

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**

WEDNESDAY - JULY 9, 2025

8:45 Calendar

9:00 COMMISSIONERS DISCUSSION

PLEDGE

DEPARTMENTS

1. **Ivy Correctional Medicine** - Introduction, YCDF Contract
2. **Planning Department** - Transportation Alternatives Grant Program Application

COMMISSIONERS

1. Commissioner Board Reports

PUBLIC COMMENTS ON COUNTY BUSINESS

CLOSED: Stone, Litigation Update

B.O.C.C Wednesday Discussion

1.

Meeting Date: 07/09/2025

Title: Ivy Correctional Medicine - Introduction, YCDF contract

Submitted By: Erika Guy

TOPIC:

Ivy Correctional Medicine - Introduction, YCDF Contract

BACKGROUND:

NA

RECOMMENDED ACTION:

NA

Meeting Date: 07/09/2025

Title: Transportation Alternatives Grant Program Application Recommendations

Submitted By: Elyse Monat

TOPIC:

Planning Department - Transportation Alternatives Grant Program Application

BACKGROUND:

The Transportation Alternatives Program (TA) is a set-aside program from the Surface Transportation Block Grant (STBG) program. Eligible uses of the funds include projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This includes a variety of pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, and other community improvement projects. See the Billings Metropolitan Planning Organization (MPO) TA Instructions for eligible projects. The Billings MPO has been allocated \$1,784,111 in Transportation Alternative Funds in 2025.

The Bipartisan Infrastructure Law (BIL) allows for MPOs to administer their own competitive application process with approval and oversight from the Montana Department of Transportation (MDT).

Projects submitted must meet Federal and State guidelines for eligibility and must identify a local, Federal or State sponsoring agency. Private individuals and organizations may recommend a project if the project is sponsored by the government agency in which the project is located. Examples of a sponsoring agency may include, but are not limited to, City, County, Tribal, etc.

The MPO received two eligible applications for the Transportation Alternatives funds. The applications included:

- City of Billings Safe Routes to School 2025 TA sponsored by the City of Billings
 - Total Project Cost: \$1,492,297.23
 - Federal TA Request: \$1,292,030.94
 - Local Matching Funds: \$200,266.29
- Johnson Lane Sidewalk Connector Project, sponsored by Yellowstone County via the Lockwood Pedestrian Safety District (LPSD)
 - Total Project Cost: \$250,660.00
 - Federal TA Request: \$217,021.43
 - Local Matching Funds: \$33,638.57

Together, these two projects request a total of \$1,509,051.37 in federal TA funds, which is less than the \$1,784,111 in funds the MPO has available. As a result, both projects could be funded with the available funding. A total of \$275,058 would be left after allocation to these projects, which could be used for future projects or to address project overages.

TAC recommended full funding for both TA grant applications at its meeting on June 12, 2025. The Technical Advisory Committee (TAC) is responsible for evaluating and scoring Transportation Alternatives (TA) applications. The scores from TAC were translated into a list of recommended projects.

The MPO is presenting the list of recommended projects to the local governing bodies that make up the Policy Coordinating Committee (PCC). The PCC is made up of representatives of the Billings City Council, Yellowstone County Commissioners, Billings Yellowstone County Planning Board, and MDT. Each entity (besides MDT) will review the projects recommended by TAC and can either approve the

recommendation and forward it to PCC or take a different action and forward that to PCC. PCC will take into consideration each recommendation, with MDT providing their recommendation at the PCC meeting, and make the final decision on which applications to fund. After the PCC approves, the MPO TA Coordinator will then share the list of the PCC-approved TA projects from the MPO to the MDT TA Program Manager for MDT approval and, subsequently, Transportation Commission approval.

At its meeting on June 24, 2025, the Planning Board voted to recommend both project applications for funding to PCC.

RECOMMENDED ACTION:

This is a presentation only and does not require action. At the Commissioners' July 15, 2025 meeting, staff will request that the Commissioners recommend funding for both grant applications.

Attachments

City of Billings TA application

LPSD TA application



Billings Metropolitan Planning Organization (MPO)
 Transportation Alternatives (TA) Program
2025 Project Application

Review the **instructions** prior to filling out this application for a Capital Improvement Project. Fill in all the sections and do not leave any blank.

1. Project Name: City of Billings Safe Routes to School 2025 TA

2. Project Sponsor: City of Billings

3. Project Contact:
 Mac Fogelsong, PE

 City Engineer, City of Billings, 316 North 26th, 5th Floor, Billings MT 59101

fogelsongm@billingsmt.gov; 406-657-8232

4. Project Cost Estimate

	Total Cost of Phase	Federal/State Funds Share (TA) 86.58%	Local Matching Funds 13.42%	Additional Contribution
Preliminary Engineering (PE)	\$163,046.39	\$141,165.56	\$21,880.82	
PE Local (100%)	\$163,046.39	\$141,165.56	\$21,880.82	
Construction (CN)	\$1,220,553.25	\$1,056,755.00	\$163,798.25	
Construction Engineering (CE)	\$108,697.59	\$94,110.37	\$14,587.22	
CE Local (100%)	\$108,697.59	\$94,110.37	\$14,587.22	
Right-of-Way (RW)	\$0.00	\$0.00	\$0.00	
RW Local	\$0.00	\$0.00	\$0.00	

	Total Cost of Phase	Federal/State Funds Share (TA) 86.58%	Local Matching Funds 13.42%	Additional Contribution
Incidental Construction (Utility involvement) (IC)	\$0.00	\$0.00	\$0.00	
Total	\$1,492,297.23	\$1,292,030.94	\$200,266.29	

As a reminder, the cost split between Federal Share TA and Matching funds is 86.58% Federal Share TA and 13.42% Match

5. Project Administration: Please provide information regarding which entity is proposed to administer the project. Is this project going to be administered as a local (LAG) project or are you requesting MDT to administer the project. If requesting MDT administration, please explain.

The City of Billings will administer the project as a local (LAG) project, through the Engineering Division.

6. Description of Project (10 points):

The 2025 Safe Routes to School TA application will complete high priority projects from a large list of remaining Safe Routes to school projects totaling about \$25,000,000. This funding would accelerate the completion of the projects that are first and foremost safety-based for school children and pedestrians.

Seven project focus areas are proposed that are recommended in the Safe Routes to School Plans, Phase I and Phase II:

- Jackson Street Pedestrian Crossings and Curb Extensions (Bulb-outs)
- Riverside School Zone Improvements
- South Billings Boulevard School Crossing and Pedestrian Refuge Island
- Governors Boulevard Intersection Improvements for Castlerock School
- Central Avenue and 24th Street West--High Visibility Crossing and Leading Pedestrian Interval
- Parkhill Drive and 17th Street--High Visibility Crossing
- Poly Drive and Hoover Avenue Pedestrian Crossing--RRFB and Curb Extensions

These projects are in close proximity and benefit Newman Elementary School, Riverside Middle School, Castlerock Middle School, Mount Olive Lutheran School/Billings West High School, and Rose Park Elementary School.

The project locations were identified in the Safe Routes to School Plans, Phase I and Phase II and are shown in the appendix. A letter of support is provided from School District #2 in the appendix.

The project improvements are substantially surface type improvements, requiring minimal underground excavation and do not require additional right-of-way. These projects will not impact driveways or parking lots or negatively impact existing storm drainage systems.

7. Project Eligibility:

The proposed project is eligible for Transportation Alternatives and strongly meets several categories:

- 1) Category b. Construction, planning, and design of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- 2) Category f. Safe Routes to School Projects. Projects must be identified in a locally adopted Safe Routes to School Plan.
- 3) The safe routes to school program under section 1404 of the SAFETEA-LU. A. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

The project areas discussed in this application are all recommended projects from the 2021 and 2022 Safe Routes to School Plans, Phase I and II that were locally adopted by the MPO and the Billings City Council.

8. Project Benefits (45 points):

a. Safety

The project addresses safety concerns raised in the Safe Routes to School Plans, Phase I and Phase II by implementing the recommended projects therein. The project locations utilize tools and design elements that promote safety by improving the physical and visual environment.

The techniques and design elements used to improve safety are the following:

- Creation of a school zone with reduced speed and additional awareness through flashing school zone. The reduced speed and associated signage alerts drivers that there will be students walking and biking in the area.
- Leading Pedestrian Intervals (LPI)—allows pedestrians time to cross the street ahead of traffic, especially turning vehicles, by allowing increased visibility
- Pedestrian Refuge—reduces crossing lengths and allows more visibility of pedestrians. Allows pedestrians to use gaps in traffic by crossing only one direction of traffic. Also creates a visual notice of the crossing and slows traffic speeds by narrowing the traveled way
- Increased level of Striping—High visibility striping at crossings creates improved awareness of crossings
- Curb Extensions (bulb-outs)—Curb extensions shorten pedestrian crossing distances and allow pedestrians to more easily be seen prior to crossing the street
- Rectangular Rapid Flashing Beacons—Makes presence of pedestrian known to drivers

b. Accessibility

The project improves accessibility from an ADA standpoint, but also from accessibility and comfort level of pedestrians and bicyclists, particularly school children going to and from school. Many of the street crossing improvements improve accessibility by adding ADA ramps where none exist today (e.g. Morgan Avenue, Orell Drive, Vaughn Lane, Poly Drive/Hoover Avenue). The benefits of the safety elements discussed in section b. apply to all persons with disabilities as well. All the improvements will be constructed to ADA and PROWAG guidelines.

c. Connectivity

One of the primary benefits of the project is connectivity through better connecting routes to school. A primary goal of the SRTS is to promote safety within a certain radius of the school –these projects promote connectivity within those spheres used by school-aged children walking and biking to those elementary and middle schools. The proposed project elements clearly make the connections from the student’s place of residence to school more direct, safe and noticeable. Inherently, the project elements also improve connections across existing streets for other pedestrians and bicyclists as well.

9. Project Risk Analysis (45 points):

a. Budget

The project budget was developed for each project element and location using recent construction costs at a conceptual planning level through staff experience with costs of Safe Routes to School type improvements. Further, these costs were compared with cost estimates proposed in the Safe Routes to School plans. Contingencies were applied for design and construction unknowns, and inflation of construction costs were added.

A detailed construction cost estimate is provided in the appendix.

b. Matching Funds

Local matching funds in the amount of 13.42% are proposed by the City Public Works Department and are included in the FY 2026 capital budget that requires approval by City Council in June 2025. Historically, these funds are allocated under a specific budget line for Safe Routes to School and have been approved by the City Council.

c. Project Ownership and Maintenance

The City of Billings is responsible for operation and maintenance of the project facilities through annual O&M funds, including sweeping and re-striping faded striping. The City has staff to maintain electrical components of the Leading Pedestrian Interval and Rectangular Rapid Flashing Beacons (RRFBs). The City has the necessary personnel, equipment and budget to maintain these facilities.

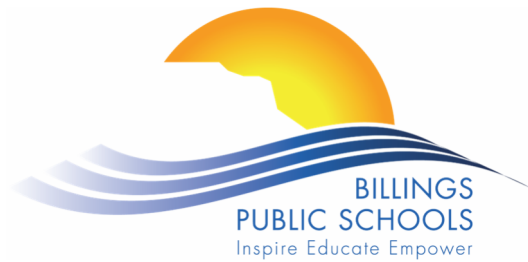
d. Project Right-of-Way and Railroad

The project elements will be constructed within existing right-of-way and there are no anticipated right-of-way needs. There are no significant challenging elements within the right-of-way. None of the project elements are involved with the railroad.

e. Project Utility Impacts

City staff has reviewed the project locations and there are minimal impacts to existing utilities with the proposed improvements. Most of the infrastructure are surface improvements and should not require any utility relocations. Any pedestrian push button poles, RRFB poles, or signs will be placed out of the way of existing utilities. During preliminary design and after surveying of existing utilities, the City will coordinate with various utility companies. At this conceptual stage, there are no apparent, critical utility impacts.

10. Appendix (add attachments): Letter of Support, Project Map, Construction Cost Estimate



March 31, 2025

Mac Fogelsong
City of Billings
316 North 26th Street
Billings, MT 59101

Reference: Letter of Support for 2025 Transportation Alternatives Grant Application.

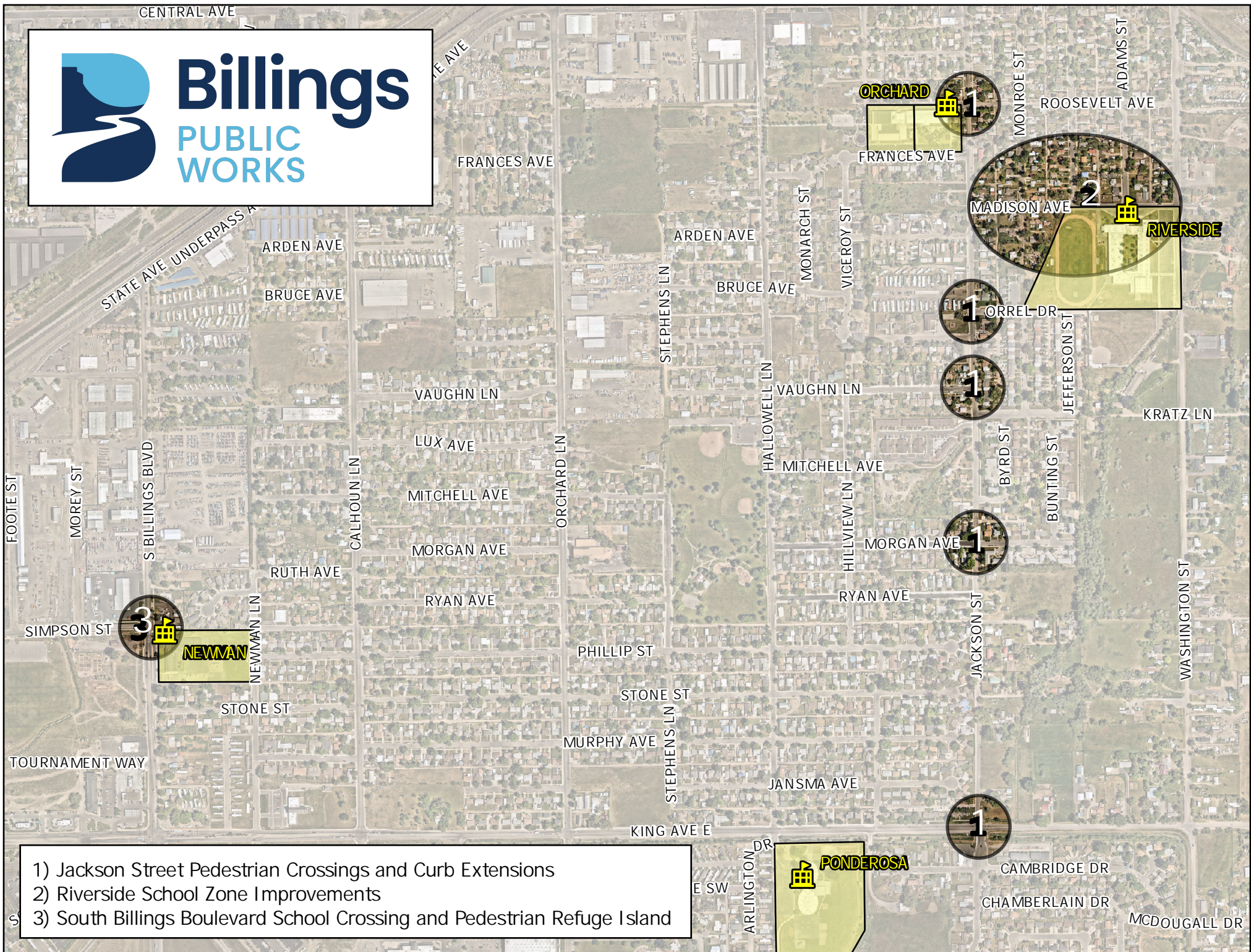
Dear Mac:

School District 2 is pleased to support the City of Billings in its Transportation Alternatives 2025 grant application. The grant application is exclusively focused on Safe Routes to School projects identified and prioritized from the Safe Routes to School Phase I and II plans.

We understand there are about seven main project areas serving elementary and middle schools based on priorities identified in the plans. As you know, we were a partner in developing those Safe Routes to School plans and look forward to seeing these projects implemented to improve the safety of school children getting to and from school.

Sincerely,

Scott Reiter
Executive Director of Facilities
Billings Public Schools
101 10th Street West
Billings, MT 59102





Billings
PUBLIC
WORKS



W WICKS LN

NOTTINGHAM CIR

 **CASTLE ROCK**

GOVERNORS BLVD

PAUL REVERE ST

REVOLUTION AVE

REPUBLIC AVE

TRENTON ST

CENTENNIAL ST

FREEDOM AVE

DECLARATION AVE

BABCOCK BLVD

TOOLE CT

TOOLE CIR

KOOTENAI AVE

CONSTITUTION AVE

CALICO AVE

GINGER AVE

SENORA AVE

CAPRICORN PL

AQUARIUS PL

WATERS BLVD

NEPTUNE BLVD



4) Governors Boulevard Intersection Improvements for Castle Rock School



Billings
PUBLIC
WORKS

STEWART PARK RD

W COOK AVE W

25TH ST W

MALL DR

CENTRAL AVE

24TH ST W

S 24TH ST W

UEBLO DR

ST JOHNS AVE

ELDORADO DR

LEXINGTON DR

S SANTA FE DR

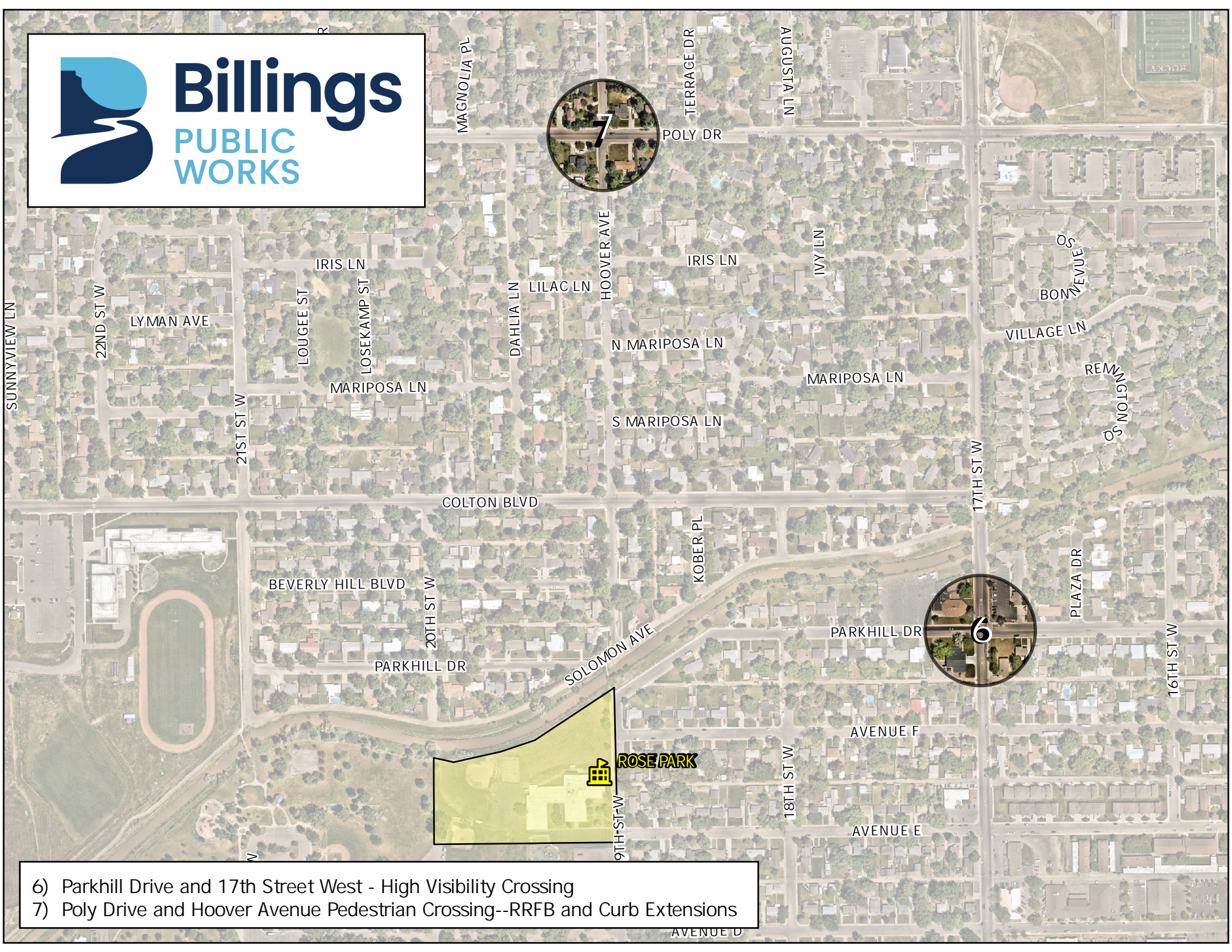
SANTA FE DR

WEST

**MT OLIVE
LUTHERAN**



5) Central Avenue and 24th Street West--High Visibility Crossing and Leading Pedestrian Interval



- 6) Parkhill Drive and 17th Street West - High Visibility Crossing
- 7) Poly Drive and Hoover Avenue Pedestrian Crossing--RRFB and Curb Extensions

TA Grant Application Projects

Summary Of Costs

1. Jackson Street	\$317,625.00
2. Riverside School Zone	\$283,250.00
3. South Billings Boulevard	\$67,100.00
4. Governors Boulevard	\$182,050.00
5. Central Ave & 24th Street West	\$34,100.00
6. Parkhill Drive and 17th Street West	\$23,100.00
7. Poly Drive and Hoover Avenue	\$118,450.00
Total Construction Estimate	\$1,025,675.00
15% Construction Contingency	\$153,851.25
Inflation Contingency (4%)	\$41,027.00
Total Construction Estimate, with Contingency	\$1,220,553.25
Engineering Design, Construction Observation, Staking, and Administration (20%)	\$244,110.65
MDT Indirect Cost (11.32% of Engineering & Construction Administration)	\$27,633.33
Total, Engineering Cost	\$271,743.98
Total Project Cost	\$1,492,297.23
Local Match (13.42%)	\$200,266.29
Federal Share (86.58%)	\$1,292,030.94

	Total Cost of Phase	Federal Share (86.58%)	Local match (13.42%)	Additional Contribution
Preliminary Engineering (PE)	\$163,046.39	\$141,165.56	\$21,880.82	\$0.00
PE Local (100%)	\$163,046.39	\$141,165.56	\$21,880.82	\$0.00
Construction (CN)	\$1,220,553.25	\$1,056,755.00	\$163,798.25	\$0.00
Construction Engineering (CE)	\$108,697.59	\$94,110.37	\$14,587.22	\$0.00
CE Local (100%)	\$108,697.59	\$94,110.37	\$14,587.22	\$0.00
Right of Way (RW)	\$0.00	\$0.00	\$0.00	\$0.00
Incidental Construction (Utility Involvement) (IC)	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$1,492,297.23	\$1,292,030.94	\$200,266.29	\$0.00

1. Jackson Street
Pedestrian Crossings, High Visibility Crosswalks, Curb Extensions

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	\$28,875.00	\$28,875.00
Construction Traffic Control	LS	1	\$15,000.00	\$15,000.00
Remove Existing Surface and Utility Features (Per Intersection)	EA	5	\$4,000.00	\$20,000.00
Curb Extension Including ADA Ramp, Per Corner (Assumes 50 LF New Curb, 200 SF New Concrete, 2 ADA Ramps, and 4 Truncated Dome Panels)	EA	24	\$6,500.00	\$156,000.00
Storm Drain or Drainage Improvements (Per Intersection)	EA	5	\$8,000.00	\$40,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	11	\$4,000.00	\$44,000.00
New Sign(s), Post, and Foundation	EA	22	\$625.00	\$13,750.00

Construction Estimate - Jackson Street Curb Extensions

\$317,625.00

2. Riverside School Zone

Streets Surrounding Riverside Middle School

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	\$25,750.00	\$25,750.00
Construction Traffic Control	LS	1	\$15,000.00	\$15,000.00
Madison Ave Traffic Calming	LS	1	\$50,000.00	\$50,000.00
Washington Street Traffic Calming	LS	1	\$150,000.00	\$150,000.00
School Zone Flasher	EA	4	\$7,500.00	\$30,000.00
New Sign(s), Post, Foundation	EA	20	\$625.00	\$12,500.00
Construction Estimate - Riverside Middle School - School Zone				\$283,250.00

3. South Billings Boulevard
School Crossing and Pedestrian Refuge Island

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	\$6,100.00	\$6,100.00
Construction Traffic Control	LS	1	\$15,000.00	\$15,000.00
Remove / Sawcut Existing Surface and Utility Features	LS	1	\$5,000.00	\$5,000.00
Concrete Median (Pedestrian Refuge Island) (Includes Type A Median Curb, 3-in Median Cap, ADA Ramps, Delineators, Concrete Patching)	LS	1	\$30,000.00	\$30,000.00
Relocate Existing RRFB Assembly	EA	2	\$1,500.00	\$3,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	2	\$4,000.00	\$8,000.00
Construction Estimate - South Billings Boulevard				\$67,100.00

4. Governors Boulevard
Intersection Improvements for Castlerock Middle School

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	\$16,550.00	\$16,550.00
Construction Traffic Control	LS	1	\$20,000.00	\$20,000.00
Remove / Sawcut Existing Surface and Utility Features (Per Intersection)	EA	3	\$5,000.00	\$15,000.00
Curb and Gutter	LF	900	\$30.00	\$27,000.00
Asphalt Restoration	SY	800	\$50.00	\$40,000.00
6-inch Concrete	SF	1,500	\$15.00	\$22,500.00
4-inch Concrete	SF	1,000	\$12.00	\$12,000.00
Landscape Restoration	LS	1	\$5,000.00	\$5,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	\$6,000.00	\$24,000.00
Construction Estimate - Governors Boulevard				\$182,050.00

5. Central Ave & 24th Street West
High Visibility Crossing and Leading Pedestrian Interval

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	\$3,100.00	\$3,100.00
Construction Traffic Control	LS	1	\$2,000.00	\$2,000.00
Obliterate Existing Striping	LS	1	\$5,000.00	\$5,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	\$6,000.00	\$24,000.00
Construction Estimate - Central Ave & 24th Street West				\$34,100.00

6. Parkhill Drive and 17th Street West
Pedestrian Crossing Enhancements

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	\$2,100.00	\$2,100.00
Construction Traffic Control	LS	1	\$1,000.00	\$1,000.00
Obliterate Existing Striping	LS	1	\$4,000.00	\$4,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	\$4,000.00	\$16,000.00
Construction Estimate - Parkhill Drive and 17th Street West				\$23,100.00

7. Poly Drive and Hoover Avenue
Pedestrian Crossing Enhancements

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	\$8,950.00	\$8,950.00
Construction Traffic Control	LS	1	\$5,000.00	\$5,000.00
Remove / Sawcut Existing Surface and Utility Features	LS	1	\$10,000.00	\$10,000.00
Curb and Gutter	LF	300	\$30.00	\$9,000.00
Asphalt Restoration	SY	200	\$50.00	\$10,000.00
6-inch Concrete	SF	700	\$15.00	\$10,500.00
4-inch Concrete	SF	2,000	\$12.00	\$24,000.00
Landscape Restoration	LS	1	\$5,000.00	\$5,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	\$4,000.00	\$16,000.00
Intersection Lighting	LS	1	\$20,000.00	\$20,000.00
Construction Estimate - Poly Drive and Hoover Avenue				\$118,450.00



Billings Metropolitan Planning Organization (MPO)
 Transportation Alternatives (TA) Program
2025 Project Application

Review the **instructions** prior to filling out this application for a Capital Improvement Project. Fill in all the sections and do not leave any blank.

1. Project Name: JOHNSON LANE SIDEWALK CONNECTOR PROJECT

2. Project Sponsor: YELLOWSTONE COUNTY

3. Project Contact:
 ERIN CLAUNCH
 SANBELL
 1300 N. TRANSTECH WAY
 BILLINGS, MT 59102
 406-869-3320; eclaunch@sanbell.com

4. Project Cost Estimate

	Total Cost of Phase	Federal/State Funds Share (TA) 86.58%	Local Matching Funds 13.42%	Additional Contribution
Preliminary Engineering (PE)	\$50,000.00	\$43,290.00	\$6,710.00	--
PE MDT (10%)	\$5,000.00	\$4,329.00	\$671.00	--
PE Local (90%)	\$45,000.00	\$38,961.00	\$6,039.00	--
Construction (CN)	\$165,000.00	\$142,857.00	\$22,143.00	--
Construction Engineering (CE)	\$30,000.00	\$25,974.00	\$4,026.00	--
CE MDT (5%)	\$1,500.00	\$1,298.70	\$201.30	--
CE Local (95%)	\$28,500.00	\$24,675.30	\$3,824.70	--
Right-of-Way (RW)	--	--	--	--
RW MDT	--	--	--	--
RW Local	--	--	--	--

	Total Cost of Phase	Federal/State Funds Share (TA) 86.58%	Local Matching Funds 13.42%	Additional Contribution
Incidental Construction (Utility involvement) (IC)	--	--	--	--
Total	--	--	--	--
Total MDT	--	--	--	--
	\$250,660.00	\$217,021.43	\$33,638.57	--

As a reminder, the cost split between Federal Share TA and Matching funds is 86.58% Federal Share TA and 13.42% Match

5. Project Administration: Please provide information regarding which entity is proposed to administer the project. Is this project going to be administered as a local (LAG) project or are you requesting MDT to administer the project. If requesting MDT administration, please explain.

The intent of this project is to be administered by Yellowstone County Public Works through the Local Agency Guidelines. Yellowstone County is currently administering the Old Hardin Road Connector TA Project and is familiar with the processes and requirements. MDT will not be expected to administer this project. Letters of support from both the Yellowstone County Board of County Commissioners and the Lockwood Pedestrian Safety District Board are included in the Appendix.

6. Description of Project (10 points):

Lockwood is a large, unincorporated area under the governance of Yellowstone County with a population of 7,200 people. Johnson Lane is the major north-south principal arterial that splits runs through the heart of Lockwood and connects the communities two major transportation corridors (Old Hardin Road and Old US Highway 87). As a result, residents have access to Lockwood's main street (Old Hardin Road) and Lockwood High School that resides along Old US Highway 87. Johnson Lane is used as major connecting street for Old Hardin Road and US Highway 87 residents of Lockwood and the surrounding area. Currently, Johnson Lane is a two-lane road with two sections existing sidewalk on the west side of the roadway. It is approximately 2,000 feet from Silverton Street to Old Hardin Road to the north. Currently, the existing sidewalk sections (from Silverton Street to 275 feet north of Rockwood Street and 350 feet of sidewalk in front of Ace Hardware and Treasure State Storage) account for approximately 1,000 feet. Of the remaining 1,000 feet of road without sidewalk, The Montana Department of Transportation has plans to construct sidewalk along the northern section, through their Johnson Lane Interchange project. This leaves approximately 500 feet of sidewalk of Johnson Lane from Silverton Street to Old Hardin Road that will be left without sidewalk. This Johnson Lane Sidewalk Connector Project will address two separate gaps in sidewalk facilities between to complete the connection. This TA application will provide the vital portion of sidewalk to be completed and provide safety and connectivity for pedestrians in Lockwood.

The conceptual design of the project is included in the appendix and shows the 6-foot-wide boulevard sidewalk to be constructed in concrete. The intent of the design will maintain all existing driveways and street approaches.

This project was first identified the LPSD's 2023 Non-Motorized Transportation Plan list of Engineering Projects. With completion of this grant project, Johnson Lane will have continuous sidewalk that will connect residents along Johnson Lane to the heart of Lockwood community!

7. Project Eligibility:

The Johnson Lane Sidewalk Connector Project is pivotal to the Lockwood Community as it satisfies multiple categories within the TA guidelines -- specifically Categories A & B (Off-road sidewalk facility and Safe Routes for Non-drivers). The importance of the Johnson Lane Sidewalk Connector Project was determined due to the project being prioritized in the 2023 Lockwood Pedestrian Safety District's Non-Motorized Transportation Plan. Johnson Lane is Lockwood's second busiest road for both vehicular and pedestrian traffic, so this project is critical to separating the two modes of traffic and providing a safe route for pedestrians that are currently being forced to walk in the road's driving paths and unpaved shoulders.

This sidewalk project will provide a facility for pedestrians to travel to and from the intersection of Old Hardin Road and Johnson Lane to the Emerald View Park Subdivision. The intersection offers commercial and convenience store amenities and is a connection to Old Hardin Road pedestrian facilities that serves as a main street for the community and connection to a residences, businesses, and parks.

In addition, the Lockwood Pedestrian Safety District's Non-Motorized Plan has identified a future project as the continuation of this project further to the south to tie into Sunrise Street alignment. This would provide a future Safe Routes to School connection to the Lockwood Elementary, Middle, and High Schools.

8. Project Benefits (45 points):

a. Safety

Johnson Lane exists as a two-lane roadway classified within the Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan (LRTP) as a major collector. An average AADT for Johnson Lane is approximately 3,600 vehicles per day and the posted speed limit is 35 mph. The lack of pedestrian facilities, high traffic volumes, and relatively high speeds creates a safety hazard for pedestrians.

Currently, Johnson Lane has no reported accidents within the project limits. However, the Federal Highway Administration (FHWA) notes that providing sidewalks results in up to an 89% reduction in pedestrian crashes with motor vehicles and suggests that walkways should be part of every new and renovated roadway facility, and every effort should be made to retrofit streets that currently do not have sidewalks. Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5-feet for a sidewalk or walkway, should be continuous along the street, and should be fully accessible to all pedestrians including those in wheelchairs.

b. Accessibility

As detailed in previous sections, there are sidewalk facility's available along Johnson Lane within the project limits. However, these facilities are noncontinuous and do not serve to connect any pedestrian generating land uses. The Johnson Lane Sidewalk Connector project will connect the gaps in the sidewalk and provide a facility that is compliant with both ADA and PROWAG guidelines. This will allow for a continuous, hard-surfaced route that is ADA accessible by all adjacent land uses.

c. Connectivity

One of the primary benefits of the Johnson Lane Sidewalk project is connectivity. As described in the previous sections of this application, there is/will be continuous sidewalk from Emerald View Park Subdivision to the intersection of Old Hardin Road and Johnson Lane. Old Hardin Road is the busiest road in Lockwood and contains a two mile stretch of continuous multi-use path. The Old Hardin Road corridor connects residents, commercial businesses (including multiple gas/convenience stores and the grocery store), Lockwood's popular baseball/softball field complex, and future school safe routes along Piccolo Lane.

The Lockwood Pedestrian Safety District's Non-Motorized Plan also details the extension of the Johnson Lane Sidewalk project further to the south to the Sunrise Street alignment. A future project along Sunrise Street will be able to connect these two projects to the Lockwood Elementary, Middle, and High Schools. This will create a Safe Routes to School connection for a large contingent of Lockwood School's attendance base.

9. Project Risk Analysis (45 points):

a. Budget

The construction budget for this grant project was developed based on a preliminary/conceptual design of the sidewalk connector project, as commissioned by the Lockwood Pedestrian Safety District. Quantities were estimated for sidewalk area, base gravel, geotextile fabric, excavation areas, and hydroseeding. With the quantities estimated, unit costs for these items were applied based on recent similar projects developed in MDT's database. These numbers were then extrapolated to determine the final construction number. As with standard engineering practice for planning level cost estimates, a contingency was applied to account for unforeseen construction items. The cost estimate was then utilized in Item 4 of this application to determine the overall TA application project cost. A detailed breakdown of this cost estimate is included in the Appendix.

b. Matching Funds

The Lockwood Pedestrian Safety District is a Special Improvement District (SID) that was created by Yellowstone County as allowed under MCA 7-11-1001 through 7-11-1029. A 2014 referendum was presented to voters living within the Lockwood School District, in which they voted 61% to 39% in favor to create the district. Its purpose is to enhance pedestrian safety and provide for alternative means of transportation in the (unincorporated) Lockwood area. Accordingly, the LPSD has an estimated annual revenue of \$260,000 per year for use on projects like this one. With Yellowstone County as the sponsor of this project, they are committed to ensuring that the local match is fully secured and in-hand.

c. Project Ownership and Maintenance

As sponsor of this application, Yellowstone County is fully committed, through the LPSD, for operation and maintenance of this project. The LPSD board currently holds contracts with local businesses to remove snow off existing sidewalks within the LPSD boundaries. This grant application project would be included in the snow removal contract. In addition, the LPSD annual budget includes \$13,000 for annual maintenance of sidewalks. Through these annual budget items, the LPSD (and thus Yellowstone County) are committed to the ongoing operation and maintenance items for this grant application project.

d. Project Right-of-Way and Railroad

The intent of the design for the Johnson Lane Sidewalk Connector project is to be fully constructed within the public right-of-way along Johnson Lane. As shown in the Right-of-Way Exhibits in the Appendix, there is currently 120 feet of public right-of-way along the project limits that is all free of conflicts. This will allow for adequate construction of the 6-foot sidewalk and boulevard throughout the project.

This project is free of railroad conflicts and no further action is required from a railroad coordination perspective.

e. Project Utility Impacts

For the Johnson Lane Sidewalk Connector project, the only utilities that could potentially be in conflict are overhead power lines within the vicinity of the proposed sidewalk. However, these power poles are located at the back of right-of-way, and the intent of the design is to place the sidewalk where power pole relocation will not be required. Yellowstone Valley Electric Cooperative has been informed about this potential project.

Also in proximity is a water line along the proposed sidewalk alignment. However, water lines are required to be buried greater than 6.5-feet beneath existing ground, and this will not cause conflicts. The water line is owned and operated by the Lockwood Water & Sewer District.

10. Appendix (add attachments): See enclosed attachments.

Yellowstone County



COMMISSIONERS
(406) 256-2701
(406) 256-2777 (FAX)

P.O. Box 35000
Billings, MT 59107-5000
bocc@yellowstonecountymt.gov

April 1, 2025

Lora Mattox
TA Coordinator/Transportation Planner
City of Billings Planning Division
2825 3rd Avenue North, Suite 400
Billings, MT 59101

Re: Transportation Alternatives Program Application
Johnson Lane Sidewalk Project


Dear Ms. Mattox:

The Yellowstone County Board of County Commissioners is in support of the Transportation Alternatives Program grant application for the Johnson Lane Sidewalk project. The project was identified within the Non-Motorized Transportation Plan produced by the Lockwood Pedestrian Safety District (LPSD).

The vision of the LPSD is to build a vibrant community with thriving industrial, commercial, and residential neighborhoods where people of all ages and physical abilities can travel safely and efficiently without the use of an automobile. The project will help accomplish this vision while also aiding in the mission to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area.

For questions regarding this letter of support please contact the Board of County Commissioners, Yellowstone County.

Sincerely,
BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA



Mark Morse, Chair



Michael J. Waters, Member



John Ostlund, Member



LOCKWOOD PEDESTRIAN SAFETY DISTRICT



Lockwood Pedestrian Safety District
Advisory Board to Yellowstone County
PO Box 35000
Billings, MT 59107-5000

April 2, 2025

Lora Mattox
TA Coordinator/Transportation Planner
City of Billings Planning Division
2825 3rd Avenue North, Suite 400
Billings, MT 59101

Re: Transportation Alternatives Program Application
Johnson Lane Sidewalk Project

Dear Ms. Mattox:

The Lockwood Pedestrian Safety District Advisory Board is in support of the Transportation Alternatives Program grant application for the Johnson Lane Sidewalk project. The project is on a segment of roadway deemed a high priority by the district's Non-Motorized Transportation Plan. The project completes segments of existing sidewalk to a commercial center of the community for shopping and dining and connects to a residential subdivision.

The mission of the Lockwood Pedestrian Safety District is to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area. Completing the Johnson Lane Sidewalk at the project's location will offer pedestrians a safe way out of the road where steady residential and commercial vehicle traffic on one of Lockwood's busiest roads. As the Lockwood community continues to develop, the safety of neighbors of all ages and abilities is priority to assure an active, healthy lifestyle is responsibly encouraged and experienced.

For more information, please contact Brandy Dangerfield, Lockwood Pedestrian Safety District Advisory Board Chair.

Respectfully,

Brandy Dangerfield
LPSPD Advisory Board Secretary
dangerfield.brandy@gmail.com

Travis Smith
LPSPD Advisory Board Chair
travis@cd-mt.com

JOHNSON LANE SIDEWALK CONCEPTUAL DESIGN
(SHEET 1 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
WITHIN
YELLOWSTONE COUNTY

PREPARED FOR : YELLOWSTONE COUNTY, MONTANA
PREPARED BY : 

APRIL 2025
BILLINGS, MONTANA



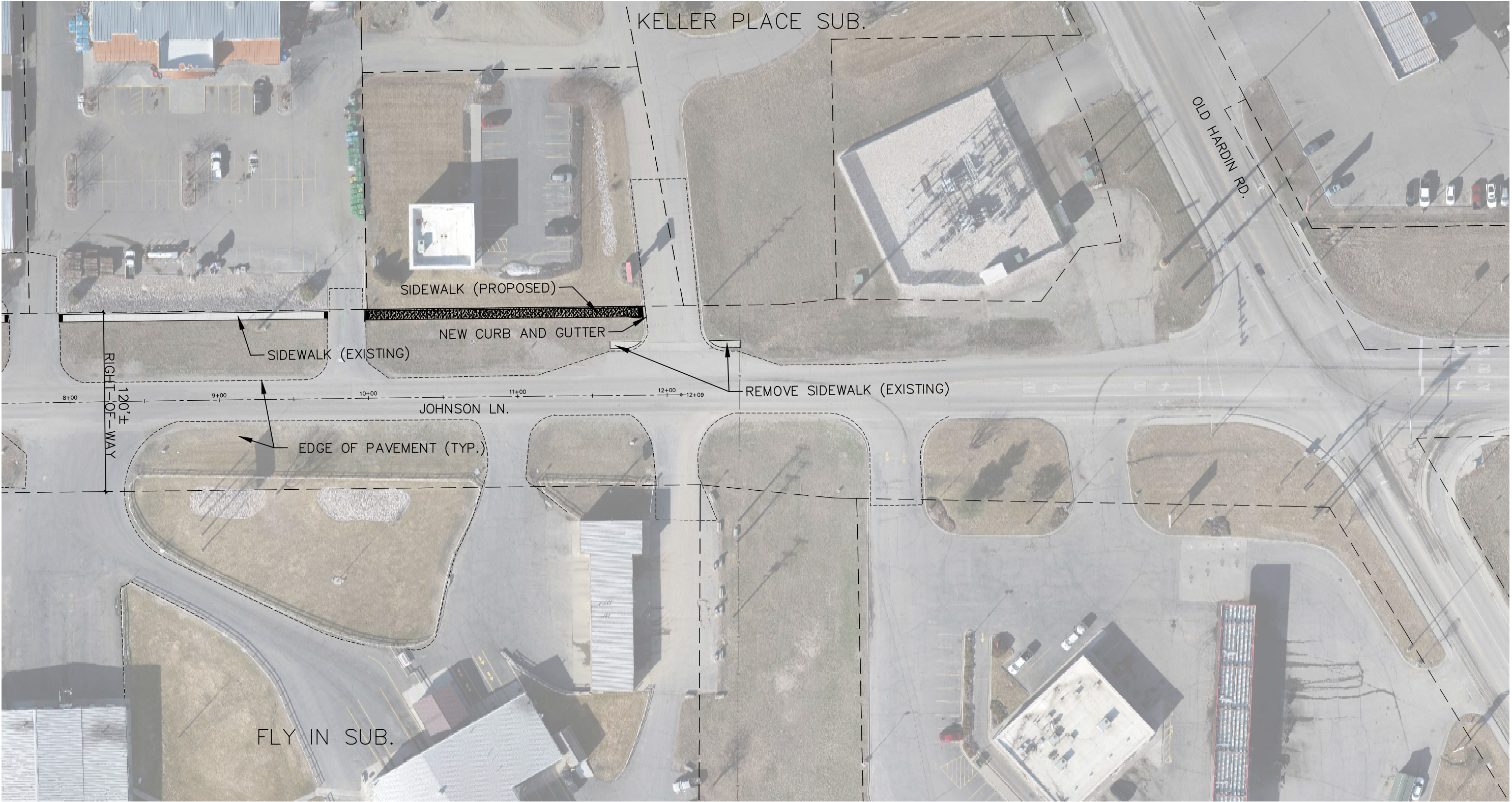
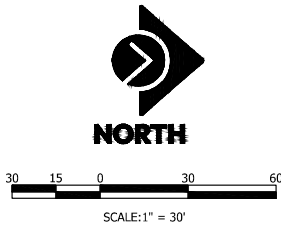
JOHNSON LANE SIDEWALK CONCEPTUAL DESIGN

(SHEET 2 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
WITHIN
YELLOWSTONE COUNTY

PREPARED FOR : YELLOWSTONE COUNTY, MONTANA
PREPARED BY : **sanbell**

APRIL 2025
BILLINGS, MONTANA



JOHNSON LANE SIDEWALK CONNECTOR COST ESTIMATE				
QUANTITY	DESCRIPTION	UNIT	UNIT PRICE	AMOUNT
2,500	Miscellaneous Work	UNIT	\$ 1.00	\$ 2,500.00
1	Contractor Survey & Layout	LS	\$ 5,000.00	\$ 5,000.00
1	Mobilization/Demobilization - 10%	LS	\$ 11,000.00	\$ 11,000.00
1	Traffic Control	LS	\$ 5,000.00	\$ 5,000.00
1	Temporary Erosion Control	LS	\$ 1,500.00	\$ 1,500.00
2,610	Geotextile Fabric	SF	\$ 0.50	\$ 1,305.00
48	1-1/2" Minus Crushed Base Course	CY	\$ 75.00	\$ 3,625.00
2,610	6" Sidewalk (6 ft. wide)	SF	\$ 20.00	\$ 52,200.00
12	Unclassified Excavation	CY	\$ 35.00	\$ 420.00
30	Truncated Dome Detectable Warning Panel	SF	\$ 65.00	\$ 1,950.00
1	Clearing & Grubbing	LS	\$ 5,000.00	\$ 5,000.00
1,305	Hydroseeding	SF	\$ 0.50	\$ 652.50
145	Over-excavation & Backfill	CY	\$ 75.00	\$ 10,875.00
3	Removal and Disposal of Small Tree	EA	\$ 200.00	\$ 600.00
2	Removal and Disposal of Large Tree	EA	\$ 2,500.00	\$ 5,000.00
50	ADA Ramp-6 foot wide	SF	\$ 20.00	\$ 1,000.00
5	Street Sign w/ Post	EA	\$ 591.33	\$ 2,956.65
25	Sawcut Asphalt	LF	\$ 8.00	\$ 200.00
10	Curb & Gutter Removal	LF	\$ 25.00	\$ 250.00
15	Concrete Demo and Removal	SY	\$ 12.00	\$ 180.00
SUBTOTAL				\$ 111,214.15
30% CONTINGENCY				\$ 33,364.25
SUBTOTAL				\$ 144,578.40
INFLATION 4%/YEAR x 3 YEARS				\$ 18,052.64
SUBTOTAL				\$ 162,631.03
TOTAL				\$ 162,631.03

JOHNSON LANE SIDEWALK R/W EXHIBITS
(SHEET 1 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
WITHIN
YELLOWSTONE COUNTY

PREPARED FOR : YELLOWSTONE COUNTY, MONTANA
PREPARED BY : **sanbell**

APRIL 2025

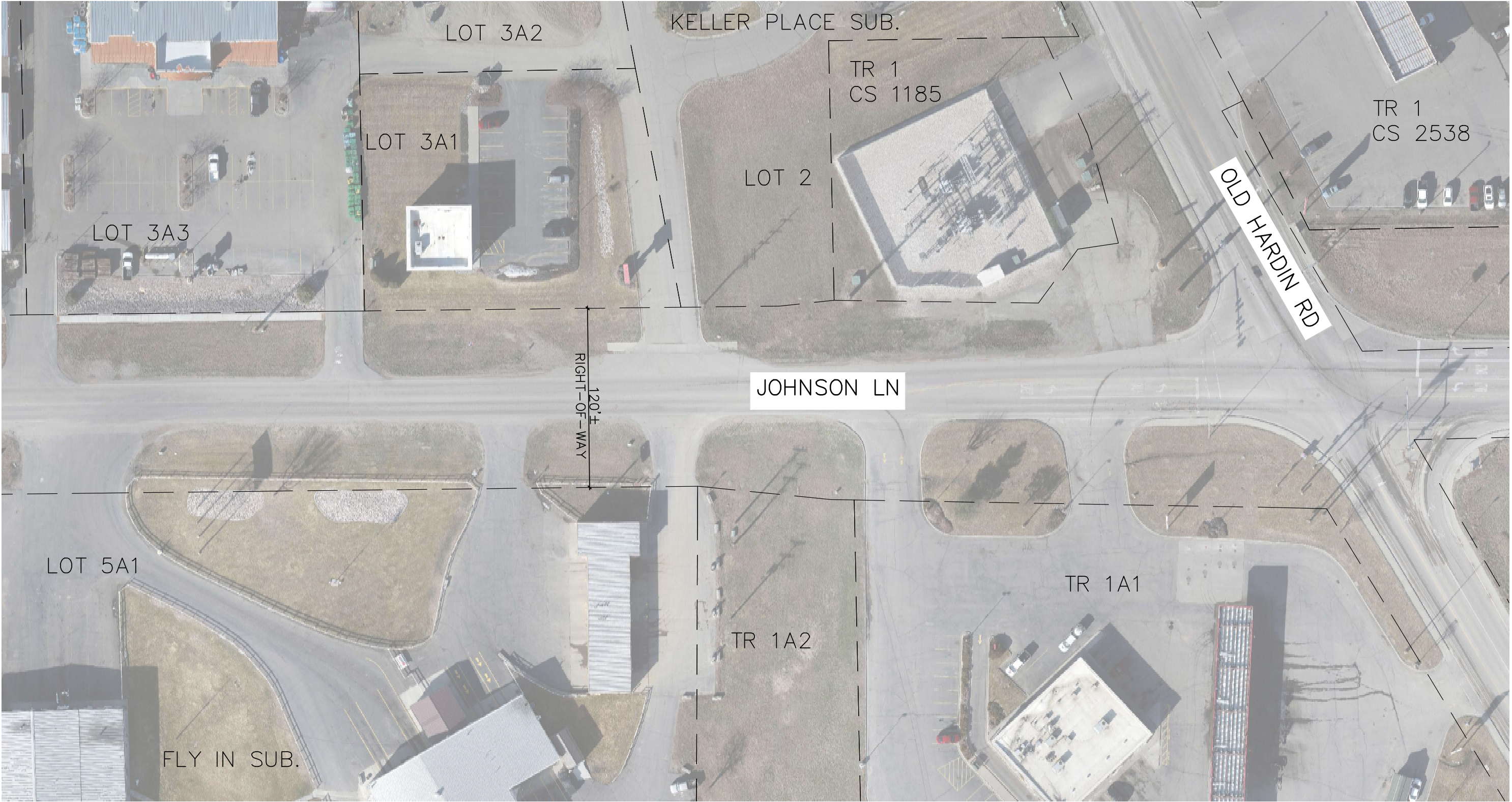
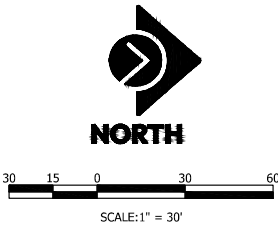


JOHNSON LANE SIDEWALK R/W EXHIBITS
(SHEET 2 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
WITHIN
YELLOWSTONE COUNTY

PREPARED FOR : YELLOWSTONE COUNTY, MONTANA
PREPARED BY : 

APRIL 2025
BILLINGS, MONTANA



B.O.C.C Wednesday Discussion

Meeting Date: 07/09/2025

Title: CLOSED: Stone, litigation update

Submitted For: Melissa Williams, Deputy County Attorney

Submitted By: Melissa Williams, Deputy County Attorney

TOPIC:

CLOSED: Stone, Litigation Update

BACKGROUND:

CLOSED

RECOMMENDED ACTION:

Agenda Item
