111.5	719.5	831.1
<i>UPN</i>	9880	RW			12.4					1.7	10.8	12.4
<i>MDT</i>	Project split from 9022	IC			255.6					34.3	221.3	255.6
		CN				8,338.2				1,119.0	7,219.2	8,338.2
<i>MDT</i>	N-115 RP 0.93 - RP 1.45	Total	831.1	0.0	268.1	8,338.2	0.0	0.0	0.0	1,266.5	8,170.8	9,437.3
1st Ave. N - Broadway to Division	Reconstruction of roadway Major Rehab	PE		840.7						112.8	727.8	840.7
<i>UPN</i>	9881	RW			12.6					1.7	10.9	12.6
<i>MDT</i>	Project split from 9022	IC			350.6					47.1	303.6	350.6
		CN				7,725.6				1,036.8	6,688.8	7,725.6
<i>MDT</i>	N-115 RP 1.45 to RP 2.05	Total	840.7	0.0	363.2	7,725.6	0.0	0.0	0.0	1,198.3	7,731.2	8,929.5
Montana Ave Crosswalks - BLGS	Sidewalk Improvements	PE		128.2						17.2	111.0	128.2
<i>UPN</i>	9998	RW				25.6				3.4	22.2	25.6
<i>MDT</i>	ADA compliance	IC				51.3				6.9	44.4	51.3
		CN					2,188.2			293.7	1,894.5	2,188.2
<i>MDT</i>	N-113 RP .17 to RP 4.25	Total	128.2	0.0	0.0	76.9	2,188.2	0.0	0.0	321.2	2,072.2	2,393.3
NH TOTAL			79,976.2	19,858.5	34,409.7	17,414.9	11,370.9	13,438.3	0.0	23,682.1	152,786.5	176,468.5

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

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

CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Billings Bypass UPN419900 (Johnson Lane Interchange) MDT	Reconstruction of existing Interchange	CN			14,357.7						1,257.7	13,100.0	14,357.7
										0.0	0.0	0.0	
										0.0	0.0	0.0	
										0.0	0.0	0.0	
			Total	0.0	0.0	14,357.7	0.0	0.0	0.0	0.0	0.0	1,257.7	13,100.0
I-90 Yellowstone River Bridges UPN 7972 MDT	Reconstruction of Interstate bridges	PE CN	801.4								70.2	731.2	801.4
			17,325.0								1,517.7	15,807.3	17,325.0
											0.0	0.0	0.0
											0.0	0.0	0.0
			Total	18,126.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,587.9	16,538.6
NHFP TOTAL			18,126.4	0.0	14,357.7	0.0	0.0	0.0	0.0	2,845.6	29,638.6	32,484.2	

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

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

CN estimates include CE costs

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

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
(Yellowstone River Bridge) UPN 4199003 BBP MDT	Construction of a new bridge over the Yellowstone River	CN	12.9								12.9	0.0	12.9
			Total	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0
Lockwood Interchange UPN 9588 MDT	Interchange Improvement Study RP 450 to 455.3	OT	1,446.8								194.2	1,252.6	1,446.8
			Total	1,446.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	194.2	1,252.6
South Billings Blvd UPN MDT	Roadway Striping RP 0 to 1.3	OT	55.3								7.4	47.9	55.3
			Total	55.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	47.9
Johnson Lane Interchange UPN MDT	Roadway Striping RP 0 to 10.6	OT	10.6								1.4	9.2	10.6
			Total	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	9.2
SF 209 BILLINGS DIST SIGNS UPN 10299 Not all locations inside MPO Boundary MDT	Install safety improvement: signs, delineation, chevrons Various Locations	CN				80.8					10.8	70.0	80.8
			Total	0.0	0.0	0.0	80.8	0.0	0.0	0.0	0.0	10.8	70.0
TOTALS			1,525.6	0.0	0.0	80.8	0.0	0.0	0.0	0.0	226.8	1,379.7	1,606.4

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project
			Local	State	Federal							
Sponsor			Pre-2024	2024	2025	2026	2027	2028		10.00%	90.00%	
No New Projects		Total										
TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor										10.00%	90.00%	
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	250.0	2,250.0	2,500.0
SF 129 - Rndabout King 56th	Intersection Improvements - Roundabout	PE	923.3							92.3	831.0	923.3
UPN 8052		RW	1,530.0							153.0	1,377.0	1,530.0
		IC	415.1							41.5	373.6	415.1
	ST SEC RTE 532	CN	4,050.1							405.0	3,645.1	4,050.1
<i>MDT</i>	RP 15.4 to 15.7	Total	6,918.6	0.0	0.0	0.0	0.0	0.0	0.0	691.9	6,226.7	6,918.6
SF 169 RIMROCK & 62ND ST W	Intersection Improvements - Roundabout	PE	863.9							86.4	777.5	863.9
UPN 9383		IC	1,175.7	-108.5						106.7	960.5	1,067.2
		CN	8,113.4	-1,412.9						670.1	6,030.5	6,700.6
<i>MDT</i>	U1034 RP 2.4-2.8	Total	10,153.0	-1,521.4	0.0	0.0	0.0	0.0	0.0	863.2	7,768.5	8,631.7
ZOO DRIVE IMPROVEMENTS - BLK	Safety Improvements for Traffic Op	PE								0.0	0.0	0.0
UPN 9597		CN			500.0					50.0	450.0	500.0
<i>MDT</i>	Various Locations	Total	0.0	0.0	500.0	0.0	0.0	0.0	0.0	50.0	450.0	500.0
SF189 SOUTH D5 SAFETY IMPRV	Warning signs and flashers	PE	16.9							1.7	15.2	16.9
UPN 9912	Not all locations inside MPO boundary using 10% for costs	CN		170.2						17.0	153.2	170.2
<i>MDT</i>	Various Locations	Total	16.9	170.2	0.0	0.0	0.0	0.0	0.0	18.7	168.4	187.1
SF 209 BILLINGS DIST SIGNS	install safety improvement: signs, delineation, chevrons	PE	44.8							4.5	40.3	44.8
UPN 10299	Not all locations inside MPO Boundary	CN				247.4				24.7	222.7	247.4
<i>MDT</i>	Various Locations	Total	44.8	0.0	0.0	247.4	0.0	0.0	0.0	29.2	263.0	292.2
HSIP Totals			17,133.4	-851.2	1,000.0	747.4	500.0	500.0	0.0	1,903.0	17,126.7	19,029.6

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor													
BBP-YELLOWSTONE RIVER UPN 4199-003 MDT	New bridge construction Statewide	CN	5,000.0								0.0	0.0	0.0
		Total	5,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	671.0	4,329.0	5,000.0
I-90 Yellowstone River UPN 7972 MDT	RP 2.7 to 3.0	PE	4,833.3								648.6	4,184.6	4,833.3
		CN	63,376.3	35.0							8,509.8	54,901.5	63,411.3
		Total	68,209.6	35.0	0.0	0.0	0.0	0.0	0.0	0.0	9,158.4	59,086.1	68,244.6
BR PRES COLUMBUS JOLIET AV UPN 9552 One project in MPO MDT	Minor bridge rehab Using 33% for costs U-1033 RP 0.9 to 1.1	PE	168.9								22.7	146.3	168.9
		IC									0.0	0.0	0.0
		CN		1,746.3							234.4	1,512.0	1,746.3
		Total	168.9	1,746.3	0.0	0.0	0.0	0.0	0.0	0.0	257.0	1,658.3	1,915.3
SHILOH RD / I-90 BRIDGE - BL UPN 9720 MDT	Bridge rehab U-1031 RO 5.0 to 5.3	PE	309.9								41.6	268.3	309.9
		IC			12.4						1.7	10.7	12.4
		CN				2,858.3					383.6	2,474.7	2,858.3
		Total	309.9	0.0	12.4	2,858.3	0.0	0.0	0.0	0.0	426.8	2,753.8	3,180.6
MONTANA AVE OVERPASS- BIL UPN 9913 MDT	Bridge rehab N113 RP1.82 TO 1.92	PE	43.3								5.8	37.5	43.3
		CN	1,092.3								146.6	945.7	1,092.3
		Total	1,135.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.4	983.2	1,135.6
BR TOTAL			74,824.1	1,781.3	12.4	2,858.3	0.0	0.0	0.0	0.0	10,665.7	68,810.4	79,476.1

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

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

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)-Discretionary Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal		
Sponsor										13.42%	13.42%	86.58%	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
<i>MDT</i>	ADA upgrades	Total		500.0	500.0	500.0	500.0	500.0			335.5	2,164.5	2,500.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0			167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0			167.8	1,082.3	1,250.0
Underpass Ave. Improvements	Intersection Improvements	PE	1,093.6								146.8	946.8	1,093.6
		RW	150.0	-17.4							17.8	114.8	132.6
		IC	452.9								60.8	392.1	452.9
UPN 8669		CN	1,154.4								154.9	999.5	1,154.4
<i>MDT</i>	RP .51 to .72	Total	2,850.9	-17.4	0.0	0.0	0.0	0.0	0.0	0.0	380.2	2,453.2	2,833.4
Mossmain Intch-West Blgs Inch	Pavement Preservation	CN	554.4								74.4	480.0	554.4
UPN 9198	Not all locations inside MPO bound	Total	554.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.4	480.0	554.4
<i>MDT</i>	I-90 RP 437.12 to 446.7												
ATSPM - MAIN STREET (BILLINGS)	INT UPGRADE/SIGNALS	OT	221.0								29.7	191.4	221.0
UPN 10400											0.0	0.0	0.0
<i>MDT</i>	Various Locations	Total	221.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7	191.4	221.0
BILLINGS DISTRICT ADA UPGRAD	ADA upgrades	PE	25.2								3.4	21.8	25.2
	Not all locations inside MPO boundary	CN		200.0							26.8	173.2	200.0
UPN 10431	using 10% for costs	Total	25.2	200.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2	195.0	225.2
<i>MDT</i>	Various Locations												
Total			3,651.5	932.6	750.0	750.0	750.0	750.0	0.0	0.0	1,017.8	6,566.3	7,584.1

CN estimates include CE costs

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs	
			Pre-2024	2024	2025	2026	2027	2028	Local	State		Federal
Sponsor												
Carryover				5,945.0	5,797.7	6,587.7	1,936.1	2,726.0				
Estimated Allocation (TA)				790.0	790.0	790.0	790.0	790.0				
STAGECOACH TRAIL - BILLINGS	Shared use path	PE		820.0					110.0		710.0	820.0
UPN 10432		CN				5,285.0			709.2		4,575.8	5,285.0
<i>MDT/Locals</i>	Skyline Trail to Zimmerman Trail	Total	0.0	820.0	0.0	5,285.0	0.0	0.0	819.3	0.0	5,285.7	6,105.0
SIDEWALKS - LOCKWOOD	Sidewalk construction	PE		262.5					35.2		227.3	262.5
UPN 10433		CN				1,000.0			134.2		865.8	1,000.0
<i>MDT/Locals</i>	Old Hardin Road	Total	0.0	262.5	0.0	1,000.0	0.0	0.0	169.4	0.0	1,093.1	1,262.5
TA TOTALS			0.0	1,082.5	0.0	6,285.0	0.0	0.0	988.7	0.0	6,378.8	7,367.5
Federal			0.0	937.2	0.0	5,441.6	0.0	0.0				
Local			0.0	145.3	0.0	843.4	0.0	0.0				
Balance				5,797.7	6,587.7	1,936.1	2,726.0	3,516.0				

CN estimates include CE costs

FWP Recreational Trails Program

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2024	2024	2025	2026	2027	2028	Local	State	Federal	
Sponsor												
Rec Trails Program	Trail Construction	All			125.0	125.0	125.0	125.0	100.0		400.0	500.0
<i>Local</i>	Various	Total	0.0	0.0	125.0	125.0	125.0	125.0	100.0	0.0	400.0	500.0
Rose Park Trail, Phase 1	New Trail Construction	PE		25.0					5.0		20.0	25.0
	Local match sourced from cash	CN		100.0					20.0		80.0	100.0
<i>City of Billings/TrailNet</i>	in-kind contributions	Total	125.0	0.0	0.0	0	0	0	25.0	0.0	100.0	125.0
Rose Park Trail, Phase 2	Continuation of Rose Park Trail	PE		25.0					5.0		20.0	25.0
		CN		100.0					20.0		80.0	100.0
<i>City of Billings/TrailNet</i>		Total	0.0	125.0	0.0	0	0	0	25.0	0.0	100.0	125.0
Lillis Park Trail Connect	Trail reconstruction	PE		25.0					5.0		20.0	25.0
		CN		100.0					20.0		80.0	100.0
<i>City of Billings</i>		Total	0.0	125.0	0.0	0	0	0	25.0	0.0	100.0	125.0
Big Ditch Trail Extension	Trail reconstruction	PE		25.0					5.0		20.0	25.0
		CN		100.0					20.0		80.0	100.0
<i>City of Billings</i>		Total	0.0	125.0	0.0	0	0	0	25.0	0.0	100.0	125.0
Total			125.0	375.0	125.0	125.0	125.0	125.0	200.0	0.0	800.0	1,000.0

* pending award

Earmarks

Funding shown in thousands of dollars

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

CN estimates include CE costs

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 20%	State	Federal 80%	
Sponsor											
Carryover			5,107.7	2,500.0	2,500.0	2,500.0	2,500.0				
Allocation (Estimated)(Fed Share)			2,500.0	2,500.0	2,500.0	2,500.0	2,500.0				
Bus & Passenger Amenities/ Equipment											
Supportive Equipment											
Facilities/Amenities											
Security Related Capital (1% minimum)			10.5	31.3	31.3	31.3	31.3	27.1		108.4	135.5
Met Transit		Total	10.5	31.3	31.3	31.3	31.3	27.1		108.4	135.5
Transit Operations***											
Fleet/Facility Preventive Maintenance	80/20 Match		1,557.1	762.5	762.5	762.5	762.5	921.4		3,685.7	4,607.1
ADA Paratransit (20% of apportionment)	80/20 Match		1,461.0	625.0	625.0	625.0	625.0	792.2		3,168.8	3,961.0
Fixed Route	50/50 Match		5,369.8	2,730.0	2,730.0	2,730.0	2,730.0	8,144.9		8,144.9	16,289.8
Met Transit		Total	8,387.8	4,117.5	4,117.5	4,117.5	4,117.5	9,858.5	0.0	14,999.3	24,857.8
Purchase buses											
Replacement Buses											
Expansion Buses											
Met Transit		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5307 TOTALS*			8,398.3	4,148.8	4,148.8	4,148.8	4,148.8	9,885.6	0.0	15,107.7	24,993.3
Federal			5,107.7	2,500.0	2,500.0	2,500.0	2,500.0				
Local			3,290.6	1,648.8	1,648.8	1,648.8	1,648.8				
Ending Balance (Federal)			2,500.0	2,500.0	2,500.0	2,500.0	2,500.0				

Full 5307 apportionment

\$2,500,000

Project 1 - Operating Assistance	FTA Amount	Local	Total	FTA Share	Local Share
ALI 30.09.01 - Up to 50% share Operating Assistance	\$ 1,365,000	\$ 1,365,000	\$ 2,730,000	50.00%	50.00%
ALI 30.09.01 - Up to 50% share Operating Assistance (1% for Security)	\$ 25,000	\$ 6,250	\$ 31,250	80.00%	20.00% * at least 1% of allocation amount
ALI 11.7C.00 - Non Fixed Route ADA Paratransit Service	\$ 500,000	\$ 125,000	\$ 625,000	80.00%	20.00% *up to 20% of total allocation if 3 criteria is met
ALI 11.7A.00 - Preventative Maintenance	610,000	152,500	762,500	80.00%	20.00%
Total P2	\$ 2,500,000	\$ 1,648,750	\$ 4,148,750		

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

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

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 20%	State	Federal 80%	
Sponsor											
<i>Carryover</i>			1,011.2	15.4	7.3	351.3	375.2				
<i>Allocation (Estimated)</i>			480.0	480.0	480.0	480.0	480.0				
Rolling Stock	Replacement		688.8	113.0	113.0	226.0	0.0				
<i>Met Transit</i>	85/15 match for ADA		688.8	113.0	113.0	226.0	0.0	171.1		969.7	1,140.8
Bus and Bus Technology	Upgrade		182.9								
<i>Met Transit</i>			182.9	0.0	0.0	0.0	0.0	36.6		146.3	182.9
Bus Facilities and Support	Facility items, construction, technology, amenities, support equipment, etc.		750.0	30.0		280.0	250.0				
<i>Met Transit</i>				250.0							
				50.0	50.0	50.0	50.0				
			750.0	330.0	50.0	330.0	300.0	352.0		1,408.0	1,760.0
Bus Facilities Security System	Upgrade		180.0	160.0							
<i>Met Transit</i>			180.0	160.0	0.0	0.0	0.0	68.0		272.0	340.0
Bus, Facilities, and Technology	Upgrade facilities, replace buses, add technology										
<i>Met Transit</i>			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5339 TOTALS			1,801.7	603.0	163.0	556.0	300.0	627.7	0.0	2,796.0	3,423.7
Federal			1,475.8	488.1	136.1	456.1	240.0				
Local			325.9	115.0	27.0	99.9	60.0				
Balance			15.4	7.3	351.3	375.2	615.2				

PROJECTS

2024	2025	2026	2027	2028
Overage bus diesel/electric	Paratransit Vehicle	Paratransit Vehicle	2 Paratransit Vehicles	
AVL system				
Facility Remodel	Support Vehicle, Bus Wash, Bus Stop Improvements	Bus Stops	Transfer Center Amenities, Bus Stops	Transfer Center Amenities, Bus Stops
Admin Building Security Cameras	Transfer Center Security Cameras			

Federal Transit Administration Section 5339 Discretionary Funding

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 15%	State	Federal 85%	
Sponsor											
<i>Carryover</i>			8,397.9								
<i>Allocation</i>	5339b/LowNo		0.0								
Rollingstock	Replace buses		5,400.0								
<i>MET Transit</i>	85/15 match for ADA	Total	5,400.0	0.0	0.0	0.0	0.0	810.0		4,590.0	5,400.0
Bus and Bus Facilities	Technology		465.0								
<i>MET Transit</i>	Facility Remodel		2,302.0								
	Training		20.1								
	Training Capital		210.8								
	80/20 Rate	Total	2,997.9	0.0	0.0	0.0	0.0	599.6		2,398.3	2,997.9
SECTION 5339 TOTALS			8,397.9	0.0	0.0	0.0	0.0	1,409.6		6,988.3	8,397.9
Federal			6,988.3	0.0	0.0	0.0	0.0				
Local			1,409.6	0.0	0.0	0.0	0.0				
Balance			0.0	0.0	0.0	0.0	0.0				

PROJECTS

2024	2025	2026	2027	2028
4 Diesel Buses				
4 Electric Buses				
Electric Chargers				
METroplex Remodel				
Bus Simulator & Training				

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

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation
			2024	2025	2026	2027	2028	Local 15/20%	State	Federal 85/80%	
Sponsor											
<i>Carryover</i>			0.0	63.5	108.6	153.7	198.8				
<i>Allocation (Estimated)</i>			225.9	225.9	225.9	225.9	225.9				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET and other Coordination members as applicable	Purch.	113.0					17.0		96.1	113.0
		Purch.	78.0					11.7		66.3	78.0
<i>Met Transit and Coordination Group</i>			191.0	0.0	0.0	0.0	0.0	28.7		162.4	191.0
Traditional and Non-Traditional Projects	Projects to support identified community needs but may also be used for vehicles	Purch.		226.0	226.0	226.0	226.0	180.8		723.2	904.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
<i>Coordination Members</i>			0.0	226.0	226.0	226.0	226.0	180.8		723.2	904.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
		Purch.						0.0		0.0	0.0
SECTION 5310 TOTALS			191.0	226.0	226.0	226.0	226.0	209.5		885.6	1,095.0
Federal			162.4	180.8	180.8	180.8	180.8				
Local			28.7	45.2	45.2	45.2	45.2				
Balance			63.5	108.6	153.7	198.8	243.9				

PROJECTS

	2024	2025	2026	2027	2028
MET ADA Transit Van					
YCCOA ADA Transit Van					
		Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan	Projects determined based on annual Coordination Plan

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

Transade (State Funded)

Funding shown in thousands of dollars

Project	Description	Phase						State Funded	Total Estimated
			2024	2025	2026	2027	2028	100%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			348.9	250.0	250.0	250.0	250.0	1,348.9	1,348.9
Transit Operations	Operating		348.9	250.0	250.0	250.0	250.0	1,348.9	
<i>Met Transit</i>			348.9	250.0	250.0	250.0	250.0	1,348.9	1,348.9
STATE TOTALS			0.0	0.0	0.0	0.0	0.0	1,348.9	1,348.9

Public Comment

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: <https://www.billingsmt.gov/2336/Transportation-Resources> . MPO additionally will post agendas for the Boards, Council and Commission that review and act on the Transportation Improvement Program here: <https://www.billingsmt.gov/117/Agendas-Minutes> . The MPO published a Public Hearing Notice in the Yellowstone County News on January 26 & February 2, 2024 noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Tuesday, February 27, 2024.

Below is a list of the Public Meetings that allow for public review and comment on the Transportation Improvement Program. Each meeting notes the number of public attending and comments received from any public:

Technical Advisory Committee:	Thursday, February 8, 2024 Attendance at Meeting: TAC Members, Planning Staff Public Comment period
YC Planning Board:	Tuesday, February 27, 2024 Attendance at Meeting: Planning Board members, Planning Staff Public Comment period
Billings City Council:	Monday, March 11, 2024 Attendance at Meeting: City Council Members, Staff Public Comment period
YC Board of Commissioners:	Tuesday, March 12, 2024 Attendance at Meeting: Commissioners, Staff Public Comment period
Policy Coordinating Committee:	March 19, 2024 Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period

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

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

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

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

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

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

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

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

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

Certification

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

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

Billings, Montana
Metropolitan Planning Organization

Woody Woods, Planning Board President /Date

TIP Reference Sheet by Funding Source

Multiple Funding

4199000 – Billings Bypass – defer to district for discussion on any section of the bypass

Pre-2024 shows actual programmed costs, FY2024 shows what is anticipated to be programmed.

4199002 – Billings Bypass Five Mile Road

CN was finalized in 22

4199003 – Billings Bypass Yellowstone River Bridge

Pre-2024 shows actual programmed costs.

4199007 – Billings Bypass Johnson Lane Interchange

CN will be programmed in FY25

4199005 – Billings Bypass Railroad Overpass

Pre-2024 shows actual programmed costs, FY2024 shows what is anticipated to be programmed

4199008 - Billings Bypass - (Johnson Ln Intch-RR O'pass)

Split from RR O'Pass Unit 005 Authorized CN in 2022.

4199006 – Billings Bypass Johnson Lane Interchange to RR O'pass

Expected programming in FY24

4199004 – Billings Bypass Five Mile Rd to US 87

Expected programming in FY25

7972 – I-90 Yellowstone River Bridges - Reconstruction of Interstate bridges over the Yellowstone River

Small modification in FY24. Project still active.

CMAQ

4199007 – Billings Bypass Johnson Lane Interchange

CN to be programmed in FY25

Added CMAQ Service Operations for MET Transit transfer for operating.

STPU

4199002 – Billings Bypass Five Mile Road

See note above

4199003 - Billings Bypass Yellowstone River Bridge

See note above

4199007 – Billings Bypass Johnson Lane Interchange

See note above

IM

7 projects for durable pavement markings to be done in FY24 from MDT maintenance.

4199007 – Billings Bypass Johnson Lane Interchange

See note under Multiple funded tab

7972 – I-90 Yellowstone River Bridges – bridge replacement

Finalized PE in 2022. Project still active

9198 – Mossmain Interchange West Billings Interchange – pavement preservation

Small modification in FY24.

NH

5 preventative maintenance projects to be done in FY24 from MDT maintenance, including striping and durable pavement markings.

4199000 – Billings Bypass

See note under Multiple funded tab

4199003 – Billings Bypass Yellowstone River Bridge

See note under Multiple funded tab

4199004 – Billings Bypass Five Mile Rd to US 87

See note under Multiple funded tab

4199005 – Billings Bypass Railroad Overpass

See note under Multiple funded tab

4199006 – Billings Bypass Johnson Lane Interchange to RR O'pass

See note under Multiple funded tab

4199007 – Billings Bypass Johnson Lane Interchange

See note under Multiple funded tab

4199008 - Billings Bypass - (Johnson Ln Intch-RR O'pass)

See note under Multiple funded tab

7908 - Exposition Dr. & 1st Ave. N. Blgs - Intersection Improvements

Pre-2024 shows actual programmed costs. CN programmed in FY25.

8669 - Underpass Ave. Improvements - Intersection Improvements

Project still active

NH continued

8718 - Airport Rd. & Main St. – Blgs - Intersection Improvements

Additional PE programmed in FY24. RW and IC will be programmed in FY26, CN will be programmed in FY27.

9022 - 1st Ave. N - N 9th to RR Xing – reconstruction of roadway

Pre-2024 shows actual programmed costs. RW will be programmed in FY26, IC in FY27, CN in FY28.

9557 - Zoo Drive Improvements - Intersection Improvements

CN will be programmed in FY25

9880 - 1st Ave. N - RR Xing to Broadway – reconstruction of roadway

RW and IC will be programmed in FY25, CN will be programmed in FY26

9881 - 1st Ave. N - Broadway to Division – reconstruction of roadway

RW and IC will be programmed in FY25, CN will be programmed in FY26

NHFP

4199007 – Billings Bypass Johnson Lane Interchange

See note under Multiple funded tab

7972 – I-90 Yellowstone River Bridges – reconstruction of interstate bridges

See note under Multiple funded tab

STPS-STPX-SFCN

MDT Maintenance section has two striping projects

4199003 – Billings Bypass Yellowstone River Bridge

See note in multiple funded tab

9588 – Lockwood Interchange – interchange improvement study

Project still active

10299 - SF 209 BILLINGS DIST SIGNS – safety improvement and signage

CN will be programmed in FY26. Not all locations inside the MPO boundary

RRS

HSIP

8052 - SF 129 - Rndabout King 56th – intersection improvements and roundabout

Active project, left in TIP.

9383 - SF 169 RIMROCK & 62ND ST W – intersection improvements and roundabout

CN was authorized in FY23 and awarded in FY24 for less, funds were returned

9597 - ZOO DRIVE IMPROVEMENTS – BLGS - Safety Improvements for Traffic Operations

CN will be programmed in FY25

9912 - SF189 SOUTH D5 SAFETY IMPRV – warning signs and flashers

CN will be programmed in FY24. Not all locations inside the MPO boundary, using 10% of costs

10299 - SF 209 BILLINGS DIST SIGNS – safety improvement and signage

CN will be programmed in FY26. Not all locations inside the MPO boundary

BR

7972 – I-90 Yellowstone River Bridges – new bridge construction

See note under multiple funded tab

9552 - Bridge Preservation Columbus Joliet Area – minor bridge rehab

One bridge project located inside MPO boundary, CN programmed in FY24. Using 33% for costs

9720 - SHILOH RD / I-90 BRIDGE – BLGS – bridge rehab

IC will be programmed in FY25, CN will be programmed in FY26.

9913 - MONTANA AVE OVERPASS- BILLINGS – bridge rehab

Active project, still in TIP

UPP

Placemark for any future projects

MACI

8669 - Underpass Ave. Improvements - Intersection Improvements

Funding was authorized pre 2024 and RW was finalized and returned funds in FY24.

9198 – Mossmain Interchange – pavement preservation

Small portion of MACI under CN, project still active

10400 - ATSPM - MAIN STREET (BILLINGS) – INT upgrades and signals

Active project

10431 – BILLINGS DISTRICT ADA UPGRADES – ADA upgrades

Not all in the MPO boundary. CN will be programmed in FY24, using 10% for costs

TA Transportation Alternatives

Showing the new allocation with beginning balance of carryover.

10432 – STAGECOACH TRAIL – BILLINGS – shared path

PE will be programmed on FY24, CN will be programmed in FY26

10433 – SIDEWALKS – LOCKWOOD – sidewalk construction

PE will be programmed in FY24, CN will be programmed in FY26

Earmark

4199000 – Billings Bypass

See note under multiple funded tab

Transit

5307 Formula – Updated estimated apportionments in FY24-28 with match breakdown between fixed route, ADA paratransit, preventative maintenance, and security projects.

5339 Formula- Updated the estimated allocations for FY24-28. Rolling stock allocation section updated for FY24-27. Bus and Bus Technology allocation and project descriptions updated for FY24. Bus Facilities and Support allocations and project descriptions updated for FY24-28. Bus Facilities Security System allocation and description updated for FY24-25.

5339 Competitive Funding – All projects obligated, and notations complete for FY24.

FTA Section 5310 – Allocation and awards updated for Paratransit Vehicles for FY24. Estimated allocations added for FY25-28.

TRANSADE (STATE FUNDED) – Allocations updated for Transit Operations FY24 and estimated allocations for FY25-28.

Acronyms

BR	Bridge Replacement and Rehabilitation Program
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EARMARK	Congressionally Directed Funds
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
NHPB	National Highway System Bridge Program
PCC	Policy Coordinating Committee. Together with the TAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
PE	Preliminary Engineering
PM₁₀	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
PM_{2.5}	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
RRS	Railroad Crossing
SFCN	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPB	Surface Transportation Program Bridge
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off-System
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
TSP	Total Suspended Particulate
UPP	Urban Pavement Preservation

B.O.C.C Monday Discussion

3.

Meeting Date: 03/04/2024

Title: Harris Park - Lowe's Hometown Grant

Submitted By: Monica Plecker

TOPIC:

Public Works - Harris Park Lowe's Hometown Grant Application

BACKGROUND:

Members of Harris Park RSID have submitted a Lowe's Hometown Grant application on behalf of the county seeking between \$25-\$50k to remove and replace older swing sets, install new equipment and replace the gravel base of the existing playground. The project, if funded, would need to be completed between July 1 and November 15, 2024. Awards are expected to be announced in June. There is no match requirement.

RECOMMENDED ACTION:

None at this time.

B.O.C.C Monday Discussion

4. a.

Meeting Date: 03/04/2024

Title: Property Tax Abatement Application - P66

Submitted For: Jennifer Jones, Finance Director

Submitted By: Anna Ullom, Senior Accountant

TOPIC:

Property Tax Abatement Application - P66

BACKGROUND:

Property Tax Abatement Application - P66

RECOMMENDED ACTION:

Discuss

Attachments

Property Tax Abatement Application - P66

Support for SB-530 Abatement - P66



Property Tax Abatement Application for Manufacturing Machinery, Fixtures, and Equipment

ABATE
V1 9/2023

The property owner or the property owner’s representative must submit this application to the local governing body of the county where the property is located for approval by resolution. Refer to [15-6-138, MCA](#) for the definition of manufacturing machinery, fixtures, and equipment, and for detailed information on the application process.

For property used in a manufacturing process for which the property owner did not seek approval prior to commencing construction, the property owner must apply by:

- March 1 of the year during which the abatement is first applicable for manufacturing machinery, fixtures, and equipment installed and placed in service after October 1, 2023; or
- January 31, 2024, for manufacturing machinery, fixtures, and equipment installed and placed in service after December 31, 2022, and before October 1, 2023.

Required Information

Applicant Name _____

Property Address _____

Mailing Address _____

City _____

State _____ ZIP _____

City _____

County _____

State _____ ZIP _____

Geocode(s) Can be found on the classification and appraisal notice.

Email _____

Contact Phone _____

Assessment code(s) Can be found on the classification and appraisal notice.

Complete the questions below for the project’s qualifying manufacturing machinery, fixtures, and equipment.

1. Project’s construction commencement date _____
2. Project’s estimated construction completion date _____
3. A project plan is included with the application providing specific descriptions of qualifying manufacturing machinery, fixtures, and equipment. Yes No
Project plan must include site plans, construction blueprints or CAD files, and detailed equipment list with complete installation costs for each qualifying component.
4. NAICS code for the property _____

Applicant Signature _____ **Date** _____

Printed Name _____

Important! The applicant must provide a copy of their application to the Department of Revenue within 30 days of submitting their application to the local governing body.

Questions? Contact us at dorpadindustrial@mt.gov or (406) 444-7968.

County Government Use Only

Within 120 days of receiving an application, the local governing body shall issue a decision whether to approve an abatement at 100%, 90%, or 80%. If the governing body fails to issue a decision within 120 days of receiving an application, the application is considered approved in an amount equal to 100%. If an applicant's property qualifies for the abatement, the local governing body may not deny the abatement and the minimum amount of the abatement may not be less than 80%. Please refer to [15-6-138, MCA](#), for detailed information on the application process.

Complete the questions below.

1. Tax abatement application received on _____
2. Local governing body published public hearing notice within 60 days of receiving a completed application.
 Yes No
3. Public hearing held on _____
4. Project tax abatement Approved Denied
If Approved, exemption amount is: 100% 90% 80%
5. Approved tax abatement to be implemented beginning Tax Year _____

In the first five years after the manufacturing machinery, fixtures, and equipment assets are placed in service, the assets will be designated as 80% exempt, 90% exempt or 100% exempt. The initial year that the assets are placed in service must be designated in the approving resolution.

The exemption must be phased out at a rate of 20% of the amount allowed by the local governing body with the property being assessed at 100% of its taxable value after a 10-year period. In subsequent years, the property must be taxed at 100% of its taxable value.

Important! Approved application and resolution must be sent to:

Department of Revenue
PO Box 8018
Helena MT 59604-8018

County Official Signature _____ **Date** _____

Printed Name _____ **Title** _____

Questions? Contact us at dorpadindustrial@mt.gov or (406) 444-7968.

Phillips 66 Company
 Billings Refinery
 Support For SB-530 Abatement

Asset Class	Combined ID	Asset Description	Capitalized On	Deactivation on	APC FY start	Capitalized Amount
530000	1191110-0	FTR4803 PreFilter	10/16/2023	(blank)	-	528,826.03
530000	3021058-0	FTR4804 PreFilter	10/16/2023	(blank)	-	528,826.03
530000	3021062-1	D4801 Coalescer	10/16/2023	(blank)	-	640,157.88
530000	3021065-0	Piping #2 SWS Unit 48 Install New Process Piping	10/16/2023	(blank)	-	1,085,484.99
530000	2298017-0	Ametek Thermax WDG-V Oxygen Analyzer	10/31/2023	(blank)	-	300,700.25
530000	1191775-0	Instrumentation	12/1/2023	(blank)	-	300,504.00
530000	3021061-0	X-3407	12/1/2023	(blank)	-	570,462.00
530000	3021061-1	X-3408	12/1/2023	(blank)	-	570,462.01
530000	3021062-0	X-3406	12/1/2023	(blank)	-	619,554.00
530000	3021063-1	X-3405	12/1/2023	(blank)	-	726,214.00
530000	3021065-1	Piping	12/1/2023	(blank)	-	1,588,120.02
Total						7,459,311.21

B.O.C.C Monday Discussion

4. b.

Meeting Date: 03/04/2024

Title: Request for Qualifications - Architectural Services- Short Term Holding Facility

Submitted For: James Matteson, Purchasing Agent

Submitted By: James Matteson, Purchasing Agent

TOPIC:

Request for Qualifications for Architectural Services for the programming, planning & design of a Short Term Holding Facility

BACKGROUND:

On December 5th, 2023 the Board of County Commissioners approved a feasibility study for a short term holding facility at the Yellowstone County Detention Facility. Schutz-Foss Architects presented an analysis to the Board with recommendations for size and location of the building. A Request for Qualifications of Architectural Design is to assist in the programming, planning, design and public solicitation for the construction and construction administration for a detainee Short Term Holding Facility. Release date is planned for March 5th, 2024, with a Question & Answer meeting on March 20th, 2024 and submittals by design firms due on March 25th, 2024.

RECOMMENDED ACTION:

Discussion

Attachments

RFQ Architectural Services 72 hr Hold Facility

Yellowstone County
Request for Qualifications for Architectural/Engineering Services
Yellowstone County Detainee Short-Term Holding Facility

The Yellowstone County Board of County Commissioners requires services from a qualified Architectural/Engineering firm to assist in the programming, planning, design, and public solicitation for construction and construction administration for Detainee Short-Term Holding Facility for Yellowstone County located at 3165 King Avenue East. It is the Commissioners desire to engage a qualified firm to design the project following the general guidelines for the construction of the project, within the established budgets and specified timeframe. A preliminary “project program” of the project scope can be found on the County’s web site: yellowstonecountymt.gov/purchasing/. Time is of the essence for this project to be delivered, it is the County’s desire that the facility will achieve occupancy by January 2025.

Project Requirements:

- Finalize programming requirements
- Provide cost estimates throughout design – Schematic Design; Design Development; Construction Documents (SD:DD:CD)
- Provide renderings and 3D modeling as needed
- Participation in Yellowstone County planning exercises
- Participation in presentations to the Public and the Board of County Commissioners
- Responsible design practices that meet established budgets and schedule
- Detailed planning/design/phasing
- Permitting through all Authorities Having Jurisdiction (AHJ’s)
- Public Bidding/Alternative Project Delivery
- Construction Administration

Submittal Requirements

1. Cover letter / Statement of interest
2. Description of firm’s relevant experience with projects of similar size and scope
3. List examples of your firm’s specific experience with programming, designing and completing projects of similar scope and size on time and on budget.
4. References and contact numbers from previous representatives of projects completed of similar size and scope
5. Proposed staff and relevant experience
6. Current work load

Interested firms are asked to submit 4 copies of any materials submitted as part of their Request for Qualifications submittal packet. Submittals are to be received by March 25th, 2024

A “Question and Answer” will be held on March 20th, 2024 to interested respondents.

Late Submittals will not be accepted.

Selection Process

Submissions will be assessed by a selection committee on the following objective / subjective scale. A maximum of three (3) candidates with the highest numeric scores will be invited to interview at the Owners facility with the selection committee. Unsuccessful candidates will be notified immediately after the selection process is complete. After the interviews the Owner will enter into negotiations with the highest ranked candidate. If negotiations are unsuccessful with the highest ranked candidate, the negotiations will be terminated and start anew with the second ranked finalist, and thus, until a suitable agreement can be reached.

Depending on the number and quality of submittals received, the County reserves the right to make the selection of the preferred firm based on the submittal information alone and may decline to conduct the interview stage of the selection process.

Numerical Evaluations and subsequent selection of written submittals per MCA 18-8-204:

1. Experience with projects of similar size and scope in this region, specifically: 35%
 - Experience in programming and designing detention facilities
 - Clearly demonstrate knowledge of current Montana Correctional Standards for the “type and description” of Yellowstone county Detention Center
 - Executing best practices of the American Correctional Association “Core Jail Standards”
2. Key team member qualifications and experience 25%
3. Capability to meet time and project budget requirements 20%
4. Local professional resources to be utilized for this effort 10%
5. Recent and current work for Yellowstone County 5%
6. Current and projected workloads 5%

Timeline for review and selection as follows:

Submission of firms Qualification’s due:	March 25 th , 2024
Review/shortlist RFQ’s by the County:	March 27 th , 2024
Interview shortlisted firms:	March 29 th , 2024
Notice to the public of rankings	April 9 th , 2024
Selection:	Board approval; begin negotiations with highest ranked firm

The Board of County Commissioners reserves the right to reject any or all proposals received, to waive informalities, to evaluate the proposals submitted and to accept the proposal that best serves the interests of Yellowstone County. This RFQ shall not commit the County to enter into any agreement, to pay any expenses incurred in preparation of any response to this request, or to procure or contract for

any supplies, goods or services. The County reserves the right to accept or reject any and all responses received as a result of this RFQ if it is in the County's best interest to do so. By offering to perform services under this procurement, proposer agrees to be bound by the laws of the State of Montana, including but not limited to: applicable wage rates, gross receipts taxes, building codes, Equal Opportunity Employment practices, safety, etc. All submittals become the property of the County.

End of this RFQ

B.O.C.C Monday Discussion

1.

Meeting Date: 03/04/2024

Title: Letter from the City of Billings - Short-Term Holding Facility

Submitted By: Erika Guy

TOPIC:

Letter from the City of Billings - Short-Term Holding Facility

BACKGROUND:

See Attachment

RECOMMENDED ACTION:

Discuss

Attachments

Letter from the City of Billings

FEB 28 2024



CITY OF
Billings

February 26, 2024

P.O. Box 1178
Billings, MT 59103
P 406.657.8433
F 406.657.8390

Yellowstone County Commissioners
Attn: John Ostlund, Chair
316 North 26th Street, Room 3101
P.O. Box 35000
Billings, MT 59107

Yellowstone County Sheriff
Mike Linder
2323 2nd Avenue North
P.O. Box 35017
Billings, MT 59107

Dear Commissioners and Sheriff Linder,

Thank you for the Commissioners' letter dated January 30, 2024, confirming your interest in developing a short-term holding facility at the Yellowstone County Detention Facility (YCDF). The Billings City Council has authorized me to provide the following response.

The City of Billings believes that a short-term holding facility of the type generally described in your letter will contribute significantly to the ability of the Billings Police Department to enforce the laws and ensure that the public is safe, and we applaud your efforts to make this facility a reality.

To confirm, this project will primarily hold low-risk offenders who pose a risk to the community but have not been charged with a crime severe enough to warrant detention in the limited space currently available at the main YCDF. This short-term holding facility will be a pre-arraignment hold only, with most inmates being released on a bond and/or GPS monitoring after seeing a judge and some being remanded to the main YCDF. Right now, many of these offenses are going without consequence in our community due to overcrowding at YCDF, contributing to a flagrant disregard of the criminal justice system by persons accused of these crimes.

To expedite the short-term holding facility project and ensure it can be constructed quickly, the City of Billings is prepared to offer the following:

- Transfer to the County of \$500,000, as included in our FY24 budget. These dollars come primarily from the City's allocation of marijuana tax revenues and would be released after the County has signed all necessary contracts with Schutz Foss Architects, P.C. and commenced the design/construction phase of the project.
- An additional transfer of \$1.5 million during fiscal year 2025 and fiscal year 2026 divided equally between those two years. These dollars will likely come primarily from a combination of marijuana tax revenues and general fund appropriations.

In exchange, we request the following:

- The City, County, and Yellowstone County Sheriff's Office (YCSO) will work to develop a written agreement spelling out mutual expectations as soon as possible. This one-time, fixed financial contribution by the City will be contingent on the completion of all 96 beds as proposed by the County's consultant, Schutz Foss Architects, P.C. Neither party will have any obligations until the agreement is approved by all parties and signed. In addition to other issues, the agreement will address the following.
- The County and the YCSO will be solely responsible for the construction, operation, and maintenance of the facility. Any unexpected construction costs would be borne by the County.
- The County and YCSO will indemnify and hold harmless the City of Billings for any claims, errors, or omissions that may arise from the construction, operation, and maintenance, of the facility.
- The County and YCSO will ensure that the Billings Police Department has available to it, for short-term detention, at least 30 beds every 24 hours averaged over time. The beds may be used for the pre-arraignment holding of any non-violent or low-risk offender, without regard for the exact type of charge. These beds are intended to add capacity for this class of offenders, and more serious offenders of the type already being incarcerated shall not count toward this minimum allocation.
 - We understand that the County has concerns about the enforcement of municipal infractions and are happy to discuss a reasonable limitation. The YCSO would retain reasonable discretion to refuse any offender who could not be safely housed in the facility based on normal YCSO operating policies (e.g., due to medical reasons, etc.).
- The County and YCSO will not, at any time now or in the future, seek payment or contribution from the City for post-agreement costs related to occupancy, operations, or maintenance. No party will have any liability to any other party for pre-agreement costs or charges related to occupancy, operations, or maintenance incurred before the agreement is signed.
- The County and YCSO will work diligently to have the short-term holding facility open, for at least 30 beds, no later than 15 months after the County signs a design contract with Schutz Foss Architects, P.C. If the facility is not available for use within

30 days of that completion date, the City will reduce its contribution by \$50,000 per month (or \$1,613 per day) until the facility is operational.

Finally, we note that, while this short-term holding facility is an important and necessary strategy for reducing crime in our community, it is no replacement for an expansion of capacity at YCDF. The City has enjoyed many months of productive conversations with the County and YCSO to develop a planning process and proposal for jail expansion, and we look forward to continuing that partnership. We know the County and YCSO are urgently preparing to meet the need for detention in Yellowstone County, and we pledge to continue our support and collaboration for your work on the larger jail expansion project.

Very truly yours,



William A. Cole, Mayor

B.O.C.C Monday Discussion

2.

Meeting Date: 03/04/2024

Title: Board Recommendation

Submitted By: Erika Guy

TOPIC:

Board Recommendation - Mina Crenshaw to DUI Task Force

BACKGROUND:

See Attachment

RECOMMENDED ACTION:

Discuss

Attachments

Mina Crenshaw
Minutes

Dear DUI Task Force Selection Committee,

February 9, 2024

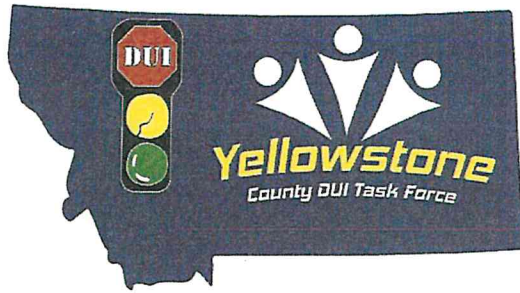
I am writing to express my sincere interest in joining the DUI Task Force. As someone who has personally experienced the impact of substance abuse and is now in recovery, I am deeply passionate about criminal justice and community reform initiatives, particularly those focused on preventing and addressing driving under the influence (DUI) incidents. My journey towards recovery has instilled in me a profound understanding of the importance of public safety and the need for proactive measures to prevent the devastating consequences of impaired driving. Through my own experiences, I have gained insight into the challenges individuals face in overcoming addiction and the critical role that support systems and prevention efforts play in promoting positive change. Being actively involved in my community, I have witnessed firsthand the toll that DUI incidents can take on families and communities. This has fueled my commitment to advocating for effective policies and programs aimed at reducing DUI occurrences and supporting those affected by substance abuse. I believe that my unique perspective as a person in recovery, combined with my dedication to community service and my passion for criminal justice reform, make me a well-suited candidate for the DUI Task Force. I am eager to contribute my skills, experiences, and insights to the team's efforts in developing strategies to prevent DUI incidents, raising awareness about the dangers of impaired driving, and supporting individuals in making healthier choices. I am committed to upholding the mission and objectives of the DUI Task Force and am excited about the opportunity to collaborate with like-minded individuals who share a common goal of creating safer communities. Thank you for considering my application. I am eager to further discuss how my background and skills align with the goals of the DUI Task Force and how I can contribute to its important work.

Sincerely,



Mina Crenshaw

(406) 901-5594



YELLOWSTONE COUNTY DUI TASK FORCE
PO BOX 20982
BILLINGS, MT 59104

Yellowstone County DUI Task Force Meeting Minutes February 15, 2024

Present: Brandon Ihde, Bob Drake, Andy Beach, Haley Swan, Jenna Solomon, Sam Morris, Kevin Holland, Micky Eckart, Monty Wallis, Brandon Gatlin, Kacy Keith, Travis Sylvester, Eric Graff, Mina Crenshaw, Darla Tyler-McSherry. **Excused:** Jeannie Martin, Glenn Gunther, Bethany Honcoop, John Ryan.

Meeting called to order at 12:08 PM. Members received the January meeting minutes via email and are also available on the Task Force website. Kacy motioned for approval. Kevin seconded. Motion approved.

No new Conflicts of Interest were disclosed. Travis is sending a follow up email to Darla, as we have three members still needing to sign the annual Conflict of Interest/Code of Ethics form.

Members received the latest budget reports via email. No questions were brought forward at this time.

Travis provided the social media report. They will be focusing on graduation with its upcoming season. Also, they are going to promote what the Task Force does to address impaired driving. Other topics they will focus on include April 20 and marijuana toxicity.

Darla provided final numbers on the Holiday Media campaign. We utilized Spectrum/Charter for our TV ads. A total of 823 spots ran for \$3,600. We utilized Mojo 92.5, KCTR & KBUL, and 97.1 FM for radio ads. A total of 206 spots ran for \$1,408, for a combined total of \$5,068, which was \$68 over the approved budget.

The group discussed the RAIDD coin project. We still have some left, and will check with other agencies not present to determine their supply of remaining coins. Haley said she sends thank you letters to the people who report in her jurisdiction, and the group agreed we could replicate this acknowledgement. Travis will build a form with all the law enforcement agencies represented to go with the coins for future distribution. Kacy, Sam, and Andy volunteered to help deliver coins to future recipients. We will visit this project again at the March meeting.

Travis stated he will bring the printer for the DUI Processing Center when he comes to town next week.

Darla has most of the materials for the PPE kits. She will assemble them and will bring them to the March meeting to help with distribution.

The group reviewed the summary of the outcomes for the funded RFP projects for the July-December 2023 cycle. A copy will be sent electronically along with the meeting minutes.

Brandon provided a summary of the Symposium planning meeting held the previous hour. Those meeting minutes will also be sent electronically. Topics mentioned for consideration to address at the Symposium included kava, kratom and marijuana. Presenter ideas were briefly discussed too, including Bancroft for DUI regulations, Jermaine Galloway, Combs, Brandon, and Sam. Bring ideas for topics and presenters to the March Symposium planning meeting or send them to Brandon or Darla if you cannot attend.

Eric Graff attended the meeting and inquired about the possibility of a victim impact panel at the Symposium. He also stated he would be willing to help with challenge coin distribution.

St. Patrick's Day parade is March 16 with lineup beginning at approximately 10:30. Contact Haley for more info and if you would like to participate.

Mina Crenshaw submitted a Letter of Interest to join the Task Force. Andy motioned for approval. Haley seconded. Motion approved. Welcome, Mina!

The next Symposium planning meeting takes place Thursday, March 21 at 11:00 and the regular meeting begins at noon as usual.

Brandon asked for a motion to adjourn. Sam motioned for the meeting to adjourn. Andy seconded. Motion approved.

The meeting was adjourned at 1:00 PM.