

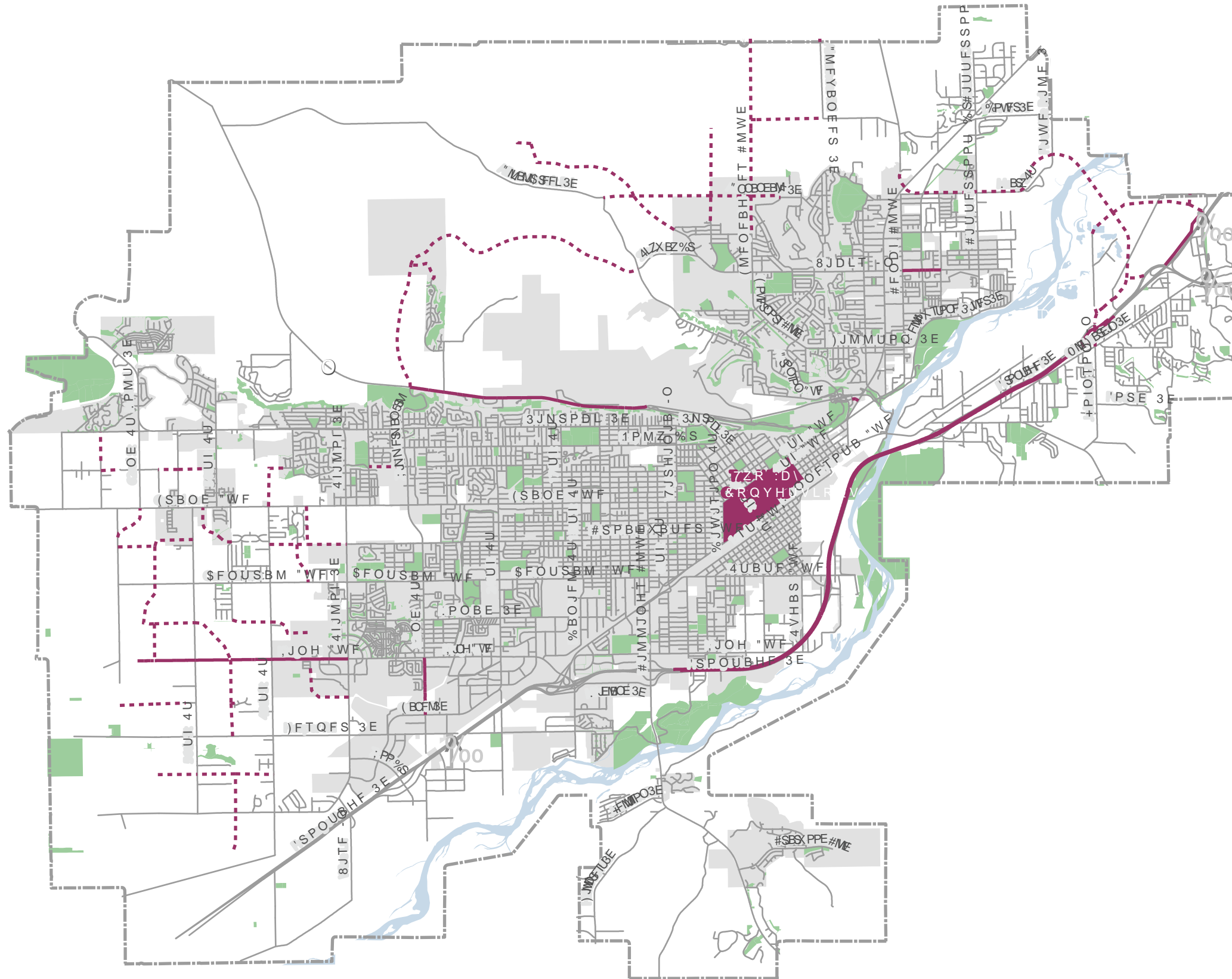
FUTURE CONDITIONS SUPPORTING FIGURES



Future Conditions Appendix

TRANSPORTATION

Future Traffic Volumes



7UDYHO 'HPDQG 0RG,O
<HDI 5RDGZD\ 1HWZR

1HZ 5RDGZD\
5RDGZD\ : LGHQLQJ

Transit

Table 1. Future MET Transit Routes

Route	Redesign Route Changes
Airport	The route will not operate as a circulator through downtown Billings.
3	The new Route 3 will mirror the existing route with small changes in downtown to provide coverage.
5 A/B	Becomes singular, bidirectional Route 5 to improve legibility. Route 5 will no longer run in Shiloh Rd corridor, but travel on Zimmerman Trail and 32 St W. Access to/from downtown would be through the medical corridor on N 30th Street.
7	Route 7 (Broadwater) will follow mostly the same route. It would not travel as far west as Shiloh Rd and provide some service north of Broadwater Ave on Colton Blvd and Grand Ave. to access Will James Middle School.
9	The new Route 9 (Central) will cover the same area as the old route with bidirectional service, except for some rerouting in the South-Central neighborhood to provide adequate coverage.
10	The new route 10 (Southside) will cover generally the same area as the current Route 10 but it would serve part of the South-Central neighborhood where Route 19 currently covers. West of Laurel Road, the new Southside would take a more direct route to Stewart Park Transfer Center.
13	The new Route 13 (Westend) is a simplified and shorter version of the existing route that will travel in a clockwise loop starting from Stewart Park Transfer Center, serving Shiloh's Crossing and other retail locations West of S Shiloh Rd.
14	Route 14 (Alkali) will suspend service, with most area replaced by other modified routes.
15	Route 15 (Hilltop) will suspend service, with most area replaced by other modified routes.
16	The new Route 16 will be one of two routes serving Billings Heights. This short route will provide fast and frequent (every 30 minutes) service from the Heights to downtown Billings.
17	Route 17 (Bench) would suspend service, with most area replaced by other modified routes.
18	Route 18 (Heights) would change to a bidirectional "circulator" traveling across Billings Heights. Access to other routes in the network would be provided through the higher frequency Route 16.
19	Route 19 (The Loop) would provide more service south and southwest of downtown while expanding west toward Stewart Park Transfer Center.
24	Route 24 (Poly) would suspend service, with most area replaced by other modified routes.

Source: MET Transit

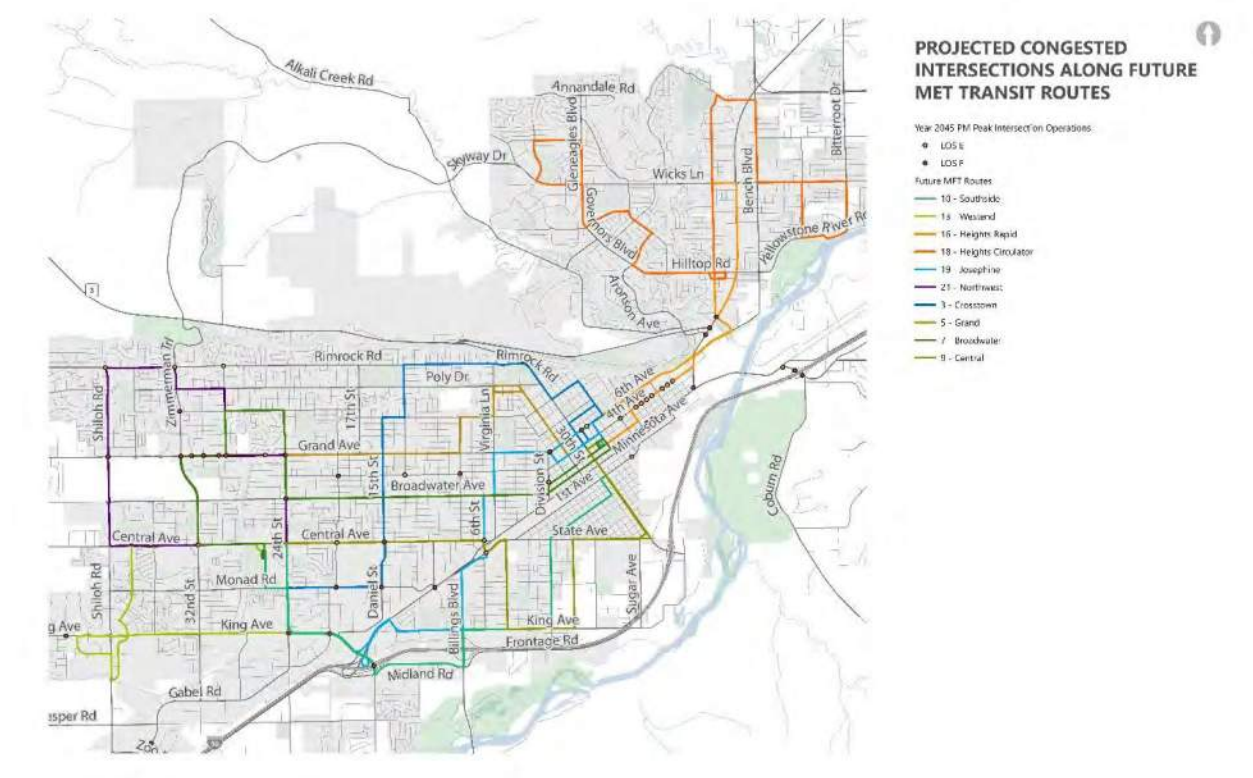
TRANSIT CORRIDORS PROJECTED TO EXPERIENCE FUTURE CONGESTION

As outlined in the **Error! Reference source not found.** section, there are multiple corridors that are projected to be congested during the PM peak period in the year 2045. These congested corridors correspond with several future MET routes, including:

- Route 5 and Route 7 along Grand Avenue
- Route 10, Route 13, and Route 19 along King Avenue
- Route 16 along Main Street

Exhibit 1 displays the future routes and congested corridors. These routes could potentially benefit from technology and infrastructure upgrades to improve transit service at signalized intersections and along congested corridors, such as transit signal priority, queue jumps, and bus-only lanes. These treatments could be explored in a future study once the future MET transit system is implemented.

Exhibit 1. Projected Congested Intersections Along Future MET Transit Routes



EMERGING TECHNOLOGY

Mobility as a Service

If implemented, micromobility could be one part of the urban shared mobility system, complementing MET Transit services, ridehailing and carsharing services, and electric vehicle charging. Integrating these mobility options through a digital platform into one cohesive system that facilitates multimodal trips is termed 'Mobility as a Service' or MaaS. MaaS enables transportation system users to plan, book, and pay for multiple types of mobility services through a common application. As transportation systems become increasingly digital, developing mobility services to facilitate quick, safe, and affordable trips can further incentivize transportation system users to choose low carbon modes of transportation. Best practices to include when considering MaaS¹:

- Prioritize interoperability between modes of transportation.
- Facilitate communication between public and private providers.
- Encourage innovation, openness, and inclusivity in design.

Smart Infrastructure & Digital Twins

Utilizing high-speed connectivity, many cities are piloting and building 'smart infrastructure' that allows for real-time data collection and analysis to inform decision-making that better serves citizens seeking public services. Smart infrastructure is simply regular infrastructure that is equipped with connectivity (through closed Wi-Fi networks, cellular networks, or fiber optic networks) and sensors tailored to their functions, such as radar, cameras, temperature, pressure, moisture, etc. Smart infrastructure allows for continuous data collection, which in turn can be analyzed by partner agencies or through cloud-computing to produce data-driven insights. These key findings can then be utilized to better provide key urban services, such as:

- Automated Traffic Detection & Coordinated Signal Timing
- Transit Signal Priority & Bus Rapid Transit
- Power Grid, Water Quality, and Sewage System Monitoring
- Efficient Waste Management

When combined, these individual detection, monitoring, and analysis systems can be combined into a Digital Twin, which integrates all these urban components into one model. The regular exchange of data between digital and physical twins through their shared lifecycles could empower planning partners to learn from the digital twin ecosystem and evolve policies and services over time. This would enable the whole urban area to anticipate and respond to security hazards such as wildfires, floods, blizzards, and pandemics, while also empowering the efficient use of resources towards sustainability and resiliency goals.

Digital Twin: *A virtual model of real-world assets (such as roadways, bridges, buildings, streetlights, vehicles, waste management, power systems, etc.), as well as processes, behaviors, and relationships, that is used to create, monitor, and maintain the infrastructure.*

¹ MaaS Alliance. (September 2017). *Guidelines & Recommendations to Create the Foundations for a Thriving MaaS Ecosystem*. https://maas-alliance.eu/wp-content/uploads/sites/7/2017/09/MaaS-WhitePaper_final_040917-2.pdf

Projects & Implementation Appendix

INTRODUCTION

This appendix describes the process used to develop and prioritize the project list and presents the projects organized by category. Appendix J provides the projects organized by funding source.

PROJECT PRIORITIZATION

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

The projects were evaluated based on 12 project criteria that align with LRTP goals, and are shown in Exhibit 2 and described in Table 1. For each criterion, projects were assigned a score of -1, 0, 1, or 2, based on their alignment with the criterion. The final prioritization score for a project is the sum of the scores for all 12 criteria.

Table 1. Project Prioritization Scoring

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
1	Stakeholder & Public Support	Steering Committee, Stakeholder, or Public Meetings	Strong Support	Moderate Support	Mixed Support or No Comment	Strong Opposition
2	Consistency with Adopted Plans / Studies	Plans and Studies Identified in 'Recently	Strong Consistency	Minor Consistency	Not Identified in a Partner Agency Plan/Study	Not Applicable

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
Completed & On-Going Project' List						
3	Safety - Mitigates Crash Risk, Especially for Vulnerable Road Users	EPDO Analysis, Near Schools in GIS, & Project Type	Addresses Identified Safety Issue	Minor Safety Impact	No Effect	Negative Safety Impact
4	Serves Transportation-Disadvantaged Populations	Transportation Disadvantaged Populations in GIS	Project Located in High Disadvantaged Block Group	Project Located in Medium Disadvantaged Block Group	Project Located in Low Disadvantaged Block Group	Not Applicable
5	Supports Low Carbon Modes and Green Infrastructure	Project Type	Major Environmental Improvement	Minor Environmental Improvement	Minimal to No Impact	Negative Environmental Impact
6	Address Resiliency & Security Risks	Resiliency Risks in GIS	Addresses Identified Resiliency or Security Risk in High-Risk Area	Addresses Identified Resiliency or Security Risk in Medium-Risk Area	Addresses Identified Resiliency or Security Risk in Low-Risk Area	Negative Resiliency or Security Impact
7	Right-of-Way Impacts	Project Likelihood to Expand Beyond Existing ROW	No ROW Impacts	Minimal ROW Impacts	Moderate ROW Impacts	Significant ROW Impacts

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
8	Pedestrian Mobility	Pedestrian Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Pedestrian Safety / Mobility OR Near a School	Major Pedestrian Safety / Mobility Improvement	Minor Pedestrian Safety / Mobility Improvement	Negative Pedestrian Safety / Mobility Impact
9	Bicycle Mobility	Bicycle Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Bicycle Safety / Mobility OR Near a School	Major Bicycle Safety / Mobility Improvement	Minor Bicycle Safety / Mobility Improvement	Negative Bicycle Safety / Mobility Impact
10	Transit Mobility	Amenity, Service, or Facility Identified in the TDP or Pedestrian/Bicycle Facility Near Transit Facility	Addresses an Identified Barrier to Transit	Major Transit Improvement	Minor Transit Improvement or No Impact	Negative Transit Impact
11	Vehicular Level of Service (LOS)	Synchro Operational Analysis	Not Applicable	Decrease in Vehicle LOS	Not Applicable	Increase in Vehicle LOS
12	Freight Mobility / Safety	Freight Facilities in GIS	Improves Multimodal Freight Connectivity	Improves Designated Freight Route, Railroad Crossing, or Intermodal Facility	Not Applicable	Impacts Designated Freight Route, Railroad Crossing, or Intermodal Facility

FISCALLY CONSTRAINED PROJECT LIST

Table 2 presents the LRTP projects funded with federal sources that are fiscally constrained for the five-year period 2024–2028. These projects and funding allocations are fully consistent with the FY2024–2028 MPO Transportation Improvement Program (TIP) and represent committed investments that are programmed and funded within this timeframe. This alignment demonstrates fiscal constraint, reflects revenue availability within this timeframe, and indicates that these projects are ready for implementation in accordance with federal and MPO planning requirements.

Table 2. Fiscally Constrained Project List - Committed Federally Funded Projects (FFY24-28 TIP)

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
R_29	Billings Bypass ¹	NH	2024	\$4,500,000
		NH	2025	\$3,350,000
R_01	Billings Bypass - Johnson Lane Interchange ¹	STPU	2026	\$2,400,000
		CMAQ	2026	\$6,200,000
		NH	2026	\$3,800,000
		NHFP	2026	\$14,357,700
		IM	2026	\$29,160,800
R_02	Billings Bypass - Railroad Overpass*	NH	2024	\$989,200
R_03	Billings Bypass - Johnson Lane Interchange to RR Overpass*	NH	2024	\$9,252,800
R_04	Billings Bypass - Five Mile Road to US87*	NH	2028+	\$15,219,600
R_05	I-90 Yellowstone River Bridges	BRIDGE	2024	\$2,074,900
A_12	MDT Preventative Maintenance ²	IM	2024	\$1,500,000
		NH	2024	\$1,000,000
		IM	2025	\$1,500,000
		NH	2025	\$1,000,000
		IM	2026	\$1,500,000
		NH	2026	\$1,000,000
		IM	2027	\$1,500,000
		NH	2027	\$1,000,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
		IM	2028	\$1,500,000
		NH	2028	\$1,000,000
R_06	Mossmain Interchange - West Billings	IM	2024	\$1,051,700
L_03	Lockwood Interchange - Billings	IM	2025	\$1,668,700
		IM	2026	\$768,700
		IM	2028	\$51,269,900
L_04	Exposition Drive and 1st Avenue N. (Billings)	NH	2024	\$2,334,800
		NH	2027	\$9,036,800
L_05	Airport Road and Main Street - Billings	NH	2024	\$350,700
		NH	2026	\$214,300
		NH	2027	\$7,718,400
R_07	1st Avenue N - 9th to RR Crossing	NH	2026	\$59,800
		NH	2027	\$59,800
		NH	2028	\$20,808,600
R_08	1st Avenue N - RR Crossing to Broadway	NH	2025	\$268,100
		NH	2026	\$8,345,700
R_09	1st Avenue N - Broadway to Division	NH	2025	\$363,200
		NH	2026	\$7,732,600
R_28	Zoo Drive Improvements	NH	2024	\$398,500
		NH	2025	\$7,520,300
		HSIP	2025	\$500,000
		CR	2025	\$1,155,000
P_03	Montana Avenue Crosswalks - Billings	NH	2026	\$76,900
		NH	2028	\$2,610,100
L_07	SF 169 Rimrock & 62nd St W	HSIP	2025	\$374,500
A_14	Safety Projects (Various Locations) ²	HSIP	2025	\$500,000
		HSIP	2025	\$500,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
		HSIP	2025	\$500,000
		HSIP	2027	\$500,000
		HSIP	2028	\$500,000
L_02	SF 189 South D5 Safety Improvements	HSIP	2024	\$170,200
R_45	Grand Avenue (41st Street W to 62nd Street W)	STPU	2025	\$2,362,600
		STPU	2026	\$1,260,000
		STPU	2027	\$1,500,000
		STPU	2028	\$16,857,000
		CMAQ	2028	\$3,426,800
A_17	Traffic Mitigation ²	MACI	2024	\$250,000
		MACI	2025	\$250,000
		MACI	2026	\$250,000
		MACI	2027	\$250,000
		MACI	2028	\$250,000
I_01	King Ave West & 48th St West	CR	2025	\$600,000
		CR	2027	\$400,000
		CR	2028+	\$2,308,100
		HSIP	2028+	\$1,600,000
		Local Contribution	2028+	\$341,900
MT_01	Stagecoach Trail	TA	2024	\$931,200
		TA	2028	\$5,348,700
R_10	BR PRES Columbus Joliet Area	BRIDGE	2024	\$1,746,300
R_11	Shiloh Road/ I-90 Bridge - BLGS	BRIDGE	2025	\$12,400
		BRIDGE	2028	\$2,824,200
A_15	Urban Pavement Preservation ²	UPP	2024	\$500,000
		UPP	2025	\$500,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
A_13	ADA Compliance ²	UPP	2026	\$500,000
		UPP	2027	\$500,000
		UPP	2028	\$500,000
		MACI	2024	\$500,000
		MACI	2025	\$500,000
A_16	Transportation Alternatives	MACI	2026	\$500,000
		MACI	2027	\$500,000
		MACI	2028	\$500,000
		TA	2024	\$300,000
R_12	Johnson Lane Interchange Ramps	IM	2024	\$4,000
R_13	Lockwood Interchange Ramps	IM	2024	\$4,000
R_14	27th Street Interchange Ramps	IM	2024	\$4,000
R_15	South Billings Blvd Interchange Ramps	IM	2024	\$4,000
R_16	King Ave West Interchange Ramps	IM	2024	\$4,000
R_17	Zoo Drive Interchange Ramps	IM	2024	\$4,500
R_18	I-90 Culverts - Billings Area	IM	2024	\$757,000
		IM	2027	\$6,269,400
R_19	Heights Main Street	NH	2024	\$140,700
R_20	27th St	NH	2024	\$142,200
R_21	Zoo Drive Interchange	NH	2024	\$55,500
R_22	King Ave West	NH	2024	\$22,500
R_23	Old Laurel Road	NH	2024	\$16,600
R_24	Underpass Ave Improvements	NH	2025	\$3,531,500
		NH	2026	\$154,600
R_25	Billings District ADA Upgrades	MACI	2024	\$74,900
		CR	2024	\$388,400
R_26	88th St - Shiloh	STP/S*/X*	2025	\$69,700

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
R_27	SF 209 Billings District Signs	HSIP	2026	\$242,700
R_28	SF129 - Roundabout King 56th	HSIP	2024	\$94,500
P_02	Sidewalks - Lockwood	TA	2024	\$266,100
		TA	2025	\$1,166,600
MT_08	Rec Trails Program	FWP	2026	\$125,000
		FWP	2027	\$125,000
		FWP	2028	\$125,000
MT_03	Rose Park Tail, Phase 2	FWP	2024	\$99,600
MT_04	Lillis Park Trail Connector	FWP	2024	\$125,000
MT_05	Big Ditch Trail Extension	FWP	2024	\$125,000
MT_06	Southern Riverfront Park Trail	FWP	2025	\$125,000
MT_07	Trailside Education Signs	FWP	2025	\$59,100
A_18 ³	Bus & Passenger Amenities/ Equipment	Section 5307	2024	\$10,500
		Section 5307	2027	\$36,000
		Section 5307	2028	\$36,000
A_18 ³	Transit Operations	Section 5307	2024	\$8,387,800
		Section 5307	2025	\$4,774,800
		Section 5307	2026	\$4,749,500
		Section 5307	2027	\$4,691,900
		Section 5307	2028	\$4,691,900
A_18 ³	Transit Operations	TRANSADE	2024	\$348,900
		TRANSADE	2025	\$253,800
		TRANSADE	2026	\$250,000
		TRANSADE	2027	\$250,000
		TRANSADE	2028	\$250,000
A_19 ⁴	Rolling Stock	Section 5339	2024	\$5,499,800
		Section 5339	2025	\$1,000,000

ID	Project Name	Funding Source	Year of Expenditure (YOE)	Cost
A_19 ⁴	Bus and bus facilities	Section 5339	2024	\$2,891,900
		Section 5339	2025	\$75,400
A_19 ⁴	Bus and bus technology	Section 5339	2024	\$182,900
		Section 5339	2025	\$38,000
		Section 5339	2026	\$118,900
A_19 ⁴	Bus facilities security system	Section 5339	2024	\$400,000
		Section 5339	2025	\$72,500
		Section 5339	2026	\$32,000
A_19 ⁴	Bus facilities and support	Section 5339	2024	\$418,800
		Section 5339	2025	\$462,000
		Section 5339	2026	\$789,500
		Section 5339	2027	\$440,000
		Section 5339	2028	\$50,000
A_19 ⁴	Bus, facilities, and technology	Section 5339	2028	\$1,350,000
A_19 ⁴	Paratransit vehicles	Section 5310	2024	\$239,900
		Section 5310	2025	\$243,800
A_19 ⁴	Traditional and Non-Traditional Projects	Section 5310	2025	\$112,500
		Section 5310	2026	\$226,000
		Section 5310	2027	\$226,000
		Section 5310	2028	\$226,000

¹Regionally significant project

²Annual expenditure

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

⁴Projects funded by FTA 5339 and 5310 are grouped together into an overarching "Transit Capital Purchases" project in Table 22.

PROJECT LIST BY CATEGORY

This section presents the LRTP project list organized by project category and type. For each project, the prioritization score, year of expenditure (YOE), cost estimate (in 2023 dollars), and assigned funding source are provided. An interactive web map of project locations is available on the [Project Dashboard](#).

- **Committed projects** reflect projects and their assigned funding sources identified in the City of Billings 2024–2028 CIP or the FY24–28 MPO TIP.
- **Recommended projects** are assigned a YOE and funding source based on project category, eligibility, and anticipated revenues through 2045 (see Table 34 of the LRTP).

Transportation funding is distributed across multiple programs and jurisdictions, each with its own requirements and eligibility criteria. For recommended projects, potential funding programs were assigned based on anticipated availability and likely eligibility. Funding source and Year of Expenditure (YOE) assignments were developed to demonstrate fiscal constraint and to align projects with anticipated revenues through 2045 and funding eligibility requirements. YOE costs reflect inflation in the anticipated funding year. Some projects may qualify for multiple funding programs, and these assignments do not preclude the MPO or partner agencies from pursuing alternative or newly available funding opportunities. Abbreviations used for the funding sources are defined in **Error! Not a valid bookmark self-reference..**

Table 3. Project Funding Source Abbreviations

Acronym	Funding Source
CMAQ	Congestion Mitigation & Air Quality
CR	Carbon Reduction
MACI	Montana Air & Congestion Initiative (MACI)
BRIDGE	Surface Transportation Program - Bridge
FWP	Montana Fish and Wildlife Program

Acronym	Funding Source
GTB	Gas Tax – City (Billings)
GTY	Gas Tax – County (Yellowstone)
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
OM	Operations and Maintenance
NHFP	National Highway Freight Program
NH	National Highway System
OTHER	Other Identified Local Source
SCD	Sidewalk and Curb District
SID	Special Improvement District
SM	Street Maintenance Fund
SS4A	Safe Streets and Roads for All (SS4A)
STP/S*/X*	Surface Transportation Program Secondary/ Off-System (STP/S*/X*)
STPU	Surface Transportation Program Urban (STPU)

Acronym	Funding Source
TA	Transportation Alternatives
TF	Transit Fund
UPP	Urban Pavement Preservation

Pedestrian Projects

COMMITTED PEDESTRIAN AND SAFE ROUTES TO SCHOOL (SRTS) PROJECTS

Table 4. Pedestrian and Safe Routes to School (SRTS) Projects - Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
P_01	SS4A Projects Implementation (2023)	The City of Billings was awarded a Safe Streets and Roads for All (SS4A) grant to implement 17 Safe Routes to School (SRTS) projects identified through the 2022 Safe Routes to School Plan Update. Projects include a range of treatments that improve safety for people walking and biking in areas near Bench Elementary, Boulder Elementary, Burlington Elementary, Central Heights Elementary, Highland Elementary, McKinley Elementary, Miles Elementary, Orchard Elementary, Ponderosa Elementary, Sandstone Elementary, and Washington Elementary. Project types include enhanced crossings, sidewalks, curb extensions, traffic calming, paths, and speed and safety studies. Additional projects funded through the grant include a Neighborhood Bikeway on Azalea Ln/10th St W/11th St W/Missouri St/Moore Ln from Rimrock Rd to Monad Rd; a Neighborhood Bikeway on Avenue D/12th St from Avenue C to south of Kalmar Dr; a Neighborhood Bikeway in the Howard/Terry/24th St W and Arvin area; a Neighborhood Bikeway on 8th St W from Azalea Ln to Parkhill Dr with a Bicycle Lane from Parkhill Dr to	City of Billings	24-28	\$3,557,923	SS4A (2023)

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
		Central Ave; a Bicycle Lane on Monad Rd from S Plainview St to S 32nd St W; and a Bicycle Lane on 7th Ave N from 6th Ave N to N 32nd St.				
P_02	Sidewalks - Lockwood	Sidewalk construction - Old Hardin Road	MDT	24-28	\$1,432,700	TA
P_03	Montana Avenue Crosswalks - Billings	Sidewalk Improvements ADA Compliance; milling and paving work on Laurel Road.	MDT	24-28	\$2,687,000	NH
P_04	Jackson Street	Jackson Street Pedestrian Crossings and Curb Extensions (Bulb-outs)	MDT; City of Billings	24-28	\$317,625	TA
P_05	Riverside School Zone	Riverside School Zone Improvements	MDT; City of Billings	24-28	\$283,250	TA
P_06	South Billings Boulevard	South Billings Boulevard School Crossing and Pedestrian Refuge Island	MDT; City of Billings	24-28	\$67,100	TA
P_07	Governors Boulevard	Governors Boulevard Intersection Improvements for Castlerock School	MDT; City of Billings	24-28	\$182,050	TA
P_08	Central Avenue & 24th Street West	Central Avenue and 24th Street West - High Visibility Crossing and Leading Pedestrian Interval	MDT; City of Billings	24-28	\$34,100	TA
P_09	Parkhill Drive and 17th Street West	Parkhill Drive and 17th Street - High Visibility Crossing	MDT; City of Billings	24-28	\$23,100	TA
P_10	Poly Drive and Hoover Avenue	Poly Drive and Hoover Avenue Pedestrian Crossing - RRFB and Curb Extension	MDT; City of Billings	24-28	\$118,450	TA

RECOMMENDED PEDESTRIAN AND SAFE ROUTES TO SCHOOL (SRTS) PROJECTS

Table 5. Pedestrian and Safe Routes to School (SRTS) Projects - Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
P_11	Alkali Creek - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Alkali Creek Elementary School. Key recommendations include installing fencing along Alkali Creek Road between the school's northern section and Indian Trail Road, constructing sidewalks on the west side of Alkali Creek Road, and installing curb extensions or a traffic island. A paved path along Alkali Creek is also recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	\$467,000	29-33	\$542,000	TA; CMAQ	TA
P_12	Arrowhead - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Arrowhead Elementary School. Key recommendations include reducing travel lanes to shorten crossing distance and/ or curb extensions, implement in-street yield to pedestrian signs, construct a minimum 10-ft sidewalk or path on the west side of 38th St W between the school and the path to the south. A separated,	City of Billings	12	\$130,000	29-33	\$151,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		buffered, or standard bike lane is also recommended on 38th Street West; however, this element is included in the Billings Area Bikeway and Trails Master Plan and is not accounted for in this project's cost.							
P_13	Beartooth - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Beartooth Elementary School. Key recommendations include new signage designating bus-only parking, high visibility crosswalk markings and lighting at Elaine St/ Bitterroot Dr and Bitterroot Dr/ Wicks Ln, implementing in-street yield to pedestrian signs, install new crosswalk across Barrett, install new sidewalk or trail along the south side of Barrett Rd.	City of Billings	10	\$636,000	34-45	\$1,052,000	TA; CMAQ	TA
P_14	Bench - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bench Elementary School. Key recommendations include installing curb extensions at Lake Elmo Drive/ Milton Rd, paving streets and constructing sidewalks on the west side of Lake Elmo Dr north of Rice Ln, and building a shared-use path along the irrigation canal and connecting the path through City-owned land off of	City of Billings	11	\$178,000	29-33	\$207,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		Windsor Circle and north of Hilltop Rd. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_15	Big Sky - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Big Sky Elementary School. Key recommendations include a pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, refreshed crosswalk markings and yield markings at 32nd Street and Lampman Drive, a high-visibility crosswalk and new curb ramps at the S 30th St W and Lampman Drive intersection.	City of Billings	12	\$88,000	29-33	\$103,000	TA; CMAQ	TA
P_16	Bitterroot - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bitterroot Elementary School. Key recommendations include reducing travel lane widths to install bike lanes on Bench Blvd from Kyhl Ln to Barrett Rd, pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, construct a sidewalk on Khyl Ln in front of the school along the parking median, install curb extensions	City of Billings	11	\$365,000	34-45	\$604,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		at Barrett Rd/ Bench Blvd, construct a sidewalk and neighborhood street access connections along the Heritage/ Kiwanis Trail and wayfinding, and install a new sidewalk or trail along the south side of Barrett Road from Kiwanis Trl to Columbine Dr.							
P_17	Boulder - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Boulder Elementary School. Key recommendations include curb extensions at 32nd St/ the school flashing beacon, a driver speed feedback sign on both approaches to Poly Drive at 32nd St, and a high-visibility crosswalk with curb extensions at Zimmerman Trail and Colton Boulevard. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	11	\$110,000	29-33	\$128,000	TA; CMAQ	TA
P_18	Broadwater - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Broadwater Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis	City of Billings	12	\$165,000	29-33	\$192,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		and 24th St W, installing high-visibility crosswalks at Lewis and 19th St W, installing a shared-use path from Arnold Drain to 24th St W, installing a shared use path parallel to the Arnold drain from Burlington Elementary to 24th St W.							
P_19	Burlington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Burlington Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis/ 24th St W. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	11	\$30,000	29-33	\$35,000	TA; CMAQ	TA
P_20	Central Heights - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Central Heights Elementary School. Key recommendations include a pop-up pilot project to evaluate the effectiveness of on-street parking restrictions, tightening the curb radii and installing new curb ramps at Dallas Dr/ Pueblo Dr, install ADA compliant curb ramps at Lexington Dr north of Alamo Dr, and install curb	City of Billings	11	\$85,000	29-33	\$99,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		extensions at Eldorado Dr/ Lexington Dr. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_21	Eagle Cliffs - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Eagle Cliffs Elementary School. Key recommendations include signal phasing updates and reducing effective turn radii or installing curb extensions at Constitution Ave/ Governors Blvd. A shared-use path along connecting Marias Dr and Wicks Ln is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	\$130,000	29-33	\$151,000	TA; CMAQ	TA
P_22	Highland - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Highland Elementary School. Key recommendations include installing high visibility crosswalks at Poly Dr/ Virginia Ln and conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restriction. Note - Some elements of the recommendations for	City of Billings	11	\$25,000	29-33	\$29,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_23	McKinley - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of McKinley Elementary School. Key recommendations include installing ADA ramps at the west approaches of Parkhill Dr/ 32nd St and Parkhill Dr/ 11th Ave N. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	11	\$30,000	29-33	\$35,000	TA; CMAQ	TA
P_24	Meadowlark - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Meadowlark Elementary School. Key recommendations include paving streets and constructing sidewalks and curb ramps on at least one side of the street throughout the neighborhood. The cost estimate accounts for curb ramp construction at five intersections.	City of Billings	12	\$640,000	29-33	\$742,000	TA; CMAQ	TA
P_25	Miles Avenue - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Miles	City of Billings	12	\$1,000	29-33	\$2,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		Avenue Elementary School. Key recommendations include installing in-crosswalk "Yield to Ped" signs along Miles Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_26	Newman - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Newman Elementary School. Key recommendations include conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restrictions and reconstructing sidewalks along Calhoun Ln.	City of Billings	12	\$515,000	29-33	\$598,000	TA; CMAQ	TA
P_27	Orchard - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Orchard Elementary School. Key recommendations include conduct a pilot pop-up project to evaluate the effectiveness new on-street parking restrictions; and install curb extensions at Jackson St/ Francis Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were	City of Billings	13	\$55,000	29-33	\$64,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		funded as part of the 2023 SS4A grant (see P_86).							
P_28	Poly - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Poly Drive Elementary School. Key recommendations include adding a school zone flashing beacon on Rimrock Rd and on Colton Blvd; removing left turn lane on Colton Blvd turning north onto 24th Street; installing curb extensions for the west and south legs with lane width reduction at Colton Blvd/ 24th St; implement traffic calming and/or road diet to slow traffic on Colton Blvd; and formalize side alley as a paved shared-use path. A bike lane is proposed on Colton Blvd from Rehberg Ln to 17th St; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	\$600,000	29-33	\$696,000	TA; CMAQ	TA
P_29	Ponderosa - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Ponderosa Elementary School. Key recommendations include installing pedestrian lighting on the shared-use path from Ponderosa to Kings Green Dr. Some elements of the recommendations for this school as	City of Billings	13	\$5,000	29-33	\$6,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_30	Rose Park - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Rose Park Elementary School. Key recommendations include reconfiguring 17th St W to reduce travel lane width and add a sidepath or separated bike lane; add high visibility crosswalk markings at Parkhill Dr/ 17th St W; reconstruct the pedestrian bridge over the canal at 19th St W with a minimum 14' width to accommodate 2-way bicycle and pedestrian traffic; and install curb extensions and refresh crosswalk markings at Avenue E/ 19th St W. A shared-use path along the irrigation canal is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	City of Billings	12	\$567,000	34-45	\$938,000	TA; CMAQ	TA
P_31	Sandstone - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Sandstone Elementary School. Key recommendations include installing advance school warning signs on the north and south approaches of Wicks and Nutter/ Lake Hills; signal timing	City of Billings	12	\$2,678,000	34-45	\$4,427,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		updates at Wicks and Nutter/ Lake Hills; installing curb extensions or pedestrian refuge islands at Claim Jumper Ln/ Babcock Ln; build sidewalk on at least one side of Claim Jumper Ln; constructing sidewalks on neighborhood streets southeast of Babcock Blvd and Wicks Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).							
P_32	Washington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Washington Elementary School. Key recommendations include installing traffic calming elements and a wider sidewalk with buffer on Central from 12th St W to 10th St W; installing high visibility crosswalks at Central/ Moore Ln; conducting a pilot pop-up project to evaluate the effectiveness of an new on-street parking restrictions; and implementing adequate nighttime lighting at Central Ave/ Moore Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	City of Billings	13	\$168,000	29-33	\$195,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
P_33	Sidewalk along Piccolo Ln between Old Hardin Rd and Old US87	Construct sidewalk along Piccolo Lane; sidewalk that fills the sidewalk gap in front of the Lockwood Schools, directly across from Piccolo Lane; and a signalized pedestrian crossing at the intersection of Piccolo Lane and Highway 87	Yellowstone County	9	\$460,000	29-33	\$534,000	TA; CMAQ; GTY	GTY
P_34	Sidewalk along Old Hardin Rd between Piccolo Ln and Johnson Ln	Construct sidewalk along the south side of Old Hardin Road, east of Johnson Lane; and a signalized pedestrian crossing at the intersection of Old Hardin Road and Saddle Lane	Yellowstone County	9	\$2,300,000	29-33	\$2,667,000	TA; CMAQ; GTY	GTY
P_35	Sidewalk on Sunrise Ave	Construct sidewalk along the vacant Sunrise Avenue Right-Of-Way, east of Hemlock Drive to Johnson Lane; and a signalized pedestrian crossing on Johnson Lane between the Sunrise Right-Of-Way and Ford Road	Yellowstone County	9	\$1,100,000	29-33	\$1,276,000	TA; CMAQ; GTY	GTY
P_36	Sidewalk on Sunrise St between Hemlock Dr and Greenwood Ave	Construct a sidewalk along the west side of Johnson Lane, south of Old Hardin Road	Yellowstone County	9	\$1,300,000	34-45	\$2,149,000	TA; CMAQ; GTY	TA
P_37	Sidewalk on Old Hardin Rd between Becraft Ln and Dickie Rd	Improve the signalized pedestrian crossing at the intersection of Old Hardin Road and Highway 87 to allow crossings from all directions	Yellowstone County	10	\$700,000	29-33	\$812,000	TA; GTY	GTY

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
P_38	Colton Blvd/ Zimmerman Trail Pedestrian Improvement	Pedestrian intersection improvement (RRFB)	City of Billings	8	\$100,000	34-45	\$166,000	TA; CMAQ; SID	SID
P_39	Highway 3 Pedestrian/ Bicycle Underpasses	Construct an underpass beneath Highway 3 that would connect the newly constructed Skyline Trail to the new bike/ pedestrian multi-use path along Skyway Drive. The Montana Department of Transportation is undertaking a Highway 3 Corridor Study of this area and the MPO is requesting to be included in this study. If feasible, the MPO will ask for the additional review of this location for the underpass and potential state funding sources that could assist the MPO/City in the project development.	MDT; City of Billings	12	\$1,000,000	29-33	\$1,160,000	TA; CMAQ; MACI	MACI
P_40	Pedestrian Crossing of Exposition Dr	The pedestrian crossing of Exposition Drive is a key element in the revitalization of the East Billings Urban Renewal District (EBURD). As identified in the 2013 Exposition Gateway Concept Plan and the 2013 City of Billings Hospitality Corridor Planning Study, a pedestrian crossing would provide a vital connection between the east end of the EBURD and MetraPark. Exposition Drive is a principal arterial on a north-south alignment in Billings that currently provides three	MDT; City of Billings	9	\$4,000,000	34-45	\$6,612,000	TA; CMAQ; MACI; NH	NH

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
----	------	-------------	-------------	----------------------	---	---------------------------	----------	--------------------------	--------------------------

lanes in each direction with a center turn lane at intersections in the project location and a pedestrian crossing will significantly enhance a connection over the busiest thoroughfare in Montana to the busiest entertainment venue in the region. Other benefits include enhancing future development by encouraging investment in adjacent idle property, improving connectivity and safety, providing opportunities for event organizers, and allow users to enjoy amenities within walking distance in the Exposition Gateway Area.

Bicycle Projects

RECOMMENDED BICYCLE PROJECTS

Table 6. Bicycle Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_01	Wentworth Drive	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr. Spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signal such as an RRFB; coordinate with adjacent signals and review crossing timing). Note: Cost estimate assumes neighborhood bikeway but may potentially include short segments of other facility types, including shared-use paths, bike lanes, or sharrows, consistent with Appendix A of the Bikeway and Trails Master Plan Update.	City of Billings	7	\$13,000	34-45	\$22,000	TA; SID; SM; GTB; CMAQ	SID
BB_02	Butterfly Lake Lane	Neighborhood Bikeway from Nutter Blvd to Uninta Park Dr	City of Billings	8	\$6,000	29-33	\$7,000	TA; SID; SM; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_03	Crist Drive	Neighborhood Bikeway from Main St to Yellowstone River Trail	City of Billings	9	\$5,000	29-33	\$6,000	TA; SID; SM; GTB; CMAQ	SID
BB_04	10th Street West	Neighborhood bikeway from Parkhill Dr to Central Ave	City of Billings	10	\$21,000	29-33	\$25,000	TA; SID; SM; GTB; CMAQ	SM
BB_05	Wingate Lane	Neighborhood Bikeway from Rimrock Rd to Colton Blvd	City of Billings	8	\$4,000	29-33	\$5,000	TA; SID; SM; CMAQ	SID
BB_06	12th Street West	Neighborhood Bikeway from Lewis Ave to Central Ave	City of Billings	10	\$12,000	29-33	\$14,000	TA; SID; SM; GTB; CMAQ	SM
BB_07	Simpson Street	Neighborhood Bikeway from Newman Ln to Jackson St	City of Billings	9	\$14,000	29-33	\$17,000	TA; SID; SM; GTB; CMAQ	SID
BB_08	Virginia Lane	Neighborhood Bikeway from Rimrock Rd to Poly Dr	City of Billings	8	\$4,000	29-33	\$5,000	TA; SID; SM; CMAQ	SID
BB_09	Lewis Avenue	Neighborhood Bikeway from 24th St W to Parkview Dr; spot improvement at 24th St W (Install bike boxes on Lewis to provide priority for bicyclist movement)	City of Billings	9	\$303,000	29-33	\$352,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_10	Milton/Prince of Wales/Heights Ln/Shawnee Dr/Arronson/Nutter	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr; spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signals at this leg as well. Conduct study to examine performance of existing pedestrian signal. Coordinate with adjacent signals and review crossing timing)	City of Billings	11	\$165,000	29-33	\$192,000	TA; SID; SM; GTB; CMAQ	SM
BB_11	Arronson/Uinta Park Dr/Riley/Cherry Creek Ln	Neighborhood Bikeway from Cherry Creek Loop to Governors Blvd; spot improvement at Main St (Install east/west crosswalk across southern leg of Main St; Move stop bar south to accommodate crosswalk; potentially retime signal. Construct curb cuts east and west side of new crosswalk; install cut-through raised median)	City of Billings	9	\$113,000	29-33	\$131,000	TA; SID; SM; GTB; CMAQ	SID
BB_12	S 41st St/Hallowell Ln/Arlington Dr/Carlton Ave SW	Neighborhood Bikeway from 1st Ave S to Carlton Ave SW; spot improvement at Hallowell Ln (Construct bumpouts at all four corners)	City of Billings	12	\$144,000	29-33	\$167,000	TA; SID; SM; GTB; CMAQ	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		of intersection to reduce crossing distance)							
BB_13	4th Ave S/Jackson St	Neighborhood Bikeway from S 28th St to King Ave E	City of Billings	12	\$34,000	29-33	\$40,000	TA; SID; SM; GTB; CMAQ	SID
BB_14	Avalon Rd/Vickery Dr/Vickery Ct	Neighborhood Bikeway from Colton Blvd to Vickery Ct	City of Billings	9	\$14,000	29-33	\$17,000	TA; SID; SM; GTB; CMAQ	SID
BB_15	Lampman Dr/Decathlon Pkwy/S 38th St W	Neighborhood Bikeway from S 29th St W to S Shiloh Rd	City of Billings	9	\$15,000	29-33	\$18,000	TA; SID; SM; GTB; CMAQ	SID
BB_16	Normal Ave/Ash St/Colton Blvd/N 32nd St	Neighborhood Bikeway from Rimrock Rd/South of Avenue B	City of Billings	9	\$23,000	29-33	\$27,000	TA; SID; SM; GTB; CMAQ	SID
BB_17	Pemberton Ln/Crist Dr/Columbine Dr	Neighborhood Bikeway from Mary St/Main St	City of Billings	9	\$16,000	29-33	\$19,000	TA; SID; SM; GTB; CMAQ	SID
BB_18	8th Ave S	Neighborhood Bikeway from S 28th to S 34th St	City of Billings	9	\$9,000	29-33	\$11,000	TA; SID; SM; GTB; CMAQ	SID
BB_19	Constitution/Kootenai	Neighborhood Bikeway from Nutter Blvd to West of Amendment Cir	City of Billings	10	\$24,000	29-33	\$28,000	TA; SID; SM; GTB; CMAQ	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_20	Jerrie Ln/Kyhl Ln/Elaine/Primrose/Maurine	Neighborhood Bikeway from East of Walter Rd to Lake Elmo Dr; spot improvement at Main St (Install consolidated crossing north side of intersection to enable east/west crossing. Install east/west crosswalk and HAWK Beacon. Reconstruct ramps and bulb out if needed to create wider landing)	City of Billings	11	\$464,000	29-33	\$538,000	TA; SID; SM; GTB; CMAQ	SM
BB_21	Fantan St	Neighborhood Bikeway from Siesta Ave to Wicks Ln	City of Billings	9	\$9,000	29-33	\$11,000	TA; SID; SM; GTB; CMAQ	SID
BB_22	2nd St W	Neighborhood Bikeway from Avenue C to Montana Ave	City of Billings	9	\$16,000	29-33	\$19,000	TA; SID; SM; GTB; CMAQ	SID
BB_23	Simpson St/Moore Ln/Stone St	Neighborhood Bikeway from Carlton Ave SW to Moore Ln; spot improvement at S Billings Blvd (Install HAWK Beacon at existing east/west crossing; reconstruct west side ramp if needed to create wider landing)	City of Billings	12	\$181,000	29-33	\$210,000	TA; SID; SM; GTB; CMAQ	SID
BB_24	Cherry Hills/Black Diamond	Neighborhood Bikeway from Annandale Rd to Gleneagles Blvd	City of Billings	7	\$17,000	34-45	\$29,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_25	N 14th St	Neighborhood Bikeway from Park Pl to 6th Ave N	City of Billings	9	\$4,000	29-33	\$5,000	TA; SID; SM; GTB; CMAQ	SID
BB_26	Marias Dr	Neighborhood Bikeway from Keno St to Kootenai Ave	City of Billings	10	\$4,000	29-33	\$5,000	TA; SID; SM; GTB; CMAQ	SM
BB_27	Piccolo Ln	Neighborhood Bikeway from Old Hardin Rd to Highway 87E	Yellowstone County	9	\$8,000	29-33	\$10,000	TA; CMAQ	SM
BB_28	Hemlock Dr	Neighborhood Bikeway from Clayton St to Hillner Ln	Yellowstone County	9	\$10,000	29-33	\$12,000	TA; CMAQ	SM
BB_29	Bobolink St/Canary Ave	Neighborhood Bikeway from Dickie Rd to Old Hardin Rd	Yellowstone County	8	\$11,000	34-45	\$19,000	TA; CMAQ	CMAQ
BB_30	Constellation Trl/Eagle/Southern Hills/Venus	Neighborhood Bikeway from Riveroaks Dr to Saint Andrews Dr	City of Billings	7	\$18,000	34-45	\$30,000	TA; SID; SM; GTB; CMAQ	SID
BB_31	Maier Rd	Neighborhood Bikeway from Highway 87E Rosebud Ln	Yellowstone County	9	\$5,000	29-33	\$6,000	TA; CMAQ	SM
BB_32	Sunrise Ave/Greenwood Ave	Neighborhood Bikeway from Hemlock Dr to Lockwood Tributary	Yellowstone County	9	\$11,000	29-33	\$13,000	TA; CMAQ	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_33	Ironwood Dr/Ben Hogan Ln	Neighborhood Bikeway from Molt Rd to 54th St W; spot improvement at Hog Ave (Install curb cut north side of Hog Ave leading to trail)	Yellowstone County	7	\$46,000	34-45	\$77,000	TA; CMAQ	SM
BB_34	Shamrock Ln	Neighborhood Bikeway from North of Killarney St to Emerald Dr	City of Billings	7	\$4,000	34-45	\$7,000	TA; SID; SM; GTB; CMAQ	SID
BB_35	Sam Snead Trl	Neighborhood Bikeway from Ben Hogan Ln to Molt Rd	City of Billings	7	\$17,000	34-45	\$29,000	TA; SID; SM; GTB; CMAQ	SID
BB_36	Tampico Dr	Neighborhood Bikeway from El Paso St to Baja Pl	Yellowstone County	8	\$2,000	34-45	\$4,000	TA; CMAQ	CMAQ
BB_37	El Paso St/Tampico Dr	Neighborhood Bikeway from Guadeloupe Dr to La Paz Dr	Yellowstone County	8	\$8,000	34-45	\$14,000	TA; CMAQ	CMAQ
BB_38	Lakewood Ln	Neighborhood Bikeway from East of Constellation Trl to Riveroaks Dr	City of Billings	7	\$150,000	34-45	\$248,000	TA; SID; SM; GTB; CMAQ	SID
BB_39	Spotted Jack Loop S/Westgate Dr	Neighborhood Bikeway from Spotted Jack Loop E to Trailmaster Dr	Yellowstone County	8	\$11,000	29-33	\$13,000	TA; CMAQ	GTY
BB_40	Driftwood Ln/Marie Dr	Neighborhood Bikeway from Driftwood Ln to Mitzi Dr	Yellowstone County	8	\$15,000	29-33	\$18,000	TA; CMAQ	TA

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BB_41	Tanglewood Dr/San Marino Dr/La Paz Pl/Mitzi Dr	Neighborhood Bikeway from Noblewood Dr to La Paz Dr	Yellowstone County	8	\$21,000	29-33	\$25,000	TA; CMAQ	TA
BB_42	32ND ST W	Neighborhood Bikeway from Poly Dr to Colton Blvd	City of Billings	10	\$8,000	29-33	\$10,000	TA; SID; SM; GTB; CMAQ	SM
BB_43	48th St	Improvements from Central Ave to Grand Ave; could include shoulder widening, protected bicycle lane, or sidepaths	Yellowstone County	8	\$65,000	29-33	\$76,000	TA; CMAQ	CMAQ
BL_01	38TH ST W	Bicycle Lane from Rimrock Rd to Colton Blvd	City of Billings	11	\$32,000	29-33	\$38,000	TA; SID; SM; GTB; CMAQ	SM
BL_02	IRONWOOD DR	Bicycle Lane from Woodcreek Dr to Molt Rd	City of Billings	7	\$43,000	34-45	\$72,000	TA; SID; SM; GTB; CMAQ	SID
BL_03	N 10TH ST	Bicycle Lane from 6th Ave N to 1st Ave N	City of Billings	10	\$22,000	29-33	\$26,000	TA; SID; SM; GTB; CMAQ	SM
BL_04	1ST AVE N	Bicycle Lane from N 13th St to N 36th St	City of Billings	12	\$83,000	29-33	\$97,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_05	MONTANA AVE	Bicycle Lane from N 18th St to Division St	City of Billings	11	\$86,000	29-33	\$100,000	TA; SID; SM; GTB; CMAQ	SM
BL_06	11TH AVE N	Bicycle Lane from N 22nd St to 19th St W; spot improvement at Virginia Ln and at 17th St W (Install bike boxes on Parkhill to provide priority for bicyclist movement)	City of Billings	10	\$187,000	29-33	\$217,000	TA; SID; SM; GTB; CMAQ	SM
BL_07	54TH ST W	Bicycle Lane from N of Billy Casper Dr to Rimrock Rd	City of Billings	7	\$44,000	34-45	\$73,000	TA; SID; SM; GTB; CMAQ	SID
BL_08	N 30TH ST	Bicycle Lane from Poly Dr to N 12th Ave; spot improvement (Install dashed bike lane across Virginia Ln, connecting bike lanes (potentially installing dashed green pavement markings))	City of Billings	10	\$8,000	29-33	\$10,000	TA; SID; SM; GTB; CMAQ	SID
BL_09	N 24TH ST	Bicycle Lane from 1st Ave N to North of 12th Ave N	City of Billings	11	\$67,000	29-33	\$78,000	TA; SID; SM; GTB; CMAQ	SM
BL_10	Minnesota/1st Ave S	Bicycle Lane from N 13th St to State Ave	City of Billings	12	\$148,000	29-33	\$172,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_11	POLY DR	Bicycle Lane from N 27th St to Virginia Ln	City of Billings	9	\$35,000	29-33	\$41,000	TA; SID; SM; GTB; CMAQ	SID
BL_12	17TH ST W	Bicycle Lane from Grand Ave to Yellowstone Ave	City of Billings	8	\$28,000	29-33	\$33,000	TA; SID; SM; GTB; CMAQ	SID
BL_13	N 18TH ST	Bicycle Lane from 6th ave N to Montana Ave	City of Billings	11	\$28,000	29-33	\$33,000	TA; SID; SM; GTB; CMAQ	SM
BL_14	COLTON BLVD	Bicycle Lane from 17th St W to Rehburg Ln; Neighborhood Bikeway from Rehburg Ln to Zimmerman Tr; spot improvement at 32nd St W (Formalize path around fence to permit non-motorized travel) and at Rehberg Ln (Install bike boxes on Colton to provide priority for bicyclist movement) and at Hoover (Consider installing stop sign on Colton at Hoover)	City of Billings	9	\$165,000	29-33	\$192,000	TA; SID; SM; GTB; CMAQ	SID
BL_15	15TH ST W	Bicycle Lane from Parkhill Dr to King Ave W; spot improvement at Miles Ave and 15th St (Install bike boxes on Miles to provide	City of Billings	10	\$152,000	29-33	\$177,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		priority for bicyclist movement)							
BL_16	N 22ND ST	Bicycle Lane from 6th Ave N to 12th Ave N	City of Billings	11	\$39,000	29-33	\$46,000	TA; SID; SM; GTB; CMAQ	SM
BL_17	REHBERG LN	Bicycle Lane from Rimrock Rd to Grand Ave	City of Billings	12	\$66,000	29-33	\$77,000	TA; SID; SM; GTB; CMAQ	SID
BL_18	2ND AVE N	Bicycle Lane from N 22nd St to Yellowstone Ave; spot improvements (Install two-stage turn box to facilitate southbound to eastbound turn movement at N 32nd St and N 30th St)	City of Billings	10	\$68,000	29-33	\$79,000	TA; SID; SM; GTB; CMAQ	SM
BL_19	JELLISON RD	Bicycle Lane from Blue Creek Rd to Aldona Rd	Yellowstone County	9	\$52,000	29-33	\$61,000	TA; CMAQ	TA
BL_20	13TH ST W	Bicycle Lane from Grand Ave to Lewis Ave	City of Billings	10	\$32,000	29-33	\$38,000	TA; SID; SM; GTB; CMAQ	SM
BL_21	ROLLING HILLS RD	Bicycle Lane from Annandale Rd to Lake Elmo Dr	City of Billings	9	\$77,000	29-33	\$90,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_22	32ND ST W	Bicycle Lane from Colton Blvd to Grand Ave	City of Billings	10	\$33,000	29-33	\$39,000	TA; SID; SM; GTB; CMAQ	SID
BL_23	N BROADWAY	Bicycle Lane from 9th Ave N to 2nd Ave S	City of Billings	11	\$56,000	29-33	\$65,000	TA; SID; SM; GTB; CMAQ	SM
BL_24	HIGH SIERRA BLVD	Bicycle Lane from Siesta Ave to W Wicks Ln	City of Billings	10	\$24,000	29-33	\$28,000	TA; SID; SM; GTB; CMAQ	SID
BL_25	STATE AVE	Bicycle Lane from Sugar Ave to Hallowell Ln; spot improvement (Construct cut median on 6th and State to enable bicycles to cross)	City of Billings	12	\$111,000	29-33	\$129,000	TA; SID; SM; GTB; CMAQ	SID
BL_26	S 36TH ST W	Bicycle Lane from Broadwater Ave to King Ave W	City of Billings	8	\$97,000	29-33	\$113,000	TA; SID; SM; GTB; CMAQ	SID
BL_27	GABEL RD	Bicycle Lane from S 24th St W to Hesper Rd	City of Billings	9	\$112,000	29-33	\$130,000	TA; SID; SM; GTB; CMAQ	SID
BL_28	RIMROCK RD	Bicycle Lane from Normal Ave to Virginia Ln	City of Billings	9	\$9,000	29-33	\$11,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_29	LAKE ELMO DR	Bicycle Lane from Wicks Lane to Uinta Park Dr	City of Billings	10	\$18,000	29-33	\$21,000	TA; SID; SM; GTB; CMAQ	SID
BL_30	SAINT ANDREWS DR	Bicycle Lane from Gleneagles Blvd to Wicks Ln	City of Billings	8	\$117,000	29-33	\$136,000	TA; SID; SM; GTB; CMAQ	SID
BL_31	S 20TH ST W	Bicycle Lane from Monad Rd to King Ave W	City of Billings	9	\$34,000	29-33	\$40,000	TA; SID; SM; GTB; CMAQ	SID
BL_32	KING AVE W	Bicycle Lane from S 15th St W to King Ave W	City of Billings	8	\$37,000	29-33	\$43,000	TA; SID; SM; GTB; CMAQ	SID
BL_33	S 29TH ST W	Bicycle Lane from King Ave W to Gabel Rd	City of Billings	9	\$51,000	29-33	\$60,000	TA; SID; SM; GTB; CMAQ	SID
BL_34	S 19TH ST W/Hoover Avenue	Bicycle Lane from Rimrock Rd to Monad Rd; spot improvement on Miles Ave (Install bike boxes on Miles to provide priority for bicyclist movement) and on Grand Ave (Install bike boxes on 19th to provide priority for bicyclist movement)	City of Billings	9	\$131,000	29-33	\$152,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_35	N 26TH ST	Bicycle Lane from 6th Ave N to 3rd Ave N	City of Billings	10	\$15,000	29-33	\$18,000	TA; SID; SM; GTB; CMAQ	SID
BL_36	6TH AVE S	Bicycle Lane from S 25th St to State Ave	City of Billings	8	\$24,000	29-33	\$28,000	TA; SID; SM; GTB; CMAQ	SID
BL_37	OVERLAND AVE	Bicycle Lane from S 24th St W to S 29th St W	City of Billings	8	\$36,000	29-33	\$42,000	TA; SID; SM; GTB; CMAQ	SID
BL_38	GLENEAGLES BLVD	Bicycle Lane from Sierra Granda Blvd to W Wicks Ln	City of Billings	7	\$33,000	34-45	\$55,000	TA; SID; SM; GTB; CMAQ	SID
BL_39	S 34TH ST	Bicycle Lane from 1st Ave S to State Ave	City of Billings	9	\$33,000	29-33	\$39,000	TA; SID; SM; GTB; CMAQ	SID
BL_40	11TH AVE S	Bicycle Lane from S 28th Street to State Ave	City of Billings	9	\$13,000	29-33	\$16,000	TA; SID; SM; GTB; CMAQ	SID
BL_41	10TH AVE S	Bicycle Lane from S 27th St to S 28th St	City of Billings	9	\$5,000	29-33	\$6,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_42	N 35TH ST	Bicycle Lane from 2nd Ave N to 1st Ave N	City of Billings	9	\$4,000	29-33	\$5,000	TA; SID; SM; GTB; CMAQ	SID
BL_43	MULLOWNEY LN	Bicycle Lane from Midland Rd to Elysian Rd	City of Billings	9	\$34,000	29-33	\$40,000	TA; SID; SM; GTB; CMAQ	SID
BL_44	HAWTHORNE LN	Bicycle Lane from Hemingway Ave to Yellowstone River Rd; spot improvement at Dublin St (install wayfinding signage)	City of Billings	7	\$20,000	34-45	\$34,000	TA; SID; SM; GTB; CMAQ	SID
BL_45	BABCOCK BLVD	Bicycle Lane from Annandale Rd to Governors Blvd; spot improvement (Install full signal with north/south crosswalks both sides of intersection at Wicks Ln; Coordinate with adjacent signals)	City of Billings	7	\$602,000	34-45	\$996,000	TA; SID; SM; GTB; CMAQ	SID
BL_46	YELLOWSTONE RIVER RD	Bicycle Lane from E of Bench Blvd to West of Hansen Ln	City of Billings	11	\$60,000	29-33	\$70,000	TA; SID; SM; GTB; CMAQ	SM
BL_47	BITTERROOT DR	Bicycle Lane from Elaine St to Wicks Ln	City of Billings	7	\$17,000	34-45	\$29,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_48	BENCH BLVD	Bicycle Lane from Alexander Rd to Hilltop Rd	City of Billings	9	\$140,000	29-33	\$163,000	TA; SID; SM; GTB; CMAQ	SID
BL_49	MOORE LN	Bicycle Lane from Central Ave to Monad Rd	City of Billings	10	\$32,000	29-33	\$38,000	TA; SID; SM; GTB; CMAQ	SID
BL_50	ROD AND GUN CLUB RD	Bicycle Lane from Iron Horse Trl to High Way 3	City of Billings	8	\$36,000	29-33	\$42,000	TA; SID; SM; GTB; CMAQ	SID
BL_51	HIGH SIERRA BLVD	Bicycle Lane from Benjamin Blvd to Matador Ave	City of Billings	8	\$2,000	29-33	\$3,000	TA; SID; SM; GTB; CMAQ	SID
BL_52	S 44TH ST W	Bicycle Lane from Georgina Dr to Hesper Rd	Yellowstone County	8	\$25,000	34-45	\$42,000	TA; CMAQ	TA
BL_53	N 13TH ST	Bicycle Lane from 6th Ave N to Minnesota Ave	City of Billings	10	\$32,000	29-33	\$38,000	TA; SID; SM; GTB; CMAQ	SID
BL_54	RIMROCK RD	Bicycle Lane from 50th St W to 70th St W	Yellowstone County	8	\$163,000	34-45	\$270,000	TA; CMAQ	SM
BL_55	Highway 3	Bike Lanes from North 27th St to Zimmerman Trail	City of Billings	9	\$202,000	29-33	\$235,000	TA; SID; SM; GTB; CMAQ	SID

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_56	Highway 3	Bike Lanes from Zimmerman Trail to Shorey Rd/ Alkali Creek Rd	MDT	8	\$302,000	34-45	\$500,000	TA; CMAQ	CMAQ
BL_58	3rd Ave N	Construct bike lane from Division to 22nd	City of Billings	11	\$58,000	29-33	\$68,000	TA; SID; SM; GTB; CMAQ	SM
BL_59	58th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	Yellowstone County	8	\$66,000	34-45	\$110,000	TA; CMAQ	CMAQ
BL_60	66th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	Yellowstone County	8	\$65,000	34-45	\$108,000	TA; CMAQ	CMAQ
BL_61	60th Street Corridor	Construct Bicycle Lane along 60th St corridor	Yellowstone County	8	\$33,000	29-33	\$39,000	TA; CMAQ	GTY
BL_62	Colton Blvd	Construct Bicycle Lane Extension of Colton Blvd	City of Billings	8	\$178,000	29-33	\$207,000	TA; SID; SM; GTB; CMAQ	SID
BL_63	Becraft Ln	Construct Bicycle Lane on Becraft Ln from Noblewood Dr to Old Hardin Rd	Yellowstone County	8	\$49,000	34-45	\$81,000	TA; CMAQ	TA
BL_64	17th St W	Construct Bicycle Lane on 17th St W from Rimrock Rd to Colton Blvd	City of Billings	8	\$33,000	29-33	\$39,000	TA; SID; SM; GTB; CMAQ	SCD

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_65	Virginia Lane/ 5th St W	Visionary long-range bikeway to be constructed from Rimrock Rd to Montana Ave if major roadway construction occurs.	City of Billings	13	\$130,000	29-33	\$151,000	TA; SID; SM; GTB; CMAQ	GTB
BL_66	Broadwater Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	City of Billings	13	\$324,000	29-33	\$376,000	TA; SID; SM; GTB; CMAQ	GTB
BL_67	Central Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to 6th St W if major roadway construction occurs.	City of Billings	13	\$308,000	29-33	\$358,000	TA; SID; SM; GTB; CMAQ	GTB
BL_68	Grand Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	City of Billings	13	\$324,000	29-33	\$376,000	TA; SID; SM; GTB; CMAQ	GTB
BL_69	17th St West	Visionary long-range bikeway to be constructed from Grand Ave to Colton Blvd if major roadway construction occurs.	City of Billings	9	\$33,000	29-33	\$39,000	TA; SID; SM; GTB; CMAQ	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_70	6th Ave N	Visionary long-range bikeway to be constructed from Division St to N 18th St if major roadway construction occurs.	City of Billings	13	\$65,000	29-33	\$76,000	TA; SID; SM; GTB; CMAQ	GTB
BL_71	4th Ave N	Visionary long-range bikeway to be constructed from Division St to Main St if major roadway construction occurs.	City of Billings	12	\$130,000	29-33	\$151,000	TA; SID; SM; GTB; CMAQ	GTB
BL_72	27th St	Visionary long-range bikeway to be constructed from 6th Ave N to Airport Rd if major roadway construction occurs.	City of Billings	12	\$114,000	29-33	\$133,000	TA; SID; SM; GTB; CMAQ	GTB
BL_73	Wicks Ln	Visionary long-range bikeway to be constructed from Gleneagles Blvd to Bench Blvd if major roadway construction occurs.	City of Billings	12	\$130,000	29-33	\$151,000	TA; SID; SM; GTB; CMAQ	GTB

ILLUSTRATIVE BICYCLE PROJECTS

Table 7. Illustrative Bicycle Projects

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
BL_57	Misc. bicycle spot improvements to existing facilities	Pavement marking/ striping projects at 7 locations (Lake Elmo at Windsor Cir, 15th St and Lewis Ave, 8th St and Lewis Ave, 13th St W and Grand Ave, Colton Blvd and Poly Dr, Division St/ Lewis Ave/ 4th Ave, Broadwater/ Division St/ 1st Ave); Construct raised median refuges at 4 locations (Lake Elmo at Windsor Cir, 32nd St at St. Johns Ave, Rimrock Rd and Arvin Dr, Terry Ave/ Montana Ave/ 1st Ave); Implement RRFBs at 5 locations (Lake Elmo at Windsor Cir, 32nd St and St. Johns Ave, Colton Blvd and Poly Dr; Howard Ave and 24th St, and Terry Ave/ Montana Ave); Facilities improvements at 2 locations (establish formal westbound connection in Pioneer Park; install crosswalk at Terry Ave/ Montana Ave)	City of Billings	8	\$1,100,000	45+	\$1,819,000	TA; SID; SM; GTB; CMAQ	TA

Trail Projects

COMMITTED TRAIL PROJECTS

Table 8. Trail Projects - Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MT_01	Stagecoach Trail	This project is for an 8-foot wide shared use pathway approximately 5,300 lineal feet that will run on the east side of Zimmerman Trail from Rimrock Road to Highway 3. The trail will be placed below the grade of the road along the roadside slope. This trail is an essential part of the Marathon Loop and will provide a connection from the top of the Rimrocks to the valley. This project is Billings TrailNet stop priority.	MDT; City of Billings	24-28	\$6,279,900	TA
MT_02	6th Ave N Multiuse Trail	This project will add a multi-use path on 6th Ave North from Exposition Drive to N 13th. The project will require additional plowing and bicycle improvements along 13th Street, 20th Street, and 3rd Avenue North will require additional maintenance for pavement markings and striping.	City of Billings	24-28	\$500,000	SM; Other
MT_03	Rose Park Trail, Phase 2	Continuation of Rose Park Trail	MDT	24-28	\$99,600	FWP
MT_04	Lillis Park Trail connector	Trail reconstruction	MDT	24-28	\$125,000	FWP
MT_05	Big Ditch Trail Extension	Trail reconstruction	MDT	24-28	\$125,000	FWP
MT_06	Southern Riverfront Park Trail	Trail reconstruction	MDT	24-28	\$125,000	FWP

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MT_07	Trailside Education Signs	Trail signage	MDT	24-28	\$59,100	FWP
MT_08	Rec Trails Program	Implementation of trails projects with FWP Recreational Trails program funding for FY 26 - 28. Projects to be determined.	MDT	24-28	\$375,000	FWP

RECOMMENDED TRAIL PROJECTS

Table 9. Trail Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_09	Alkali Creek Trail Connection	This project would extend the trail from Swords Park at Main Street tunnel along Alkali Creek to new Aronson Connection Trail just east of Aronson Bridge	City of Billings	7	\$890,000	34-45	\$1,472,000	TA; CMAQ	CMAQ
MT_10	Downtown BBWA Corridor Trail/ On Street Facilities	This project is for the completion of sidewalk/pathway through MSU-B Campus to connect campus and pedestrian improvements at Virginia Lane/Poly Drive intersection. 2015 project did not provide a pedestrian crossing at Virginia/Poly on the east side. Reassessments needed for this project to function as needed. Further	City of Billings	9	\$800,000	29-33	\$928,000	TA; CMAQ	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		analysis of the condition and operation of the BBWA Canal expected in 2021 and 2022 may provide opportunities in this area.							
MT_12	N 27th St Side Path	Build a Bike Pedestrian Path along N. 27th Street connecting Rimrock Road and Skyline Trail/Swords Park. It would begin near the existing trail underpass at the intersection of North 27th Street/Highway 3/Airport Road and would continue to the southeast along North 27th Street. It appears that there is existing width available on North 27th Street to consider moving the guardrail on the south side so that both bikes and pedestrians could use an off-street multi-use trail that could still be incorporated into the overall 27th Street cross section and ROW.	City of Billings	7	\$1,700,000	34-45	\$2,810,000	TA; SID; SM; GTB; CMAQ	SM
MT_13	Broadwater Ave	Multi-use Trail from Shiloh Rd to 48th St W	City of Billings	6	\$963,000	29-33	\$1,117,000	TA; SID; SM; GTB; CMAQ	GTB
MT_15	Enfield St/Toledo St/La Paz Dr	Multi-use Trail from Becraft Ln to Ford Rd	Yellowstone County	7	\$693,000	34-45	\$1,146,000	TA; CMAQ	CMAQ
MT_16	Misc. trails spot improvements	Facilities/ pavement improvements at 7 locations (Install crosswalks at Aronson Ave at BBWA Canal Tr, Create cut in fence and install bollard at	City of Billings;	10	\$1,800,000	29-33	\$2,087,000	TA; CMAQ	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
	to existing infrastructure	Hallowell Ln at Ponderosa SRTS Tr, Construct raised crosswalk and curb cuts at Shiloh Rd at Bell Ave, install crosswalk and curb cuts on Rimrock Rd at 54th St, Install crosswalk and curb cuts at Songbird Dr at Suburban Ditch Tr, Construct crossing on Dickie Rd at Bobolink St/ Canary Ave, construct curb ramps, crosswalk, and median refuge at Highway 3 and Zimmerman Trl); Install RRFB at 3 locations (S 29th St W and BBWA canal Tr, Songbird at Suburban Ditch Tr, and Highway 3 and Zimmerman Trail); Install HAWK beacons at 8 locations (all 4 legs of Shiloh Rd at Zoo Dr, Hesper Rd, Shiloh Crossing Blvd, King Ave W, Monad Rd, Central Ave, Broadwater Ave, Grand Ave)	Yellowstone County						
MT_17	5th Avenue Corridor East (Design)	This project would continue development of the east leg of the 5th Avenue North corridor from Main Street to North 26th Street. The vision is to complete the project in several phases. A conceptual design has been completed for the west leg between Division Street and North 26th Street. The east leg is conceptualized primarily withing BNSF railroad right-of-way, as proposed in the 5th Avenue Corridor Feasibility Study. BNSF will require reengagement on this project. Support from BNSF will be critical for continuation of the work and should	City of Billings	10	\$205,000	29-33	\$238,000	TA; CMAQ	CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		be secured before continuing with work on the east leg. This project includes a public participation/property owner process to identify treatments and options for a linear trail. From the input of the public participation process, develop a design/engineering package and associated costs to complete the project. This could include physical alterations and additions for street crossings, railroad safety provisions, private property easements, and construction of pedestrian walkway.							
MT_18	5th Avenue Corridor	This project constructs a non-traditional motorized and non-motorized transportation corridor within 5th Avenue North through Downtown Billings and the East Billings Urban Renewal District. The project consists of 4 segments: Linear Park, Wye Junction, Rail Trail, and Gateway Hub. The project would be completed in phases and includes corridor transportation improvements and placemaking elements.	City of Billings	12	\$8,000,000	29-33	\$9,275,000	TA; CMAQ	CMAQ
MT_19	6th Avenue N	Multi-use Trail from N 13th St to N 27th St (Modified from the actual 2016 Plan - partially committed in 24-28 CIP)	City of Billings	13	\$1,269,000	29-33	\$1,472,000	TA; CMAQ; GTB	GTB

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_20	Montana Ave/Underpass Ave	Multi-use Trail from Division St to S Billings Blvd; spot improvement at State Ave (Enhance west side pedestrian crossing to facilitate access with curb cuts; construct curb ramp at southwest corner of State St and Access St, and south side of pork chop island) and at Underpass Ave (Install crosswalk and trail crossing signage; construct curb ramps north and south side of Underpass Ave)	MDT	10	\$1,802,000	34-45	\$2,979,000	TA; SCD; SID; MACI	MACI
MT_21	Wicks Ln	Multi-use Trail from Gleneagles Blvd to Kiwanis Trail	City of Billings	10	\$2,808,000	29-33	\$3,256,000	TA; SCD; SID	SM
MT_22	Rosebud Ln	Multi-use Trail from Highway 87E to West of Rosebud Ln	MDT; Yellowstone County	8	\$3,302,000	34-45	\$5,458,000	TA; GTY; CMAQ	CMAQ
MT_23	N 27th St	Multi-use Trail from Rimrock Rd to Mountain View Blvd	City of Billings	8	\$373,000	29-33	\$433,000	TA; SCD; SID	SID
MT_24	Grand Ave	Multi-use Trail from 24th St W to Zimmerman Trl	City of Billings	8	\$805,000	29-33	\$934,000	TA; SCD; SID	SID
MT_25	Hesper Rd	Multi-use Trail from East of Shiloh Rd to S Shiloh Rd	City of Billings	8	\$217,000	29-33	\$252,000	TA; SCD; SID	SID
MT_27	24th	Multi-use Trail from Stillwater to South of King Ave W; spot improvement at Stillwater Dr (Install HAWK beacon on	City of Billings	9	\$397,000	34-45	\$657,000	TA; SCD; SID	SCD

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		south leg of intersection; coordinate with adjacent signals)							
MT_28	Broadwater Ave	Multi-use Trail from 24th St W to 28th St W	City of Billings	8	\$603,000	34-45	\$997,000	TA; SCD; SID	SID
MT_29	BBWA Canal Trail North	Multi-use Trail from East of Shadow Heights to Aronsen Ave; spot improvement (At Yellowstone River Rd, Construct curb cuts on north and south side of Hilltop Rd, install crosswalk and RRFB, and if road-diet is conducted, install raised median at crossing)	City of Billings	8	\$3,985,000	34-45	\$6,587,000	TA; CMAQ; SID	SID
MT_30	Gabel Rd	Multi-use Trail from Hesper Rd to Zoo Rd	City of Billings	6	\$379,000	29-33	\$440,000	TA; SCD; SID; CMAQ	GTB
MT_31	King Ave W/S Frontage Road	Multi-use Trail from S 29th St W to S Frontage Rd; spot improvement at King Ave W (Install crosswalk; add pedestrian refuge in the existing hatched areas)	MDT; Yellowstone County	9	\$3,339,000	29-33	\$3,871,000	TA; CMAQ; MACI	GTB
MT_32	Mullowney Ln	Multi-use Trail from S Frontage Rd to Story Rd	City of Billings	8	\$516,000	34-45	\$853,000	TA; CMAQ	SM
MT_33	S Billings Blvd/Blue Creek Rd	Multi-use Trail from King Ave S to Glengary Ln; spot improvement at S Billings Blvd eastbound and westbound ramps (Construct curb	MDT; City of Billings	9	\$4,433,000	29-33	\$5,140,000	TA; SCD; SID; CMAQ	SCD

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
		ramps and install high visibility crosswalk)							
MT_34	Gabel Rd	Multi-use Trail from S 32nd St W to Transtech Way	City of Billings	6	\$232,000	29-33	\$269,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_35	West Wicks Ln	Multi-use Trail from Annandale Rd to Skyway Dr	City of Billings	6	\$1,209,000	29-33	\$1,402,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_36	Hesper Rd	Multi-use Trail from East of Majestic Ln to Gabel Rd	City of Billings	6	\$227,000	29-33	\$264,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_37	Alkali Creek Rim Trail	Multi-use Trail from Judicial Ave to Alkali Creek Rd	City of Billings	8	\$379,000	34-45	\$627,000	TA; CMAQ	CMAQ
MT_38	Peters St	Multi-use Trail from Highway 87E to East of Peters St	Yellowstone County	8	\$556,000	34-45	\$919,000	TA; SCD; SID; CMAQ; MACI	CMAQ
MT_39	State Ave/S 27th St	Multi-use Trail from 12th Ave S to Garden Ave	City of Billings	8	\$718,000	34-45	\$1,187,000	TA; SCD; SID; CMAQ; GTB	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_40	Railroad/State Ave Trail	Multi-use Trail from 2nd Ave S to Trail near S 24th St W	City of Billings	9	\$3,851,000	29-33	\$4,465,000	TA; SCD; SID; CMAQ; GTB	SID
MT_41	Shiloh Rd	Multi-use Trail from Pierce Pkwy to Autumn Ln	City of Billings	6	\$902,000	29-33	\$1,046,000	TA; SCD; SID; CMAQ; GTB	GTB
MT_42	Krumheuer Dr	Multi-use Trail from Old Hardin Rd to Mitzi Dr; spot improvement at Farnum Dr (Install crosswalk and trail crossing signage)	Yellowstone County	6	\$594,000	34-45	\$982,000	TA; CMAQ	CMAQ
MT_45	Chrysalis Acres	Multi-use Trail from Van Buren St to Hallowell Ln	City of Billings	7	\$90,000	29-33	\$105,000	TA; CMAQ	TA
MT_46	Tania Cir Ditch Trail	Multi-use Trail from Naples St to Bitterroot Dr	City of Billings	7	\$521,000	29-33	\$604,000	TA; CMAQ	CMAQ
MT_47	Unita Park/Twin Oaks Park	Multi-use Trail from Wicks Ln to Ditch Trail	City of Billings	7	\$654,000	29-33	\$759,000	TA; CMAQ	CMAQ
MT_48	South of Governors Blvd	Multi-use Trail from W Wicks Ln to Aronson Ave; spot improvement on Wicks Lane (Install Beacon signal on east side of intersection if trail is constructed at Wicks Ln) and at Senators Blvd (Install crosswalk and trail crossing signage)	City of Billings	7	\$1,041,000	34-45	\$1,721,000	TA; CMAQ	CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
MT_49	Blue Creek Rd	Multi-use Trail from Colleen Dr to Briarwood Blvd	MDT; Yellowstone County	6	\$514,000	29-33	\$596,000	TA; CMAQ; MACI	CMAQ

ILLUSTRATIVE TRAIL PROJECTS

Table 10. Trail Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_11	Downtown-Coulson Park Trail Connection	This project extends the trail from South 25th Street to 8th Ave South to South 26th Street to Lillian Avenue, under I-90 at RR, and into Coulson Park Trail. Recent changes in ownership of property in this area and redevelopment activity and plans for developments expected to support future trail construction and access for this project.	City of Billings	10	\$740,000	45+	\$1,224,000	TA; CMAQ
MT_14	Monad Rd	Multi-use Trail from BBWA Canal to East of S 64th St W	Yellowstone County	6	\$2,002,000	45+	\$3,310,000	TA; CMAQ; GTY

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_26	Highway 87E	Multi-use Trail from Johnson Ln to Old Hardin Rd; spot improvements (Install crosswalk and trail crossing signage and potentially install RRFB to facilitate crossing at Old Hardin Rd; and install mid-block crosswalk, trail crossing signage, and RRFB at Rock Hill Dr; Install crosswalk, RRFB, and trail crossing signage at Hwy 87/ Maier Rd)	MDT; Yellowstone County	10	\$984,000	45+	\$1,627,000	TA; GTY; MACI
MT_43	S 52nd St W	Multi-use Trail from North of Dovetail Ave to South of S 52nd St W	Yellowstone County	6	\$851,000	45+	\$1,407,000	TA; CMAQ
MT_44	King Ave E	Multi-use Trail from Jackson Ave to King Ave W	MDT; City of Billings	7	\$1,549,000	34-45	\$2,561,000	TA; SCD; SID; CMAQ; MACI
MT_50	25th Street Bridge	Build a Bike Pedestrian Bridge over the Railroad Tracks at 25th Street between Montana and Minnesota Avenues. The bridge will connect to the bike lane to the south of the railroad tracks and this will provide a safe bike and pedestrian alternative to the at-grade crossing of the railroad at 27th as well as provide an emergency connection between the north and south sides of the tracks for police bike patrol or foot patrol in the event of a train blocking the tracks.	City of Billings	8	\$5,455,000	45+	\$9,017,000	TA; SID; SM; CMAQ
MT_51	Trail Connector from King Ave West to TransTech Center	Complete trail connection to TransTech Center Trail at 32nd Street West from current trail terminus near East/West Bannister Drain corridor along BBWA Canal. Further analysis of the condition and	City of Billings	6	\$700,000	45+	\$1,157,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		operation of the BBWA Canal expected in 2022 and 2023 may provide opportunities in this area.						
MT_52	Hogans Slough Trail	Multi-use Trail from S 48th St W to Discovery Dr	City of Billings	6	\$2,124,000	45+	\$3,511,000	TA; CMAQ
MT_53	King Ave W	Multi-use Trail from S 44th St W to East of S 72nd St W	MDT	6	\$2,358,000	45+	\$3,898,000	TA; CMAQ; MACI
MT_54	Lockwood Canal	Multi-use Trail from Nobelwood Dr to Hillner Ln; spot improvement at Johnson Lane (Install crosswalk and RRFB across Johnson Rd; Construct curb cuts both sides of Johnson), Becraft Lane (Install crosswalk north/south across Becraft; install RRFB), Enfield St (Install crosswalk and trail crossing signage), and Tampico Dr (Install crosswalk and trail crossing signage)	Yellowstone County	7	\$3,155,000	45+	\$5,215,000	TA; CMAQ
MT_55	Coburn Rd	Multi-use Trail from Old Hardin Rd to South extent of Coburn Rd; spot improvement at Old Hardin Rd (Install crosswalk across Coburn St; Construct curb ramps both sides of Coburn) and at Rosebud Lane (Install trail crossing east/west across Coburn; Install trail crossing signage; Construct curb ramps both sides of Coburn)	Yellowstone County	7	\$3,488,000	45+	\$5,766,000	TA; CMAQ; GTY
MT_56	Johnson Ln/Highway 87E	Multi-use Trail from Jim Dutchner Trail to Stonehaven Trl; spot improvements (Install trail crossing signage and crosswalk at Johnson Ln/ 87 intersection; Install	MDT	8	\$6,118,000	45+	\$10,113,000	TA; CMAQ; MACI

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		crosswalk leading to porkchop island on Old Hardin; install pedestrian actuated signals and countdown timers on Old Hardin; Install north/south crosswalk, install pedestrian actuated signals and countdown timers, install curb cuts at Johnson Ln eastbound ramp; Install crosswalk and trail crossing signage, install curb cuts both sides of westbound ramp; Install crosswalk and trail crossing signage, install curb cuts both sides of Frontage Rd; Install at-grade crossing of railroad and trail crossing signage north of Coulson Rd; Construct signature bike/ped bridge over Yellowstone River connecting trail systems on either side)						
MT_57	Ford Rd	Multi-use Trail from East of Eagle Cliff Meadows Rd to Johnson Ln	Yellowstone County	5	\$799,000	45+	\$1,321,000	TA; CMAQ
MT_58	Noblewood Dr	Multi-use Trail from Old Hardin Rd to Ford Rd; spot improvement north of Farnum Dr (Install crosswalk and trail crossing signage; Construct curb cuts both sides of Noblewood) and at Lockwood Canal (Construct crosswalk east/west across Noblewood; install trail crossing signage)	Yellowstone County	6	\$1,270,000	45+	\$2,100,000	TA; CMAQ
MT_59	Implementation of Wayfinding Signage Plan	This plan addresses sign placement of 200 signs along priority corridors identified by the Steering Committee, including: Avenue C/ Avenue D / 9th Ave N/ 21st St W/ Lyman Ave/ Arvin Rd (priority bicycle boulevard from the 2017 Billings Area Bikeway & Trails Master Plan), Lewis Ave, Jim Dutcher Tr, Alkali Creek Tr, Kiwanis Tr, BBWA Canal Trail	City of Billings	6	\$300,000	45+	\$496,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		Corridor (Canal Tr), Rimrock Rd, Poly Dr, Portions of Shiloh Rd						
MT_60	Grey Eagle Ditch Trail	Multi-use trail along Eagle Ditch	City of Billings	7	\$990,000	45+	\$1,637,000	TA; CMAQ
MT_61	Audubon Conservation Education Center Trail	Construct a multi-use trail from Riverfront Park to Josephine Crossing	City of Billings	4	\$266,000	45+	\$440,000	TA; CMAQ
MT_62	Arnold Drain Trail	Construct a multi-use trail from Arnold Drain Connector to Grand Ave	City of Billings	6	\$214,000	45+	\$354,000	TA; CMAQ
MT_63	BNSF Rail with Trail	Construct a multi-use trail from MRL Rail with Trail to Highway 3	City of Billings	7	\$5,913,000	45+	\$9,774,000	TA; CMAQ
MT_64	Briarwood to Blue Creek School	Construct a multi-use trail from Briarwood Blvd to Blue Creek School	City of Billings	6	\$341,000	45+	\$564,000	TA; CMAQ
MT_65	Briarwood to Pictograph Caves	Construct a multi-use trail from Briarwood Blvd to Pictograph Caves State Park	City of Billings	5	\$911,000	45+	\$1,506,000	TA; CMAQ
MT_66	Canyon Creek Trail	Construct a multi-use trail from Zoo Montana to BNSF Rail with Trail	City of Billings	7	\$1,739,000	45+	\$2,875,000	TA; CMAQ
MT_67	Cove Ditch	Construct a multi-use trail from Molt Rd to Hogans Slough	City of Billings	5	\$697,000	45+	\$1,153,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_68	Four Dances Connector	Construct a multi-use trail from Lockwood Trail to Four Dances Natural Area	City of Billings	5	\$325,000	45+	\$538,000	TA; CMAQ
MT_69	High Ditch	Construct a multi-use trail from Rimrock West Trail to Hogans Slough	City of Billings	5	\$1,632,000	45+	\$2,698,000	TA; CMAQ
MT_70	MRL Rail with Trail	Construct a multi-use trail from Interstate-90 to Highway 312	City of Billings	7	\$4,855,000	45+	\$8,025,000	TA; CMAQ
MT_71	Rehberg Ranch	Construct a multi-use trail from Extension of Existing Trail to Inner Belt Loop	City of Billings	5	\$155,000	45+	\$257,000	TA; CMAQ
MT_72	Senators Park	Construct a multi-use trail from Aronson Ave to Inner Belt Loop Trail	City of Billings	6	\$155,000	45+	\$257,000	TA; CMAQ
MT_73	Snow Ditch	Construct a multi-use trail from Shiloh Rd to Big Ditch	City of Billings	5	\$749,000	45+	\$1,238,000	TA; CMAQ
MT_74	South Hogans Slough	Construct a multi-use trail from Suburban Ditch to MRL Rail with Trail	City of Billings	6	\$428,000	45+	\$708,000	TA; CMAQ
MT_75	Riverfront Park Trail	Construct a multi-use trail from Mystic Park Trails to Riverfront Park Trails	City of Billings; Yellowstone County	6	\$1,500,000	45+	\$2,480,000	TA; CMAQ
MT_76	34th Street Pedestrian Bridge	Construct a multi-use bridge to cross the tracks near 34th Street	City of Billings	7	\$35,000,000	45+	\$57,850,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_77	BBWA Canal Trail	Multi-use Trail from 6th Avenue N to Transtech Way; spot improvements (Install RRFB with center median at Grand Ave and construct curb cuts both sides of Grand Ave; Install RRFB with center median at 24th St; install median refuge and RRFB at 27th St; Assess feasibility of constructing shared use path under 17th St Bridge; Bring shared use path to roadway grade and install consolidated crossing north side of intersection across 13th St; install RRFB at 13th St; reconstruct ramps if needed to provide wider landing at 13th St; Bring shared use path to roadway grade and install crosswalk across 11th St; construct ramps both sides of 11th St; Install north/south crosswalk across Poly Rd; construct curb ramps both sides of crosswalk across Poly Rd; install RRFB on Poly Rd)	City of Billings	9	\$7,302,000	45+	\$12,070,000	TA; CMAQ
MT_78	1st Ave/Old Hardin Rd/Highway 87E	Multi-use Trail from N 13th St to Hogan Rd	MDT	8	\$7,365,000	45+	\$12,174,000	TA; CMAQ; MACI
MT_79	South of Emerald Dr/Sword Ln	Multi-use Trail from Emerald Dr to Sword Lane	City of Billings	7	\$645,000	45+	\$1,067,000	TA; CMAQ
MT_80	Rimrock Rd	Multi-use Trail from 54th St W to 66th St W; spot improvement at Molt Rd (Install crosswalk and curb cuts perpendicular to Molt Rd; install trail crossing signage) and at 6nd Ave (Install crosswalk across 62nd Ave	Yellowstone County	6	\$1,021,000	45+	\$1,688,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
		and curb cuts both sides of 62nd Ave; Install trail crossing signage)						
MT_81	Arnold Drain Trail	Multi-use Trail from 18th St W to 25th St W; spot improvement (install RRFB with center median and construct curb cuts on both sides of 24th)	City of Billings	6	\$1,014,000	45+	\$1,676,000	TA; CMAQ
MT_82	Suburban Ditch Trail	Multi-use Trail from Songbird Dr to Mallowney Ln	City of Billings; Yellowstone County	5	\$629,000	45+	\$1,040,000	TA; CMAQ
MT_83	Kiwanis Trail Corridor	Multi-use Trail from Bitterroot Dr to Mary St	City of Billings; Yellowstone County	6	\$668,000	45+	\$1,105,000	TA; CMAQ
MT_84	Highway 87 Bypass	Multi-use Trail from Roundup Rd to Johnson Ln	MDT; City of Billings	8	\$8,057,000	45+	\$13,317,000	TA; CMAQ; MACI
MT_85	Jim Dutcher Trail	Multi-use Trail from South of Mary St to E&F St	Yellowstone County	7	\$1,767,000	45+	\$2,921,000	TA; CMAQ
MT_86	Terrace Park Trail	Multi-use Trail from High Sierra Blvd to Alkali Creek Rd	City of Billings; Yellowstone County	7	\$1,547,000	45+	\$2,557,000	TA; CMAQ

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MT_87	Shiloh Rd to Washington St	Multi-use Trail from Shiloh Rd to Washington St	Yellowstone County	8	\$5,314,000	45+	\$8,784,000	TA; CMAQ
MT_88	62nd St W	Multi-use Trail from Falcon Ridge Way to Rimrock Rd	Yellowstone County	6	\$219,000	45+	\$362,000	TA; CMAQ
MT_89	Central Ave	Multi-use Trail from Shiloh Rd to East of 64th St W	Yellowstone County	6	\$1,841,000	45+	\$3,043,000	TA; CMAQ
MT_90	West of Governors Blvd	Multi-use Trail from South of W Wicks Ln to Constitution Ave	City of Billings	6	\$262,000	45+	\$434,000	TA; SCD; SID; CMAQ; GTB
MT_91	Lockwood Tributary Trail	Multi-use Trail from Old Hardin Rd to Highway 87E	Yellowstone County	7	\$2,155,000	45+	\$3,562,000	TA; CMAQ

Intersection Projects

COMMITTED INTERSECTION PROJECTS

Table 11. Intersection Projects – Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
L_01	King Ave West & 48th St West	Address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	MDT	24-28	\$5,250,000	CR; HSIP; Local Contribution
L_02	SF189 South D5 Safety Improvements	MDT safety project to improve intersections with enhanced signage and lighting in some locations. Intersections include: 72nd Street/Neibauer Road, 72nd Street/Danford Road, 64th Street/Neibauer Road, 64th Street/Danford Road, 56th Street/Hesper Road, 48th Street/Hesper Road, 72nd Street/King Avenue, 64th Street/Hesper Road, 48th Street/King Avenue, 56th Street/Neibauer Road, 72nd Street/Hesper Road, 72nd Street/Laurel Airport Road, 64th Street/King Avenue, 48th Street/Neibauer Road .	MDT	24-28	\$171,000	HSIP
L_03	Lockwood Interchange - Billings	Reconstruction of existing interchange to a diverging diamond design. The design phase is scheduled for completion in 2026.	MDT	24-28	\$53,708,000	IM
L_04	Exposition Drive and 1st Avenue N. (Billings)	Design and construct intersection improvement to enhance safety, improve bicycle and pedestrian connectivity, vehicle capacity, freight, drainage, and pavement condition.	MDT	24-28	\$11,372,000	NH
L_05	Airport Road and Main Street - Billings	Design and construct intersection improvement to improve safety and mobility for all users, reduce congestion, and improve the pedestrian and bicycle environment.	MDT	24-28	\$8,284,000	NH

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
L_06	Gabel Road	Construct a new traffic signal at Gabel Road and Broso Park Drive, partially funded by developer contributions.	City of Billings	24-28	\$550,000	SID; SM
L_07	SF 169 Rimrock & 62nd St W	Construct roundabout to improve safety at Rimrock/ 62nd.	MDT	24-28	\$375,000	HSIP
L_08	SF 129 Roundabout King 56th	Construction project to reconstruct an intersection includes a roundabout, grading, plant-mix surfacing, irrigation, drainage, curb and gutter, lighting, signing and striping.	MDT	24-28	\$95,000	HSIP

RECOMMENDED INTERSECTION PROJECTS

Table 12. Intersection Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
L_09	King Ave/24th St	Design and construct intersection improvement to increase safety and mobility	MDT; City of Billings	13	\$3,400,000	29-33	\$3,942,000	NH; HSIP	NH
L_10	US Highway 87 & Old Hardin Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	MDT	7	\$3,000,000	29-33	\$3,478,000	STPU; HSIP	STPU

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
L_11	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	MDT	3	\$2,400,000	29-33	\$2,783,000	IM; BR	BR
L_13	Highway 3/Rod & Gun Club Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	MDT	6	\$3,000,000	29-33	\$3,478,000	NH; HSIP	NH
L_14	Highway 312 & Dover Road - Intersection Control	Design and construct intersection improvement to increase safety and mobility	MDT	6	\$3,400,000	34-45	\$5,620,000	STP/S*/X*; HSIP	HSIP
L_15	Grand Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	Yellowstone County	7	\$3,400,000	29-33	\$3,942,000	STPU; HSIP	STPU
L_16	Grand Ave & 56th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	\$3,400,000	34-45	\$5,620,000	STPU; HSIP	STPU
L_18	Hesper Rd & 56th St West	Implement new all-way stop control at intersection to address safety and mobility issues.	Yellowstone County	3	\$250,000	29-33	\$290,000	CTY; HSIP	HSIP
L_19	King Ave/20th St	Design and construct intersection improvement to increase safety and mobility	MDT; City of Billings	12	\$3,400,000	29-33	\$3,942,000	NH; HSIP	NH

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
I_20	Avenue E/ Zimmerman Tr Traffic Signal	Install signal when warranted	City of Billings	8	\$450,000	29-33	\$522,000	SM; GTB; CMAQ	SM
I_22	Grand Ave & 62nd St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	\$3,400,000	34-45	\$5,620,000	STPU; HSIP	STPU

ILLUSTRATIVE INTERSECTION PROJECTS

Table 13. Intersection Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
L12	West Billings Interchange	Construct additional EB and WB mainline lanes through interchange, modify vertical curve, reconstruct bridge segments (Laurel Rd and Mullooney) and restripe WB off-ramp at West Billings Interchange. Update geometry to match C standards, improve landscaping and improve pedestrian facilities	MDT	7	\$28,300,000	45+	\$46,776,000	IM; BR
L17	Central Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	6	\$3,400,000	45+	\$5,620,000	GTU; HSIP
L21	King Ave West & 64th St West	Design and construct intersection improvement to increase safety and mobility	MDT; Yellowstone County	5	\$3,400,000	45+	\$5,620,000	STP/S*/X*; HSIP

Congestion Management Projects

COMMITTED CONGESTION MANAGEMENT PROJECTS

Table 14. Congestion Management Projects - Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
CM_01	Grand Avenue – 3rd St W to 24th St W	This project focuses on retiming the signalized intersections along Grand Avenue in Billings, Montana. The purpose of the signal timing project is updating coordinated signal timing plans at 14 signalized intersections on Grand Avenue between Zimmerman Trail and 6 th Avenue / 32 nd Street. This project is part of the Annual Travel Corridor Coordination projects programmed by the City of Billings.	City of Billings	24-28	\$50,000	Programmed as part of Annual Travel Corridor Coordination projects.
CM_02	Traffic Signal Controller Upgrades	This is for the replacement of obsolete signal controllers with new technology which includes improved communication and detection at the intersection at 19 intersections. Locations include: 3rd St/ Grand Ave; Division St/ 3rd Ave N; N 13th St/ 6th Ave N; 13th St West/ Rimrock Rd; 17th St W/ Rimrock Rd; Shiloh Road/ Rimrock Rd; 17th St W/ Colton Blvd; 14th St W/ Lewis Ave; 15th St W/ Lewis Ave; 16th St/ Lewis Ave; 17th St/ Poly Dr; Vermillion Dr/ Broadwater Ave; Mall Dr/ Central Ave; Target/ Central Ave; Rehburb Ln/ Colton Blvd; N 18th St/ 4th Ave N; N 30th St/ 9th Ave N; 24h St W/ Fire Station #5.	City of Billings	24-28	\$650,000	SM
CM_03	Division Street Signal Retiming	This project focuses on retiming the signalized intersections along Division Street in Billings, Montana. The purpose of the signal timing project is updating coordinated signal timing plans at four (4) existing signalized intersections and one (1) new signalized intersection on Division Street between 6th Avenue / 32nd Street and Broadwater Avenue. This project is part of the Annual Travel Corridor Coordination projects programmed by the City of Billings.	City of Billings	24-28	\$50,000	Programmed as part of Annual Travel Corridor Coordination projects.

RECOMMENDED CONGESTION MANAGEMENT PROJECTS

Table 15. Congestion Management Projects – Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
CM_04	Broadwater Avenue – 5th St W to Zimmerman	Update signal timing for 8 signals	City of Billings	9	\$120,000	29-33	\$140,000	CMAQ; SM	CMAQ
CM_05	Central Avenue – 6th St W to Zimmerman	Update signal timing for 10 signals	City of Billings	9	\$150,000	34-45	\$248,000	CMAQ; SM	SM
CM_06	Rimrock Road – 38th St W to 13th St W	Update signal timing for 5 signals	City of Billings	8	\$75,000	34-45	\$124,000	CMAQ; SM	SM
CM_07	15th Street West – Central Ave to Grand Ave	Update signal timing for 5 signals	City of Billings	8	\$75,000	34-45	\$124,000	CMAQ; SM	SM
CM_08	Wicks Lane – Governors Blvd to Bench Blvd	Update signal timing for 5 signals	City of Billings	9	\$75,000	34-45	\$124,000	CMAQ; SM	SM
CM_09	19th Street West – Monad Rd to Grand Ave	Update signal timing for 5 signals	City of Billings	8	\$75,000	34-45	\$124,000	CMAQ; SM	SM
CM_10	17th Street West – Grand Ave to Rimrock	Update signal timing for 5 signals	City of Billings	5	\$75,000	34-45	\$124,000	CMAQ; SM	SM
CM_11	Monad Road – 19th St W to 32nd St W	Update signal timing for 4 signals	City of Billings	6	\$60,000	34-45	\$100,000	CMAQ; SM	SM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
CM_12	Governors Boulevard/Hilltop Road – Wicks Ln to Main St	Update signal timing for 3 signals	City of Billings	7	\$45,000	34-45	\$75,000	CMAQ; SM	SM
CM_13	27th Street RRXing ITS Signage and Advanced Warning System	Implement a signage and advanced warning system on 27th Street to inform transportation users of crossing delays due to incoming and stopped trains	City of Billings	9	\$500,000	29-33	\$580,000	CMAQ; SM	CMAQ

Roadway Projects

COMMITTED ROADWAY PROJECTS

Table 16. Roadway Projects – Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	MDT	24-28	\$55,918,500	STPU; CMAQ; NH; NHFP; IM
R_02	Billings Bypass - Railroad Overpass	Construction of new bridge over railroad	MDT	24-28	\$989,200	NH
R_03	Billings Bypass - Johnson Lane Interchange to RR Overpass	Construction of connection from interchange to railroad overpass	MDT	24-28	\$9,252,800	NH
R_04	Billings Bypass - Five Mile Road to US87	Construction of connection from Five Mile Road to US87	MDT	24-28	\$15,219,600	NH
R_05	I-90 Yellowstone River Bridges	Construction project to reconstruct the roadway and replace existing structures includes grading, gravel, cold milling, plant-mix surfacing, auxiliary lanes, ramp modifications, structure removal, retaining wall, drainage/storm drain/irrigation improvements, guardrail, cable rail, concrete barrier rail revisions, rumble strips, fencing, erosion control, random riprap, multi-use path, traffic signals, luminaires, signing and delineation.	MDT	24-28	\$2,074,900	BRIDGE
R_06	I 90: East Laurel - West Billings Improvements (Mossmain Intch-West Blgs Intch)	The I 90: East Laurel - West Billings project will improve I 90 from the west bridge ends of Mossmain Interchange to the east bridge ends of the West Billings Interchange bridges over King Avenue West. The project includes pavement preservation and other improvements scheduled for 2023 and beyond.	MDT	24-28	\$1,051,700	IM

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_07	1st Avenue N - 9th to RR Crossing	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the East Segment (9th to RR Crossing).	MDT	24-28	\$20,928,200	NH
R_08	1st Avenue N - RR Crossing to Broadway	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the Middle Segment (RR crossing to Broadway).	MDT	24-28	\$8,613,800	NH
R_09	1st Avenue N - Broadway to Division	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the West Segment (Broadway to Division).	MDT	24-28	\$8,095,800	NH
R_10	BR Pres Columbus Joliet Area	Minor bridge rehab (S Billings Boulevard bridge over Yellowstone River)	MDT	24-28	\$1,746,300	BRIDGE
R_11	Shiloh Overpass Rehab	Proposed project to rehab deck and substructure. Study in progress.	MDT	24-28	\$2,836,600	BRIDGE
R_12	Johnson Lane Interchange Ramps	Striping and durable pavement markings (I90 RP 455-455.5)	MDT	24-28	\$4,000	IM
R_13	Lockwood Interchange Ramps	Striping and durable pavement markings (I90 RP 452.6-453.1)	MDT	24-28	\$4,000	IM
R_14	27th Street Interchange Ramps	Striping and durable pavement markings (I90 RP 449.9-450.4)	MDT	24-28	\$4,000	IM
R_15	South Billings Blvd Interchange Ramps	Striping and durable pavement markings (I90 RP 447-447.5)	MDT	24-28	\$4,000	IM

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_16	King Ave West Interchange Ramps	Striping and durable pavement markings (I90 RP 446.2-446.4)	MDT	24-28	\$4,000	IM
R_17	Zoo Drive Interchange Ramps	Striping and durable pavement markings (I90 RP 443.1-443.7)	MDT	24-28	\$4,500	IM
R_18	I-90 Culverts - Billings Area	Culvert replacement	MDT	24-28	\$7,026,400	IM
R_19	Heights Main Street	Striping and durable pavement markings (BR 190/ US 87 RP 0 to 4.7)	MDT	24-28	\$140,700	NH
R_20	27th St	Striping and durable pavement markings (MT 3 RP 0 to 3.3)	MDT	24-28	\$142,200	NH
R_21	Zoo Drive Interchange	Striping and durable pavement markings (Zoo Drive RP 0 to 0.9)	MDT	24-28	\$55,500	NH
R_22	King Ave West	Striping and durable pavement markings (King Ave West RP 2.5 to 3.1)	MDT	24-28	\$22,500	NH
R_23	Old Laurel Road	Striping and durable pavement markings (BR I90 RP 0 to 0.7)	MDT	24-28	\$16,600	NH
R_24	Underpass Ave Improvements	Construction project to reconstruct existing roadway includes grade, gravel, plant-mix surfacing, storm drain, traffic signals, signing, and pavement markings.	MDT	24-28	\$3,686,100	IM
R_25	Billings District ADA Upgrades	Preliminary Engineering activities required for future upgrades of existing sidewalks includes curb ramps, approaches and new pedestrian facilities	MDT	24-28	\$463,300	MACI; CR
R_26	88th St - Shiloh	Roadway striping	MDT	24-28	\$69,700	STPX, STPS, SFCN
R_27	SF 209 Billings District Signs	HSIP project to install safety improvement features (signs, delineation, chevrons, etc.) to address identified crash trends in the Billings District	MDT	24-28	\$242,700	HSIP
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	MDT	24-28	\$9,573,800	NH; HSIP; CR

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
R_29	Billings Bypass	This project includes preliminary engineering, right-of-way, and incidental constructions costs for the Billings Bypass project.	MDT	24-28	\$7,850,000	NH
R_30	21st Street Underpass Improvements	The 21st Street Underpass has a low clearance of only 8.5 feet, limiting the vehicles that can pass through this route. With the congestion of 27th nearby, the City will increase the clearance to standard minimum of 14 feet to provide a route for emergency vehicles or larger commercial vehicles, especially during train crossings on 27th.	City of Billings	24-28	\$5,000,000	Other
R_31	54th St W (Grand to Rimrock)	This project will construct widening of 54th Street West from Grand Avenue to Rimrock Road along with storm drain improvements	City of Billings	24-28	\$900,000	GTB; SM
R_32	Broadwater - Vermillion to Shiloh	This project will reconstruct and widen Broadwater Avenue from Vermillion to Shiloh Road.	City of Billings	24-28	\$3,600,000	SM
R_33	Downtown Pavement Signals/ Maintenance	This project is for the conversion of downtown 2-way streets as well as chip-sealing and traffic control upgrades. The one-way to two-way conversion moves toward a consistent network of two-way streets within downtown Billings, increasing accessibility for all users. Other benefits include increased exposure for businesses and increased bicycle connectivity. The project was identified as a priority in the Downtown Traffic Study.	City of Billings	24-28	\$3,600,000	GTB; SM
R_34	Monad Road (Daniels to Moore Ln)	This project will widen and reconstruct Monad Road. This project will reconstruct, widen and add storm drain to Monad Road and increase safety, particularly on the east end toward Moore Lane. Most of this street has no sidewalk. A large portion of the street is used by heavy truck traffic and experiences rutting. Intersection alignment and safety will be improved.	City of Billings	24-28	\$6,420,000	GTB; SM
R_35	Rimrock Road Widening (54th to 62nd)	This project will construct widening of Rimrock Road from 54th Street West to 62nd Street West. Rimrock Road from 54th Street West to 62nd Street West has high traffic counts and experiences congestion during peak times. This project is the second part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor and safety narrow two-lane road section.	City of Billings	24-28	\$10,350,000	GTB; SM
R_36	Rimrock Road Widening (Clearview to 54th)	Rimrock Road from Clearview Drive to 54th Street West has high traffic counts and experiences congestion during peak times. This project is the first part of a larger two-section goal to widen and improve the capacity of	City of Billings	24-28	\$4,878,000	GTB; SM

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
		Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor.				
R_37	SBBURD Unimproved Street Improvements	This project funds improvements to gravel or unimproved streets in the South Billings Boulevard Urban Renewal District (SBBURD).	City of Billings	24-28	\$2,620,000	Other
R_38	Wicks Lane - Main to Bitterroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	City of Billings	24-28	\$2,200,000	GTB; SM; Other
R_39	Grand Ave - Shiloh Rd to 62nd St West	Roadway reconstruction/ widening (5-lane section)	MDT; City of Billings	24-28	\$25,407,000	STPU; CMAQ

RECOMMENDED ROADWAY PROJECTS

Table 17. Roadway Projects - Recommended

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
R_40	Old Hardin Road - Lockwood Interchange to Johnson Ln	Roadway reconstruction/ widening to a 3-lane urban roadway including storm drainage improvements	Yellowstone County	8	\$6,610,000	34-45	\$10,926,000	GTY	GTY

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
R_41	1st Avenue South- Minnesota Avenue - 21st St to N 13th St	Roadway reconstruction/ widening to an urban roadway	MDT; City of Billings	6	\$1,200,000	29-33	\$1,392,000	STPU	STPU
R_42	Pemberton Lane - BBWA to Lake Elmo Dr	Roadway reconstruction/ widening to an urban roadway	City of Billings	4	\$3,400,000	29-33	\$3,942,000	SCD; SID; SM; GTB	GTB
R_44	Highway 3 Widening - Zimmerman to Apache	Widen Highway 3 from Zimmerman Trail to Apache Trail, including one thru lane in each direction, bike lanes, and center turn lanes where needed for future development	MDT	7	\$3,020,000	29-33	\$3,502,000	NH	NH
R_47	62nd St West - Rimrock Rd to Western Bluffs Boulevard	Roadway reconstruction/ widening (3-lane section)	MDT; City of Billings	2	\$1,400,000	34-45	\$2,314,000	STPU; GTB	STPU
R_49	I-90 from S Blgs Blvd Inch to 27th St Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	MDT	7	\$4,700,000	29-33	\$5,449,000	NH; IM	IM
R_50	I-90 from Lockwood Intch to Johnson Lane Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	MDT	8	\$3,500,000	34-45	\$4,058,000	IM	IM

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources	Assigned Funding Sources
R_51	Hwy 3 from Airport to Zimmerman Trail	Roadway reconstruction/widening (3-lane section)	MDT	8	\$3,800,000	29-33	\$4,406,000	NH	NH
R_52	13th Street Road Diet (6th Ave N to 1st Ave N)	Roadway reallocation project to provide a single travel lane in each direction with cross section options to provide a center turn lane, on-street bicycle facilities, and on-street parking	MDT; City of Billings	8	\$800,000	29-33	\$928,000	STPU (Portion of Roadway); GTB	GTB

ILLUSTRATIVE ROADWAY PROJECTS

Table 18. Roadway Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
R_43	N 13th Street – 1st Ave N to Minnesota Ave	Reconstruct railroad underpass	City of Billings	6	\$22,000,000	45+	\$36,363,000	STPU; BR; GTB
R_45	Highway 312 Shoulder Widening	Shoulder Widening from Barry Dr. to 5 mile Road (Only Extent in MPO)	MDT	3	\$400,000	45+	\$662,000	STP/S*/X*; HSIP

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
R_46	Central Ave - Shiloh Rd to 48th St West	Roadway reconstruction/ widening (3-lane section)	Yellowstone County	2	\$3,900,000	45+	\$6,447,000	GTY
R_48	King Avenue - Shiloh to 72nd	Roadway reconstruction/ widening (5-lane section/3-lane section)	MDT; Yellowstone County	3	\$9,300,000	45+	\$15,372,000	STPU (Portion of Roadway); STP/S*/X* (Portion of Roadway)
R_53	I-90 from Zoo Drive to West Billings Interchange	Construct EB and WB auxiliary lanes on the mainline segment between Shiloh and West Billings interchanges. Other elements include: Constructing an additional WB off-ramp lane at Shiloh Interchange ramp gore; Construct additional EB off-ramp lane at West Billings Interchange ramp gore; Reconstruct EB and WB I-90 bridge crossing of Hogan's slough.	MDT	8	\$14,300,000	34-45	\$23,636,000	NH; IM; BR
R_54	48th Street West – King Ave to Grand Ave	Roadway reconstruction/ widening (cross section to be determined)	Yellowstone County	2	\$6,400,000	45+	\$10,579,000	GTY

Transit Projects

COMMITTED TRANSIT PROJECTS

Table 19. Transit Projects – Committed

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MET_07	Electrical supply upgrade for bus chargers	Project enhances the size of the electrical feed to the METroplex for the install of bus charging stations required once the new EV buses arrive.	MET; City of Billings	24-28	\$302,000	Transit Local Funds/ Transit FTA Grant
MET_08	Metroplex expansion/ interior remodel	Project would remodel the interior of the main office and expand the Metroplex to the south.	MET; City of Billings	24-28	\$1,600,000	Transit Local Funds/ Transit FTA Grant
MET_09	MET EV bus chargers	Project would purchase and install 4 Electric Vehicle (EV) Bus chargers at the METroplex for electric buses.	MET; City of Billings	24-28	\$365,000	Transit Local Funds/ Transit FTA Grant

RECOMMENDED TRANSIT PROJECTS

ID	Name	Description	Lead Agency	Year of Expenditure (YOE)	YOE Cost	Funding Source
MET_01	Downtown Transfer Center Remodel and Amenities	Project adds a public restroom and a customer service window at the Downtown Transfer Center (220 N 25th St) as well as optimized interior space. Customer service window and remodeled interior space provides a more centralized location for customer service; the restroom adds a much-needed amenity for transit riders.	MET; City of Billings	29-33	\$609,500	Transit Local Funds/ Transit FTA Grant
MET_02	Heights Transfer Center	Heights area fixed-route transfer center with passenger shelters and restroom, an operator break area and restroom, an office area, vehicle/equipment storage, and a security camera system. MET is currently investigating the feasibility of using existing City owned land in the heights as a potential location. The project includes all real estate, engineering and design fees, labor, equipment, materials, and administrative costs.	MET; City of Billings	29-33	\$3,175,000	Transit Local Funds/ Transit FTA Grant
MET_03	MET Access Control Updates	Project would purchase and install access controls to doors not included in the access control scope of the Metroplex Administration and Bus Storage Facility remodel and expansion project. This project would add access controls to 6 additional door locations, a walkthrough gate location, and two vehicle access gates. The project includes all design fees, labor, equipment, materials, and administrative costs.	MET; City of Billings	29-33	\$72,450	Transit Local Funds/ Transit FTA Grant
MET_05	Stewart Park Passenger Amenities	Project adds a public restroom and additional shelters at the Stewart Park Transfer Center to improve service for transit passengers.	MET; City of Billings	29-33	\$290,000	Transit Local Funds/ Transit FTA Grant
MET_06	Update to Bus Stop Infrastructure	MET Transit will spend \$50,000 annually to improve bus stop infrastructure to the 450+ designated stop locations across the City to support the fixed route bus system. Improvements will include adding more bus shelters, ADA corners, concrete bus pads, lighting etc.	MET; City of Billings	29-33	\$282,000	Transit Local Funds/ Transit FTA Grant

ILLUSTRATIVE TRANSIT PROJECTS

Table 20. Transit Projects – Illustrative

ID	Name	Description	Lead Agency	Prioritization Score	Planning-Level Cost Estimate (2023 Dollars)	Year of Expenditure (YOE)	YOE Cost	Eligible Funding Sources
MET_04	MET Transit Low/ No Emission Maintenance Facility	New MET Transit fleet maintenance facility supporting low/no emission vehicles including all electric; the anticipated 26,000 sq ft facility will include multiple maintenance bays with built in catwalks for access to vehicle rooftop mounted equipment including batteries as well as multiple vehicle lift bays. Facility will also be equipped to handle maintenance of existing internal combustion powerplants, provide storage for parts/fluids/tire inventory as well as administrative offices for maintenance management. Non-lift, non-catwalk bays will also be present for general maintenance as well as provide for indoor charging locations for electric vehicles.	MET; City of Billings	-	\$18,687,500	45+	\$30,888,000	Transit Local Funds/ Transit FTA Grant
MET_10	Fixed Route Redesign	The goal of the route redesign is to provide a better rider experience across the service area without requiring more funding. The redesigned network would achieve this by revising parts of the current route network so that buses spend more time on corridors with high demand, by reducing or eliminating loops, and by providing improved connectivity between transit oriented land uses. Redesign route changes include adding service in areas that need more coverage, while reducing coverage in areas that are currently overserved (reflected in a lower number of boardings at stops along route segments).	MET; City of Billings	9	\$9,000,000	45+	\$14,876,000	Transit Local Funds/ Transit FTA Grant

Plans and Studies

The LRTP also identifies a set of priority plans and studies developed through the same screening and evaluation process used for infrastructure projects. These efforts focus on corridors, intersections, or other areas where additional analysis and interagency coordination are needed to define potential improvement concepts, assess feasibility, and determine appropriate implementation strategies.

The plans and studies are listed in priority order based on identified needs and planning considerations. However, implementing agencies may decide to initiate a lower-priority effort if it aligns with identified needs or funding. These activities are anticipated to be funded primarily through MPO planning resources and will inform the development of future capital projects to be incorporated into subsequent updates of the LRTP project list.

Table 21. Priority Plans and Studies

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_1	Broadwater Avenue Corridor Plan (24th St W to Division Street)	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	15
S_2	King Ave/24th St	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	13
S_3	ADA Transition Plan	Pedestrian	City of Billings	Create an ADA Transition Plan for the City of Billings to document the accessibility of existing infrastructure and develop a plan for improving accessibility in the transportation system	13
S_4	56th St W Corridor Plan	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	13
S_5	King Ave/20th St	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	12
S_6	Grand Ave Crossings	Pedestrian	City of Billings	Conduct study to identify treatments to improve pedestrian and bicycle crossings on Grand Avenue	12

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_7	S. Billings Blvd/ Blue Creek Rd from King Ave E to Briarwood Blvd	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	12
S_8	Broadway Avenue Street Closure	Roadway	City of Billings	Conduct study to evaluate the traffic, safety, and mobility impacts of a Broadway Avenue street closure	12
S_9	Central Ave/ 15th St W - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	11
S_10	72nd Street W Corridor Plan	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	11
S_11	Grand Ave/24th St	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	10
S_12	6th Ave N/ N 27th Street - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	10
S_13	I-90 Active Transportation Connection Study	Pedestrian	City of Billings; MDT	Conduct a study to identify potential locations for an active transportation crossing over or under I-90, between the Highway 212 junction and South 27th Street, to improve pedestrian and bicycle access to recreational areas along the Yellowstone River, such as Riverfront Park.	10
S_14	Zimmerman Trail/ Rimrock Road Pedestrian and Bicycle Crossing Improvements	Pedestrian	City of Billings	Conduct study to identify treatments to improve pedestrian and bicycle crossings at Zimmerman Trail/ Rimrock Road	10
S_15	Bike & Scooter Share Feasibility Study Implementation	Bicycle	City of Billings	Several locations have been identified in the City of Billings as priority locations for electric-assist bicycle share stations.	9

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_16	Grand Ave/ Virginia Ln - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_17	Mullowney Lane/ I-90 Ramps (Exit 446) - Intersection Operations and Safety Study	Intersection	City of Billings; MDT	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_18	Montana Ave/ 27th - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_19	Grand Ave/ 13th St W - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_20	Broadwater Ave/ 8th St W - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_21	6th Ave N / Main St - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_22	Parkhill Dr/ N 32nd St/ 11th Ave N - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	9
S_23	North Billings Corridor Study		City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	9
S_24	Highway 3 Safety Study	Roadway	City of Billings	After implementation of a 3-lane section on Highway 3, perform a speed/ safety study to evaluate posted speed limits and access points for potential safety improvements.	9
S_25	King Ave from S 20th St W to Shiloh Road	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	9

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_26	4th Avenue N and 6th Avenue N from N 27th St W to Main St	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	9
S_27	Monad Road/19th St W - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_28	Central Ave/19th St W - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_29	Central Ave/ Birchwood Dr - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_30	Shiloh Rd/ Grand Ave - Roundabout Operations Study	Intersection	City of Billings; Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_31	Lewis Ave/13th St W - Intersection Operations Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_32	Central Avenue/ 32nd Street - Intersection Operations Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_33	Hwy 87 East/ Johnson Lane - Intersection Operations Study	Intersection	MDT; Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	8
S_34	Highway 3 to Molt Road Connection Study	Roadway	City of Billings	This project would be an update to the Molt Road/ Highway 3 Collector Road Planning Feasibility Study conducted in 2004.	8
S_35	Bench Blvd from Hilltop Rd to Alkali Creek Rd	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	8

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_36	24th Street West and Rosebud Drive/Market Place	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_37	Lake Elmo Dr/ Main St - Intersection Operations and Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_38	Dover Rd/ Bitterroot Dr/Highway 312 - Intersection Safety Study	Intersection	Yellowstone County; MDT	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_39	Shiloh Rd/ King Ave W - Intersection Safety Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_40	Becraft Lane/ Westgate Dr - Intersection Safety Study	Intersection	Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_41	Grand Avenue/ 64th Steet West - Intersection Operations Study	Intersection	Yellowstone County	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_42	Laurel Rd/ Underpass Ave/ Foote Street - Intersection Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	7
S_43	Lewis Ave/ 8th St W - Intersection Operations Study	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	6
S_44	Neibauer from S 48th St W to Shiloh Rd	Roadway	City of Billings	Conduct segment evaluation study to identify safety and mobility solutions	6

ID	Name	Category	Lead Agency	Description	Prioritization Score
S_45	24th Street W & Grant Road	Intersection	City of Billings	Conduct intersection evaluation study to identify safety and mobility solutions	4

Annual Expenditures and Transit

In addition to major transportation projects, the LRTP also accounts for smaller, recurring expenses that happen every year. These include regular maintenance, safety upgrades, transit operations, and other routine improvements funded through state and local programs. Table 22 shows estimated annual funding levels for these programs for the inner (2024 – 2028) and outer years of the LRTP (2029 – 2045).

These programs do not list specific projects because the exact needs and priorities are determined each year. Instead, they provide a general estimate of the funding needed to keep transportation systems in good condition and support ongoing operations. Actual funding amounts are decided annually and may vary depending on available resources and program priorities.

Table 22. Annual Expenditures and Transit


ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
A_1	Annual gravel street reconstruction	City of Billings	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	SID; SM; Water Revenues	\$1,401,800	\$5,607,200	\$5,607,200	\$5,607,200	\$15,419,800
A_2	Annual PAVER program	City of Billings	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.	SM	\$5,240,000	\$20,960,000	\$20,960,000	\$20,960,000	\$57,640,000
A_3	Annuals SIDs	City of Billings	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's	SID; Gas Tax Revenues	\$1,050,000	\$4,200,000	\$4,200,000	\$4,200,000	\$11,550,000

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
			financial responsibility that may be included in an SID for a given year.						
A_4	Annual street reconstruction	City of Billings	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	SM; SCD; Water Revenues	\$2,844,800	\$11,379,200	\$11,379,200	\$11,379,200	\$31,292,800
A_5	Annual travel corridor coordination	City of Billings	This is for improvements to corridors within the city that only require minor infrastructure modifications.	SM	\$60,600	\$242,400	\$242,400	\$242,400	\$666,600
A_6	Annual Intersection Improvements	City of Billings	This project is for the evaluation and construction of improvements to selected intersection trouble areas. Intersections are evaluated regularly to determine priority based on traffic counts, crash history, pedestrian counts and other factors.	SM	\$577,800	\$2,311,200	\$2,311,200	\$2,311,200	\$6,355,800
A_7	Misc., Curb, Gutter, and Sidewalk Program	City of Billings	This project funds the annual replacement and infill program of curb, gutter, and sidewalk. The project focuses on areas of missing sidewalk primarily on arterials, school routes, near parks, and where requested by citizens.	Gas Tax Revenues; SCDs	\$1,097,000	\$4,388,000	\$4,388,000	\$4,388,000	\$12,067,000

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
A_8	Annual ADA Replacement	City of Billings	This project is for the replacement of curbed corners to add accessible ramps throughout the city. Proposed project areas include ADA ramps on 29th Street West to 30th Street West, ADA Areas in the EBURD (2-years), Broadwater Avenue from 24th Street West to Parkview, Broadwater Avenue from 12th Street to 16th Street, Poly Drive from 27th Street to Virginia, Wicks Lane from Bench Boulevard to Lake Elmo, 6th Street West from Broadwater to Central Avenue, 8th Street West from Broadwater to Central Avenue, ADA areas in the EBURD (2-years), 8th Street West from Broadwater to Grand, and Gabel Road from 32nd Street West to 24th Street West.	Gas Tax Revenues	\$260,000	\$1,040,000	\$1,040,000	\$1,040,000	\$2,860,000
A_9	Traffic Calming	City of Billings	There are areas of the City that experience consistent speeding of traffic through the neighborhoods. This project would install traffic calming measures in those neighborhoods. The work will be prioritized by City staff according to the severity of the problem.	Gas Tax Revenues	\$220,000	\$880,000	\$880,000	\$880,000	\$2,420,000
A_10	Annual Pedestrian Crossings	City of Billings	This is an annual project for enhanced pedestrian crossings throughout the City. Staff has prioritized pedestrian crossings based on a ranked project list recommended in the Safe Routes to School plans. There are approximately 70 pedestrian crossing improvement projects listed in the Safe Routes to School Plans. The 5-year list of projects	Gas Tax Revenues	\$119,800	\$479,200	\$479,200	\$479,200	\$1,317,800

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
			anticipated are as follows: Colton Boulevard and 24th Street West, Broadwater Avenue at 5th Street West, Francis Avenue at Orchard School, multiple crossings of Jackson Street near Riverside School, crossing improvements at Zimmerman Trail, crossings of State Avenue at Jackson and Washington, and crossing improvements at Nutter Boulevard and Babcock Boulevard for Sandstone Elementary.						
A_11	Annual SRTS (Non-sidewalk)	City of Billings	This project will install various pedestrian and traffic safety countermeasures along the routes to the 22 Billings elementary schools. These could be crossing treatments, street treatments, signs and markings, signals and other methods to reduce traffic and pedestrian issues.	Gas Tax Revenues	\$700,000	\$2,800,000	\$2,800,000	\$2,800,000	\$7,700,000
A_12	MDT Preventative Maintenance	MDT	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	IM; NH	\$2,500,000	\$10,000,000	\$10,000,000	\$10,000,000	\$27,500,000

ID	Name	Lead Agency	Description	Funding Source	Anticipated Annual Allocation	YOE Cost (2024-2028)	YOE Cost (2029-2033)	YOE Cost (2034-2045)	Total (2029-2045)
A_13	ADA Compliance Program	MDT	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	MACI	\$500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$5,500,000
A_14	Urban Pavement Preservation	MDT	Annual allocation to pavement preservation at various locations	UPP	\$500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$5,500,000
A_15	Traffic Mitigation	MDT	Signalization	MACI	\$250,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,750,000
A_16	Transit Operating Expense	MET	General transit operating expenses	FTA Sect 5307, Transade	\$5,729,720	\$22,918,880	\$22,918,880	\$22,918,880	\$63,026,920
A_17	Transit Capital Purchase	MET	Acquire vehicles and related equipment	FTA Sect 5339/ 5310	\$3,019,180	\$12,076,720	\$12,076,720	\$12,076,720	\$33,210,980
A_18	Safety Projects	MDT	Funds roadway safety projects	HSIP	\$500,000	\$2,500,000	\$2,500,000	\$6,000,000	\$8,500,000

A photograph of two cyclists riding away from the camera on a newly paved road with a dedicated bike lane. The cyclist on the left wears a bright neon green shirt and black shorts, while the cyclist on the right wears a grey tank top and black shorts. The road has white painted lines for the bike lane and a yellow center line. In the background, there are trees, a few houses, and a car parked on the side. The sky is a warm orange and pink color, suggesting sunset or sunrise.

AIR QUALITY CONFORMITY



AIR QUALITY CONFORMITY

On November 15, 1990, the Clean Air Act Amendments (CAAA) of 1990 was signed into law. Designed to protect people and communities, the CAAA has had a major impact on the plans and programs of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as it requires substantial emission reductions from the transportation sector. The purpose of the conformity provision of the CAAA is to ensure consistency between the Federal transportation planning process and Federal air quality planning process. The regulations require that for an urban area designated as nonattainment of National Ambient Air Quality Standards (NAAQS) for transportation-related criteria pollutants, or which has a maintenance plan for such pollutants, a conformity determination must be conducted to demonstrate that its LRTP, transportation improvement plan (TIP), or any revisions to its plan will not adversely affect air quality.¹ The conformity analysis and determination were developed based on the applicable federal, state, and local requirements; input from the MPO; 2020-2024 Billings Transportation Improvement Program Amendment II; and information presented in this section of the adopted 2023 Billings Urban Area LRTP.

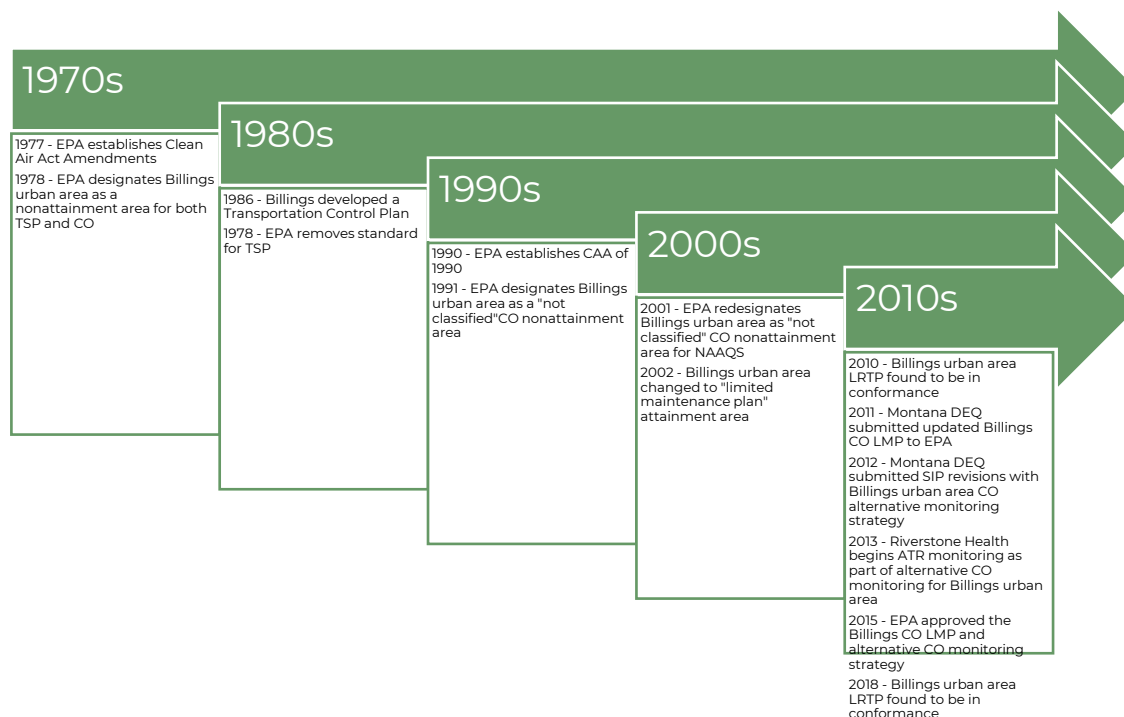
Background

TIMELINE

Over the last 40 years, several regulations have passed, and actions have occurred within the State of Montana and Billings area that have changed certain requirements for determining conformity of an LRTP. Exhibit 1 illustrates a timeline of the different regulations and actions for conformity.

¹ United States. (N.D.) *Code of Federal Regulations (40 CFR 93.102 (a)) – Title 40 – Protection of Environment, Chapter 1, Subchapter C, Part 93, Subpart A.* <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.102>

Exhibit 1. Billings Planning Area Air Quality Conformity Timeline



DETAILS

Billings was designated as a nonattainment area by the Environmental Protection Agency (EPA) for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) in a Federal Register (FR) notice on March 3, 1978 (43 FR 8962) as a result of the Clean Air Act Amendments (CAAA) of 1977. The National Ambient Air Quality Standard (NAAQS) for CO is 9.0 parts per million (ppm) for an 8-hour average concentration, not to be exceeded more than once per calendar year. The CO violation was attributed primarily to motor vehicle emissions, and a transportation control plan (TCP) was developed to bring Billings back into compliance following the nonattainment designation. The initial CO TCP concentrated on an intersection reconstruction at Exposition Drive and 1st Avenue N. The final CO TCP incorporated computer modeling with the intersection reconstruction and was approved in the Federal Register on January 16, 1986 (51 FR 2397).

In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (52 FR 24854). The EPA has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards. Billings was reevaluated in September 1990, based on the 1990 CAAA, as well as the lack of exceedances in the CO monitoring data for 1988 and 1989. On November 6, 1991, a Federal Register notice (56 FR 56799) listed Billings as a "not classified" nonattainment area for CO. The Montana Department of Environmental Quality (DEQ) developed this redesignation request with guidance from the 1990 CAAA and a September 4, 1992 EPA memo from John Calcagni to the EPA Regional Air Directors. Section 107(d)(3)(E) of the CAAA defines the five required criteria of a redesignation request, which include:

- Criterion 1: Attainment of the Applicable NAAQS
- Criterion 2: State Implementation Plan Approval
- Criterion 3: Permanent and Enforceable Improvements in Air Quality

- Criterion 4: Fulfillment of CAAA Section 110 and Part D Requirements
- Criterion 5: Fully Approved Maintenance Plan under CAAA Section 175A

Each of these criteria were accomplished and demonstrated in the CO redesignation request submitted in 2001. On February 9, 2001, the Governor of Montana submitted a request to redesignate the Billings “not classified” carbon monoxide (CO) nonattainment area to attainment for the CO NAAQS. The Governor also submitted a CO maintenance plan with this request. In this action, the EPA approved the Billings CO designation request and the 10-year maintenance plan effective on April 22, 2002. With this action, the Billings area legal designation was changed from “not classified” nonattainment for CO to a “limited maintenance plan” attainment area.

With the redesignation to attainment, the Billings area was required to comply with the provisions of the 2002 Carbon Monoxide Limited Maintenance Plan (2001 LMP Submittal) and submit a CAA section 175A(b) required revised maintenance plan in 2010 that provided for maintenance of the CO standards for an additional ten years. The Billings area can request full attainment status if the Billings area does not have any further CO NAAQS violations during the maintenance period.

The Montana DEQ submitted an updated Billings Carbon Monoxide Limited Maintenance Plan (2011 LMP Submittal) on July 13, 2011, as required by 42 USC 7505(A). The 2011 LMP submittal documents the first ten years of CO monitoring under the 2002 LMP, and details strategies for maintaining CO standards for the subsequent ten years. As such, the 2011 LMP document fulfills the criteria established in 40 CFR Part 51, Appendix V.

- On June 22, 2012, the Montana DEQ submitted State Implementation Plan (SIP) revisions that included an alternative CO monitoring strategy due to the Billings area monitoring consistently low levels of CO for over a decade. The DEQ determined that using the resource-intensive CO analyzers to confirm CO levels was not justifiable. The alternative CO monitoring strategy includes the following:
 - Reviewing the traffic volumes annually in each of the CO maintenance areas using the data from the MDT’s permanent automatic traffic recorders (ATR) in Billings,
 - Comparing the latest 3-year monthly average of the average daily traffic (ADT) volumes during the traditional CO concentration season of November through February against baseline 2008-2010 ADT average for those months, and
 - Implementing a contingency plan, so that if the most recent, consecutive 3-year period ADT in the CO maintenance area increases by greater than 25% from the baseline 2008-2010 period (The contingency plan includes reinstituting the gaseous monitoring at the 2008-2010 monitoring location or at a site expected to read greater CO than that site.).²

On March 30, 2015, the EPA approved the submitted 2nd 10-year CO LMP, and its associated alternative CO monitoring method. The following conformity determination was made in accordance with the above referenced Federal regulations. The determination is for CO and applies to the 2023 Billings Urban Area LRTP and the Carbon Monoxide State Implementation Plan (SIP) for the State of Montana. As of the date of this conformity determination, the Billings urban area is not designated as a nonattainment or maintenance area for any other air pollutant.

² Montana Department of Environmental Quality. (June 2012). *State of Montana Alternative CO Monitoring Strategy – Billings and Great Falls CO Maintenance Areas*.

Conformity Determination

INTERAGENCY CONSULTATION

The consultation guidance contained in the State of Montana Air Quality Rules on Conformity (ARM Chapter 17 Chapter 8 Subchapter 13) was used in the preparation of this conformity determination and emissions analysis. These rules incorporate by reference Federal regulations contained in 40 CFR Part 93, Subpart A. This consultation generally involved a cooperative and coordinated process including the MDT, Montana DEQ, and Yellowstone County Planning Board. The Montana DEQ and MDT coordinate regarding air quality and transportation conformity on behalf of MPOs such as the City of Billings-Yellowstone County MPO. Coordination is conducted in accordance with applicable Federal code (40 CFR 93) and state administrative rules (ARM Chapter 17 Chapter 8 Subchapter 13). Coordination typically takes the form of consultation through letter correspondence between the state agencies. Air quality planning is an integral part of the Billings urban area transportation planning process. As such, air quality has received specific attention during development of the numerous plans, programs, and projects over the last 30 years. The actions and activities of the 2023 Billings Urban Area LRTP and process closely parallel those of the SIP and support its intentions of achieving and maintaining the NAAQS.

PUBLIC & STAKEHOLDER INVOLVEMENT

The Billings-Yellowstone County MPO conducts ongoing public, stakeholder, and interagency outreach for all transportation planning activities in the Billings urban area. Guidance for the outreach is included in the Yellowstone County Planning Board Public Participation Plan, which was updated by the MPO and adopted by the PCC in September 2018. The plan is reviewed and updated periodically by the MPO. For this LRTP, a public involvement plan was established at the beginning of the project and used to guide the public, stakeholder, and interagency involvement. Chapter 3 of this LRTP summarizes the process and outreach activities incorporated for development of this plan.

PLANNING ASSUMPTIONS & REGIONAL EMISSIONS ANALYSIS

An October 6, 1995, EPA policy memorandum for LMPs in non-classifiable CO nonattainment areas included a discussion of the applicability of the conformity rule requirements in these areas. According to this policy, a LMP attainment area is not required to project emissions over the maintenance period, because the air quality design value for the area is low enough that the stationary source permitting program, existing SIP controls and Federal control measures provide adequate assurance of maintenance of the CO standard over the initial 10-year maintenance period. The design value must continue to be at or below 7.65 ppm. The CO average design value for the Billings area is 5.5 ppm, which is well below the requirement. Therefore, the Billings area adequately demonstrates maintenance. Under a CO LMP, the following elements are applicable regarding the regional emissions analysis:

- No regional emissions analysis is required for applicable pollutants/precursors and analysis years.
- Transportation plan, TIP, and project conformity determinations are still required.
- For applicable projects, hot-spot analyses are still required.

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the MDT over a five-year period. The TIP is prepared every five years and amended as needed, and is in conformance with 23

CFR, Part 450 324-330. Therefore, conformity demonstration using regional emissions analysis is not required for the LRTP.

In the most recent Montana Air Quality Monitoring Network Plan, the Montana DEQ Air Quality Bureau **lists no changes at either of the Ambient Air Quality Monitoring Network Locations in Billings** (Billings-Coburn and Billings-Lockwood).³

2012 LMP Alternative CO Monitoring Strategy

As identified in the 2012 LMP, an alternative CO monitoring strategy was identified that included monitoring traffic volumes annually in each of the CO maintenance areas using the data from the MDT's permanent automatic traffic recorders (ATR) in Billings. The ATR location is Site A-050 (US 87, Main Street, between Milton and Hansen) in Billings, displayed in Figure 1.⁴ Table 1 summarizes the rolling three year monthly average daily traffic (ADT) comparison between the 2008-2010 base year (shaded in light blue), the previous LRTP 2015-2017 year time-period, and the most recent time-period (bolded).

Table 1. Rolling Three Year Monthly Average Daily Traffic (ADT) Comparison

Year	Monthly Average November – February Annual Daily Traffic	Percent Change (%)
2008 – 2010	33,952	-
2011 – 2013	31,287	-8.8%
2015 – 2017	29,522	-13.0%
2020 – 2022	27,906	-19.5%

Source: Montana Department of Transportation, Riverstone Health

As shown in Table 1, the most recent rolling three-year monthly ADT for the most recent reporting period is **19.5 percent lower than the baseline ADT**. Therefore, the alternative CO monitoring strategy meets the requirements and is in conformance with the 2012 LMP.

³ Montana Department of Environmental Quality. (June 2021). *Air Quality Monitoring Network Plan*. https://deq.mt.gov/files/Air/AirMonitoring/Documents/2021_ANMP.pdf

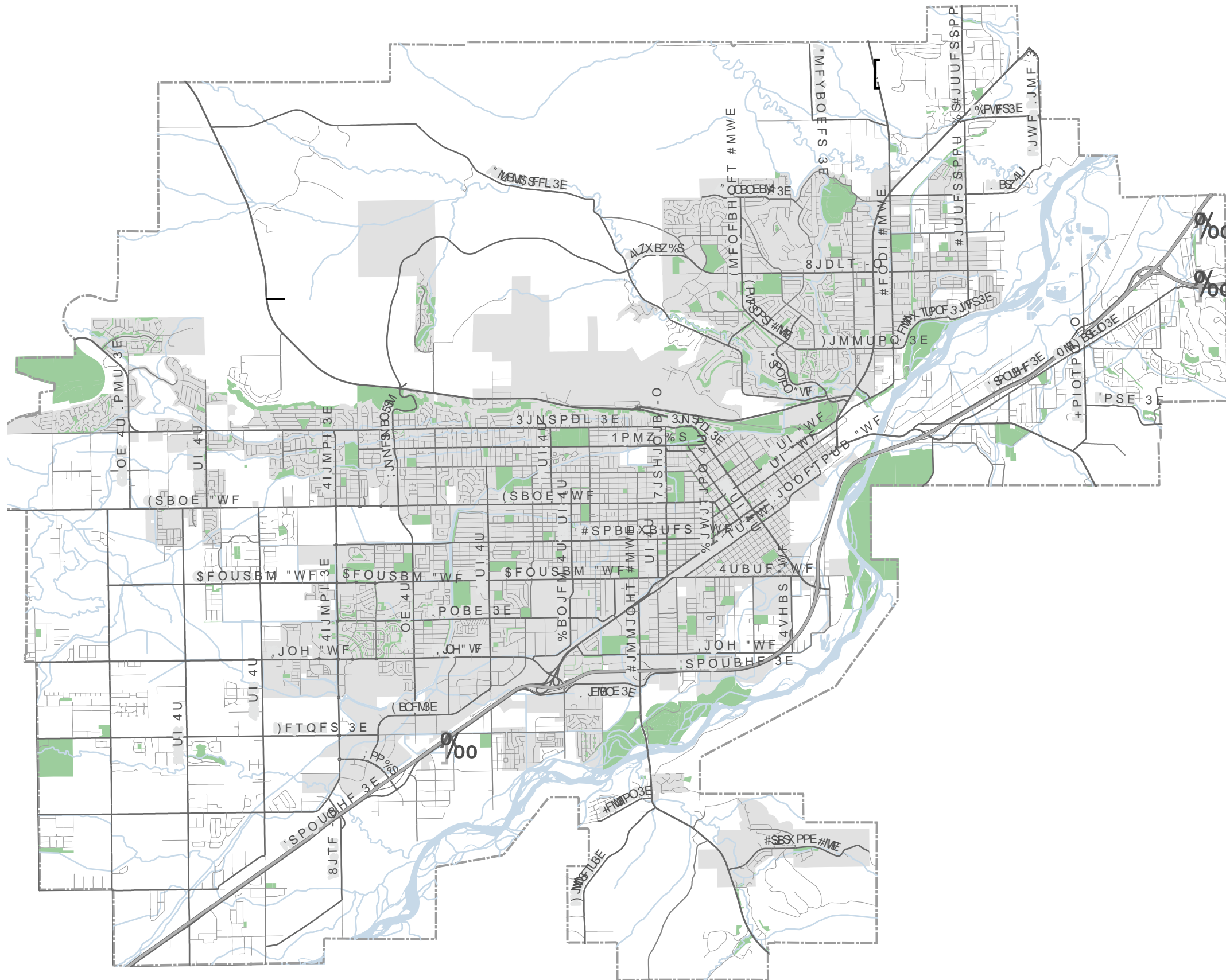
⁴ Montana Department of Environmental Quality. (2014). *State of Montana Alternative CO Monitoring Strategy Methodology*.

$$548 \text{ } / 7 < 021,725, \text{'}$$

\$LU 4XDOLW\ 0RQLWRULQJ 6WDWLRQ

\$XWRPDWHG 7UDIILF 5HFRUGHU

'DWD 6RXUFH 0RQWDQD 'HSDUWPHQW RI (QYLURQ
0RQWDQD 'HSDUWPHQW RI 7UDQVSRUWDWLRQ



FISCAL CONSTRAINT

Metropolitan transportation plans are required to meet Federal fiscal constraint requirements as detailed in 23 CFR450.322(b). For LMP areas such as Billings, this fiscal constraint requirement must be met before a conformity determination is approved. Chapter 8 of this LRTP documents that planned expenditures are consistent with existing and proposed funding sources that can reasonably be expected to be available for transportation uses. As such, the LRTP meets that fiscal constraint requirement.

Conclusion

In addition to the above conditions and requirements, it is concluded that the 2023 Billings Urban Area Long Range Transportation Plan is found to be in conformance with the applicable provisions of Section 176(c) of the Clean Air Act, 40 CFR 93 Subpart A, and the Billings Carbon Monoxide Limited Maintenance Plan element of State Implementation Plan for the State of Montana.

Projects by Funding Source

Appendix

PROJECTS BY FUNDING SOURCE

This section outlines the LRTP project list by funding source. Abbreviations used for the funding sources are in the table below. An interactive web map of project locations is available on the [Project Dashboard](#).

Project Funding Source Abbreviations

Acronym	Funding Source	Acronym	Funding Source
CMAQ	Congestion Mitigation & Air Quality	SCD	Sidewalk and Curb District
MACI	Congestion Mitigation & Air Quality / Montana Air & Congestion Initiative	SID	Special Improvement District
CR	Carbon Reduction	SM	Street Maintenance Fund
BRIDGE	Surface Transportation Program - Bridge	STP/S*/X*	Surface Transportation Program - Secondary Highway
GTB	Gas Tax Billings	STPU	Surface Transportation Program - Urban
GTY	Gas Tax Yellowstone County	TA	Transportation Alternatives
HSIP	Highway Safety Improvement Program	TF	Transit Fund - City
IM	Interstate Maintenance	FTA 5307/ TRANSADE	Transit Fund - Operations
M	Maintenance	FTA 5339/5310	Transit Fund - Capital
NHFP	National Highway Freight Program	UPP	Urban Pavement Preservation
NH	National Highway System		

CMAQ

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
CMAQ	\$15,928,417	\$9,626,800	\$6,301,617	\$15,171,617	\$12,268,000	\$2,903,617	\$24,183,617	\$13,080,000	\$11,103,617

CMAQ Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	\$6,200,000
R_39	Grand Ave - Shiloh Rd to 62nd St West	Roadway reconstruction/ widening (5-lane section)	-	24-28	\$3,426,800
Total Funded CMAQ Projects					\$9,626,800

CMAQ Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_43	48th St	Improvements from Central Ave to Grand Ave; could include shoulder widening, protected bicycle lane, or sidepaths	8	29-33	\$76,000
CM_04	Broadwater Avenue – 5th St W to Zimmerman	Update signal timing for 8 signals	9	29-33	\$140,000
CM_13	27th Street RRXing ITS Signage and Advanced Warning System	Implement a signage and advanced warning system on 27th Street to inform transportation users of crossing delays due to incoming and stopped trains	9	29-33	\$580,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_49	Blue Creek Rd	Multi-use Trail from Colleen Dr to Briarwood Blvd	6	29-33	\$596,000
MT_17	5th Avenue Corridor East (Design)	This project would continue development of the east leg of the 5th Avenue North corridor from Main Street to North 26th Street. The vision is to complete the project in several phases. A conceptual design has been completed for the west leg between Division Street and North 26th Street. The east leg is conceptualized primarily withing BNSF railroad right-of-way, as proposed in the 5th Avenue Corridor Feasibility Study. BNSF will require reengagement on this project. Support from BNSF will be critical for continuation of the work and should be secured before continuing with work on the east leg. This project includes a public participation/property owner process to identify treatments and options for a linear trail. From the input of the public participation process, develop a design/engineering package and associated costs to complete the project. This could include physical alterations and additions for street crossings, railroad safety provisions, private property easements, and construction of pedestrian walkway.	10	29-33	\$238,000
MT_18	5th Avenue Corridor	This project constructs a non-traditional motorized and non-motorized transportation corridor within 5th Avenue North through Downtown Billings and the East Billings Urban Renewal District. The project consists of 4 segments: Linear Park, Wye Junction, Rail Trail, and Gateway Hub. The project would be completed in phases and includes corridor transportation improvements and placemaking elements.	12	29-33	\$9,275,000
MT_46	Tania Cir Ditch Trail	Multi-use Trail from Naples St to Bitterroot Dr	7	29-33	\$604,000
MT_47	Unita Park/Twin Oaks Park	Multi-use Trail from Wicks Ln to Ditch Trail	7	29-33	\$759,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
Total Funded CMAQ Projects					\$12,268,000

CMAQ Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_29	Bobolink St/Canary Ave	Neighborhood Bikeway from Dickie Rd to Old Hardin Rd	8	34-45	\$19,000
BB_36	Tampico Dr	Neighborhood Bikeway from El Paso St to Baja Pl	8	34-45	\$4,000
BB_37	El Paso St/Tampico Dr	Neighborhood Bikeway from Guadeloupe Dr to La Paz Dr	8	34-45	\$14,000
BL_56	Highway 3	Bike Lanes from Zimmerman Trail to Shorey Rd/ Alkali Creek Rd	8	34-45	\$500,000
BL_59	58th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	8	34-45	\$110,000
BL_60	66th Street	Construct Bicycle Lane from Rimrock Road to Grand Ave	8	34-45	\$108,000
MT_09	Alkali Creek Trail Connection	This project would extend the trail from Swords Park at Main Street tunnel along Alkali Creek to new Aronson Connection Trail just east of Aronson Bridge	7	34-45	\$1,472,000
MT_15	Enfield St/Toledo St/La Paz Dr	Multi-use Trail from Becraft Ln to Ford Rd	7	34-45	\$1,146,000
MT_22	Rosebud Ln	Multi-use Trail from Highway 87E to West of Rosebud Ln	8	34-45	\$5,458,000
MT_37	Alkali Creek Rim Trail	Multi-use Trail from Judicial Ave to Alkali Creek Rd	8	34-45	\$627,000
MT_38	Peters St	Multi-use Trail from Highway 87E to East of Peters St	8	34-45	\$919,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_42	Krumheuer Dr	Multi-use Trail from Old Hardin Rd to Mitzi Dr; spot improvement at Farnum Dr (Install crosswalk and trail crossing signage)	6	34-45	\$982,000
MT_48	South of Governors Blvd	Multi-use Trail from W Wicks Ln to Aronson Ave; spot improvement on Wicks Lane (Install Beacon signal on east side of intersection if trail is constructed at Wicks Ln) and at Senators Blvd (Install crosswalk and trail crossing signage)	7	34-45	\$1,721,000
Total Funded CMAQ Projects					\$13,080,000

CR

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
CR	\$4,824,700	\$4,851,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CR Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_01	King Ave West & 48th St West	Address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	-	24-28	\$3,308,100
R_25	Billings District ADA Upgrades	Preliminary Engineering activities required for future upgrades of existing sidewalks includes curb ramps, approaches and new pedestrian facilities	-	24-28	\$388,400
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	-	24-28	\$1,155,000
Total Funded CR Projects					\$4,851,500

MACI

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures+ Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
MACI	\$3,807,500	\$3,824,900	\$0	\$5,160,000	\$4,910,000	\$250,000	\$12,630,000	\$11,979,000	\$651,000

MACI Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_25	Billings District ADA Upgrades	Preliminary Engineering activities required for future upgrades of existing sidewalks includes curb ramps, approaches and new pedestrian facilities	-	24-28	\$74,900
A_13	ADA Compliance Program	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	-	24-28	\$2,500,000
A_17	Traffic Mitigation	Annual allocation to signalization projects	-	24-28	\$1,250,000
Total Funded MACI Projects					\$3,824,900

MACI Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_39	Highway 3 Pedestrian/ Bicycle Underpasses	Construct an underpass beneath Highway 3 that would connect the newly constructed Skyline Trail to the new bike/ pedestrian multi-use path along Skyway Drive. The Montana Department of Transportation is undertaking a Highway 3 Corridor Study of this area and the MPO is requesting to be included in this study. If feasible, the MPO will ask for the additional review of this location for the	12	29-33	\$1,160,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		underpass and potential state funding sources that could assist the MPO/City in the project development.			
A_13	ADA Compliance Program	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	N/A (Annual)	29-33	\$2,500,000
A_17	Traffic Mitigation	Annual allocation to signalization projects	N/A (Annual)	29-33	\$1,250,000
Total Funded MACI Projects					\$4,910,000

MACI Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_20	Montana Ave/Underpass Ave	Multi-use Trail from Division St to S Billings Blvd; spot improvement at State Ave (Enhance west side pedestrian crossing to facilitate access with curb cuts; construct curb ramp at southwest corner of State St and Access St, and south side of pork chop island) and at Underpass Ave (Install crosswalk and trail crossing signage; construct curb ramps north and south side of Underpass Ave)	10	34-45	\$2,979,000
A_13	ADA Compliance Program	Develop and implement an ADA Compliance Program to ensure public facilities and services meet accessibility standards	N/A (Annual)	34-45	\$6,000,000
A_17	Traffic Mitigation	Annual allocation to signalization projects	N/A (Annual)	29-33	\$3,000,000
Total Funded MACI Projects					\$11,979,000

BRIDGE

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
BRIDGE	\$6,471,300	\$6,657,800	\$100	\$3,740,100	\$2,783,000	\$957,100	\$9,927,100	\$0	\$9,927,100

BRIDGE Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_05	I-90 Yellowstone River Bridges	Construction project to reconstruct the roadway and replace existing structures includes grading, gravel, cold milling, plant-mix surfacing, auxiliary lanes, ramp modifications, structure removal, retaining wall, drainage/storm drain/irrigation improvements, guardrail, cable rail, concrete barrier rail revisions, rumble strips, fencing, erosion control, random riprap, multi-use path, traffic signals, luminaires, signing and delineation.	-	24-28	\$2,074,900
R_10	BR Pres Columbus Joliet Area	Minor bridge rehab (S Billings Boulevard bridge over Yellowstone River)	-	24-28	\$1,746,300
R_11	Shiloh Overpass Rehab	Proposed project to rehab deck and substructure. Study in progress.	-	24-28	\$2,836,600
Total Funded BRIDGE Projects					\$6,657,800

BRIDGE Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
L_11	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	3	29-33	\$2,783,000
Total Funded BRIDGE Projects					\$2,783,000

FWP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
FWP	\$908,700	\$908,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FWP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_03	Rose Park Trail, Phase 2	Continuation of Rose Park Trail	-	24-28	\$99,600
MT_04	Lillis Park Trail connector	Trail reconstruction	-	24-28	\$125,000
MT_05	Big Ditch Trail Extension	Trail reconstruction	-	24-28	\$125,000
MT_06	Southern Riverfront Park Trail	Trail reconstruction	-	24-28	\$125,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_07	Trailside Education Signs	Trail signage	-	24-28	\$59,100
MT_08	Rec Trails Program	Implementation of trails projects with FWP Recreational Trails program funding for FY 26 - 28. Projects to be determined.	-	24-28	\$375,000
Total Funded FWP Projects					\$908,700

GTB

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
GTB	\$22,813,370	\$18,096,000	\$4,717,370	\$28,217,370	\$17,657,000	\$10,560,370	\$66,950,370	\$0	\$66,950,370

GTB Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_31	54th St W (Grand to Rimrock)	This project will construct widening of 54th Street West from Grand Avenue to Rimrock Road along with storm drain improvements	-	24-28	\$500,000
R_33	Downtown Pavement Maintenance/ Signals	This project is for the conversion of downtown 2-way streets as well as chip-sealing and traffic control upgrades. The one-way to two-way conversion moves toward a consistent network of two-way streets within downtown Billings, increasing accessibility for all users. Other benefits include increased exposure for businesses	-	24-28	\$1,470,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		and increased bicycle connectivity. The project was identified as a priority in the Downtown Traffic Study.			
R_34	Monad Road (Daniels to Moore Ln)	This project will widen and reconstruct Monad Road. This project will reconstruct, widen and add storm drain to Monad Road and increase safety, particularly on the east end toward Moore Lane. Most of this street has no sidewalk. A large portion of the street is used by heavy truck traffic and experiences rutting. Intersection alignment and safety will be improved.	-	24-28	\$2,800,000
R_35	Rimrock Road Widening (54th to 62nd)	This project will construct widening of Rimrock Road from 54th Street West to 62nd Street West. Rimrock Road from 54th Street West to 62nd Street West has high traffic counts and experiences congestion during peak times. This project is the second part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor and safety narrow two-lane road section.	-	24-28	\$2,770,000
R_36	Rimrock Road Widening (Clearview to 54th)	Rimrock Road from Clearview Drive to 54th Street West has high traffic counts and experiences congestion during peak times. This project is the first part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor.	-	24-28	\$900,000
R_38	Wicks Lane - Main to Bitterroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	-	24-28	\$1,170,000
A_02	Annual PAVER program	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.	-	24-28	\$4,120,000
A_03	Annuals SIDs	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's	-	24-28	\$250,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		financial responsibility that may be included in an SID for a given year.			
A_04	Annual street reconstruction	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	\$300,000
A_07	Misc., Curb, Gutter, and Sidewalk Program	This project funds the annual replacement and infill program of curb, gutter, and sidewalk. The project focuses on areas of missing sidewalk primarily on arterials, school routes, near parks, and where requested by citizens.	-	24-28	\$1,960,000
A_08	Annual ADA Replacement	This project is for the replacement of curbed corners to add accessible ramps throughout the city. Proposed project areas include ADA ramps on 29th Street West to 30th Street West, ADA Areas in the EBURD (2-years), Broadwater Avenue from 24th Street West to Parkview, Broadwater Avenue from 12th Street to 16th Street, Poly Drive from 27th Street to Virginia, Wicks Lane from Bench Boulevard to Lake Elmo, 6th Street West from Broadwater to Central Avenue, 8th Street West from Broadwater to Central Avenue, ADA areas in the EBURD (2-years), 8th Street West from Broadwater to Grand, and Gabel Road from 32nd Street West to 24th Street West.	-	24-28	\$1,250,000
A_09	Traffic Calming	There are areas of the City that experience consistent speeding of traffic through the neighborhoods. This project would install traffic calming measures in those neighborhoods. The work will be prioritized by City staff according to the severity of the problem.	-	24-28	\$50,000
A_10	Annual Pedestrian Crossings	This is an annual program for enhanced pedestrian crossings throughout the City. Staff has prioritized pedestrian crossings based on a ranked project list recommended in the Safe Routes to School plans. There are approximately 70 pedestrian crossing improvement projects listed in the Safe Routes to School Plans. The 5-year list of projects anticipated are as follows: Colton Boulevard and 24th Street West, Broadwater Avenue at 5th Street West, Francis Avenue at Orchard School, multiple crossings of Jackson Street near Riverside School, crossing improvements at	-	24-28	\$556,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		Zimmerman Trail, crossings of State Avenue at Jackson and Washington, and crossing improvements at Nutter Boulevard and Babcock Boulevard for Sandstone Elementary.			
Total Funded GTB Projects					\$18,096,000

GTB Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_12	S 41st St/Hallowell Ln/Arlington Dr/Carlton Ave SW	Neighborhood Bikeway from 1st Ave S to Carlton Ave SW; spot improvement at Hallowell Ln (Construct bumpouts at all four corners of intersection to reduce crossing distance)	12	29-33	\$167,000
BL_65	Virginia Lane/ 5th St W	Visionary long-range bikeway to be constructed from Rimrock Rd to Montana Ave if major roadway construction occurs.	13	29-33	\$151,000
BL_66	Broadwater Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	13	29-33	\$376,000
BL_67	Central Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to 6th St W if major roadway construction occurs.	13	29-33	\$358,000
BL_68	Grand Ave	Visionary long-range bikeway to be constructed from Shiloh Rd to Division St if major roadway construction occurs.	13	29-33	\$376,000
BL_69	17th St West	Visionary long-range bikeway to be constructed from Grand Ave to Colton Blvd if major roadway construction occurs.	9	29-33	\$39,000
BL_70	6th Ave N	Visionary long-range bikeway to be constructed from Division St to N 18th St if major roadway construction occurs.	13	29-33	\$76,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_71	4th Ave N	Visionary long-range bikeway to be constructed from Division St to Main St if major roadway construction occurs.	12	29-33	\$151,000
BL_72	27th St	Visionary long-range bikeway to be constructed from 6th Ave N to Airport Rd if major roadway construction occurs.	12	29-33	\$133,000
BL_73	Wicks Ln	Visionary long-range bikeway to be constructed from Gleneagles Blvd to Bench Blvd if major roadway construction occurs.	12	29-33	\$151,000
MT_10	Downtown BBWA Corridor Trail/ On Street Facilities	This project is for the completion of sidewalk/pathway through MSU-B Campus to connect campus and pedestrian improvements at Virginia Lane/Poly Drive intersection. 2015 project did not provide a pedestrian crossing at Virginia/Poly on the east side. Reassessments needed for this project to function as needed. Further analysis of the condition and operation of the BBWA Canal expected in 2021 and 2022 may provide opportunities in this area.	9	29-33	\$928,000
MT_13	Broadwater Ave	Multi-use Trail from Shiloh Rd to 48th St W	6	29-33	\$1,117,000
MT_19	6th Avenue N	Multi-use Trail from N 13th St to N 27th St (Modified from the actual 2016 Plan - partially committed in 24-28 CIP)	13	29-33	\$1,472,000
MT_30	Gabel Rd	Multi-use Trail from Hesper Rd to Zoo Rd	6	29-33	\$440,000
MT_31	King Ave W/S Frontage Road	Multi-use Trail from S 29th St W to S Frontage Rd; spot improvement at King Ave W (Install crosswalk; add pedestrian refuge in the existing hatched areas)	9	29-33	\$3,871,000
MT_34	Gabel Rd	Multi-use Trail from S 32nd St W to Transtech Way	6	29-33	\$269,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_35	West Wicks Ln	Multi-use Trail from Annandale Rd to Skyway Dr	6	29-33	\$1,402,000
MT_36	Hesper Rd	Multi-use Trail from East of Majestic Ln to Gabel Rd	6	29-33	\$264,000
MT_41	Shiloh Rd	Multi-use Trail from Pierce Pkwy to Autumn Ln	6	29-33	\$1,046,000
R_42	Pemberton Lane - BBWA to Lake Elmo Dr	Roadway reconstruction/ widening to an urban roadway	4	29-33	\$3,942,000
R_52	13th Street Road Diet (6th Ave N to 1st Ave N)	Roadway reallocation project to provide a single travel lane in each direction with cross section options to provide a center turn lane, on-street bicycle facilities, and on-street parking	8	29-33	\$928,000
Total Funded GTB Projects					\$17,657,000

GTY

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
GTB	\$3,719,645	\$0	\$3,719,645	\$7,549,645	\$5,341,000	\$2,208,645	\$11,408,645	\$10,926,000	\$482,645

GTY Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_39	Spotted Jack Loop S/Westgate Dr	Neighborhood Bikeway from Spotted Jack Loop E to Trailmaster Dr	8	29-33	\$13,000
BL_61	60th Street Corridor	Construct Bicycle Lane along 60th St corridor	8	29-33	\$39,000
P_33	Sidewalk along Piccolo Ln between Old Hardin Rd and Old US87	Construct sidewalk along Piccolo Lane; sidewalk that fills the sidewalk gap in front of the Lockwood Schools, directly across from Piccolo Lane; and a signalized pedestrian crossing at the intersection of Piccolo Lane and Highway 87	9	29-33	\$534,000
P_34	Sidewalk along Old Hardin Rd between Piccolo Ln and Johnson Ln	Construct sidewalk along the south side of Old Hardin Road, east of Johnson Lane; and a signalized pedestrian crossing at the intersection of Old Hardin Road and Saddle Lane	9	29-33	\$2,667,000
P_35	Sidewalk on Sunrise Ave	Construct sidewalk along the vacant Sunrise Avenue Right-Of-Way, east of Hemlock Drive to Johnson Lane; and a signalized pedestrian crossing on Johnson Lane between the Sunrise Right-Of-Way and Ford Road	9	29-33	\$1,276,000
P_37	Sidewalk on Old Hardin Rd between Becraft Ln and Dickie Rd	Improve the signalized pedestrian crossing at the intersection of Old Hardin Road and Highway 87 to allow crossings from all directions	10	29-33	\$812,000
Total Funded GTY Projects					\$5,341,000

GTY Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_40	Old Hardin Road - Lockwood Interchange to Johnson Ln	Roadway reconstruction/ widening to a 3-lane urban roadway including storm drainage improvements	8	34-45	\$10,926,000
Total Funded GTY Projects					\$10,926,000

HSIP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
HSIP	\$4,010,100	\$5,481,900	\$100	\$2,790,100	\$290,000	\$2,500,100	\$9,190,100	\$5,620,000	\$3,570,100

HSIP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_01	King Ave West & 48th St West	Address safety and operational issues at the intersection of King Avenue and 48th Street. The preferred alternative is a roundabout.	-	24-28	\$1,600,000
I_02	SF189 South D5 Safety Improvements	MDT safety project to improve intersections with enhanced signage and lighting in some locations. Intersections include: 72nd Street/Neibauer Road, 72nd Street/Danford Road, 64th Street/Neibauer Road, 64th Street/Danford Road, 56th Street/Hesper Road, 48th Street/Hesper Road, 72nd Street/King Avenue, 64th Street/Hesper Road, 48th Street/King Avenue, 56th Street/Neibauer Road, 72nd Street/Hesper Road, 72nd Street/Laurel Airport Road, 64th Street/King Avenue, 48th Street/Neibauer Road .	-	24-28	\$170,200
I_07	SF 169 Rimrock & 62nd St W	Construct roundabout to improve safety at Rimrock/ 62nd.	-	24-28	\$374,500

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_08	SF 129 Roundabout King 56th	Construction project to reconstruct an intersection includes a roundabout, grading, plant-mix surfacing, irrigation, drainage, curb and gutter, lighting, signing and striping.	-	24-28	\$94,500
R_27	SF 209 Billings District Signs	HSIP project to install safety improvement features (signs, delineation, chevrons, etc.) to address identified crash trends in the Billings District	-	24-28	\$242,700
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	-	24-28	\$500,000
A_18	Safety Projects (Various Locations)	Annual program for safety projects throughout the region.	-	24-28	\$2,500,000
Total Funded GTY Projects					\$5,481,900

HSIP Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_18	Hesper Rd & 56th St West	Implement new all-way stop control at intersection to address safety and mobility issues.	3	29-33	\$290,000
Total Funded GTY Projects					\$290,000

HSIP Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_14	Highway 312 & Dover Road - Intersection Control	Design and construct intersection improvement to increase safety and mobility	6	34-45	\$5,620,000
Total Funded GTY Projects					\$5,620,000

IM

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
IM	\$98,470,500	\$98,470,700	-\$200	\$13,599,800	\$12,949,000	\$660,800	\$33,300,800	\$23,785,000	\$9,515,800

IM Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_03	Lockwood Interchange - Billings	Reconstruction of existing interchange to a diverging diamond design. The design phase is scheduled for completion in 2026.	-	24-28	\$53,707,300
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	\$29,160,800
R_06	I 90: East Laurel - West Billings Improvements (Mossmain Intch-West Blgs Intch)	The I 90: East Laurel - West Billings project will improve I 90 from the west bridge ends of Mossmain Interchange to the east bridge ends of the West Billings Interchange bridges over King Avenue West. The project includes pavement preservation and other improvements scheduled for 2023 and beyond.	-	24-28	\$1,051,700

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_12	Johnson Lane Interchange Ramps	Striping and durable pavement markings (I90 RP 455-455.5)	-	24-28	\$4,000
R_13	Lockwood Interchange Ramps	Striping and durable pavement markings (I90 RP 452.6-453.1)	-	24-28	\$4,000
R_14	27th Street Interchange Ramps	Striping and durable pavement markings (I90 RP 449.9-450.4)	-	24-28	\$4,000
R_15	South Billings Blvd Interchange Ramps	Striping and durable pavement markings (I90 RP 447-447.5)	-	24-28	\$4,000
R_16	King Ave West Interchange Ramps	Striping and durable pavement markings (I90 RP 446.2-446.4)	-	24-28	\$4,000
R_17	Zoo Drive Interchange Ramps	Striping and durable pavement markings (I90 RP 443.1-443.7)	-	24-28	\$4,500
R_18	I-90 Culverts - Billings Area	Culvert replacement	-	24-28	\$7,026,400
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	-	24-28	\$7,500,000
Total Funded IM Projects					\$98,470,700

IM Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_49	I-90 from S Blgs Blvd Intch to 27th St Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	7	29-33	\$5,449,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	29-33	\$7,500,000
Total Funded IM Projects					\$12,949,000

IM Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_50	I-90 from Lockwood Intch to Johnson Lane Intch	Roadway reconstruction/ widening (Add a 3rd travel lane to I-90)	8	29-33	\$5,785,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	34-45	\$18,000,000
Total Funded IM Projects					\$23,875,000

NH

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
NH	\$109,884,000	\$114,073,800	\$0	\$50,140,000	\$24,270,000	\$25,870,000	\$146,210,000	\$18,612,000	\$127,598,000

NH Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_04	Exposition Drive and 1st Avenue N. (Billings)	Design and construct intersection improvement to enhance safety, improve bicycle and pedestrian connectivity, vehicle capacity, freight, drainage, and pavement condition.	-	24-28	\$11,371,600
I_05	Airport Road and Main Street - Billings	Design and construct intersection improvement to improve safety and mobility for all users, reduce congestion, and improve the pedestrian and bicycle environment.	-	24-28	\$8,283,400
P_03	Montana Avenue Crosswalks - Billings	Sidewalk Improvements ADA Compliance; milling and paving work on Laurel Road.	-	24-28	\$2,687,000
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	\$3,800,000
R_02	Billings Bypass - Railroad Overpass	Construction of new bridge over railroad	-	24-28	\$989,200
R_03	Billings Bypass - Johnson Lane Interchange to RR Overpass	Construction of connection from interchange to railroad overpass	-	24-28	\$9,252,800
R_04	Billings Bypass - Five Mile Road to US87	Construction of connection from Five Mile Road to US87	-	24-28	\$15,219,600

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_07	1st Avenue N - 9th to RR Crossing	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the East Segment (9th to RR Crossing).	-	24-28	\$20,928,200
R_08	1st Avenue N - RR Crossing to Broadway	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the Middle Segment (RR crossing to Broadway).	-	24-28	\$8,613,800
R_09	1st Avenue N - Broadway to Division	Through the 1st Avenue North–Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately 2 miles of 1st Avenue North, from Division Street to North 9th Street. Due to funding constraints, the project has been split into three segments to accommodate phased construction. This estimate includes the West Segment (Broadway to Division).	-	24-28	\$8,095,800
R_19	Heights Main Street	Striping and durable pavement markings (BR 190/ US 87 RP 0 to 4.7)	-	24-28	\$140,700
R_20	27th St	Striping and durable pavement markings (MT 3 RP 0 to 3.3)	-	24-28	\$142,200
R_21	Zoo Drive Interchange	Striping and durable pavement markings (Zoo Drive RP 0 to 0.9)	-	24-28	\$55,500
R_22	King Ave West	Striping and durable pavement markings (King Ave West RP 2.5 to 3.1)	-	24-28	\$22,500

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_23	Old Laurel Road	Striping and durable pavement markings (BR I90 RP 0 to 0.7)	-	24-28	\$16,600
R_24	Underpass Ave Improvements	Construction project to reconstruct existing roadway includes grade, gravel, plant-mix surfacing, storm drain, traffic signals, signing, and pavement markings.	-	24-28	\$3,686,100
R_28	Zoo Drive Improvements	Design and construct intersection improvement to improve traffic operations and enhance safety features on the Zoo Drive corridor, between Shiloh Road and South Frontage Road.	-	24-28	\$7,918,800
R_29	Billings Bypass	This project includes preliminary engineering, right-of-way, and incidental constructions costs for the Billings Bypass project.	-	24-28	\$7,850,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	-	24-28	\$5,000,000
Total Funded NH Projects					\$114,073,800

NH Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
L_09	King Ave/24th St	Design and construct intersection improvement to increase safety and mobility	13	29-33	\$3,942,000
L_13	Highway 3/Rod & Gun Club Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	6	29-33	\$3,478,000
L_19	King Ave/20th St	Design and construct intersection improvement to increase safety and mobility	12	29-33	\$3,942,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_44	Highway 3 Widening - Zimmerman to Apache	Widen Highway 3 from Zimmerman Trail to Apache Trail, including one thru lane in each direction, bike lanes, and center turn lanes where needed for future development	7	29-33	\$3,502,000
R_51	Hwy 3 from Airport to Zimmerman Trail	Roadway reconstruction/ widening (3-lane section)	8	29-33	\$4,406,000
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	29-33	\$5,000,000
Total Funded NH Projects					\$24,270,000

NH Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_40	Pedestrian Crossing of Exposition Dr	The pedestrian crossing of Exposition Drive is a key element in the revitalization of the East Billings Urban Renewal District (EBURD). As identified in the 2013 Exposition Gateway Concept Plan and the 2013 City of Billings Hospitality Corridor Planning Study, a pedestrian crossing would provide a vital connection between the east end of the EBURD and MetraPark. Exposition Drive is a principal arterial on a north-south alignment in Billings that currently provides three lanes in each direction with a center turn lane at intersections in the project location and a pedestrian crossing will significantly enhance a connection over the busiest thoroughfare in Montana to the busiest entertainment venue in the region. Other benefits include enhancing future development by encouraging investment in adjacent idle property, improving connectivity and safety, providing opportunities	9	34-45	\$6,612,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		for event organizers, and allow users to enjoy amenities within walking distance in the Exposition Gateway Area.			
A_12	MDT Preventative Maintenance	The MDT Annual Pavement Preservation Program maintains and extends roadway life through planned improvements to existing infrastructure that enhance roadway safety, extend pavement life, and improve the driving experience across Montana's highways. Specific preservation treatments will vary and will be determined in accordance with MDT's policies and practices.	N/A (Annual)	34-45	\$12,000,000
Total Funded IM Projects					\$18,612,000

NHFP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
NHFP	\$14,357,700	\$14,357,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NHFP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	\$14,357,700
Total Funded NHFP Projects					\$14,357,700

SCD

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
SCD	\$7,095,000	\$7,095,000	\$0	\$0	\$5,179,000	\$421,000	\$17,531,000	\$657,000	\$16,874,000

SCD Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_04	Annual street reconstruction	Multi-use Trail from King Ave S to Glengary Ln; spot improvement at S Billings Blvd eastbound and westbound ramps (Construct curb ramps and install high visibility crosswalk)	-	24-28	\$ 3,900,000.00
A_07	Misc., Curb, Gutter, and Sidewalk Program	Construct Bicycle Lane on 17th St W from Rimrock Rd to Colton Blvd	-	24-28	\$ 3,195,000.00
Total Funded SCD Projects					\$7,095,000

SCD Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_64	17th St W	Construct Bicycle Lane on 17th St W from Rimrock Rd to Colton Blvd	8	29-33	\$39,000
MT_33	S Billings Blvd/Blue Creek Rd	Multi-use Trail from King Ave S to Glengary Ln; spot improvement at S Billings Blvd eastbound and westbound ramps (Construct curb ramps and install high visibility crosswalk)	9	29-33	\$5,140,000
Total Funded SCD Projects					\$5,179,000

SCD Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_27	24th	Multi-use Trail from Stillwater to South of King Ave W; spot improvement at Stillwater Dr (Install HAWK beacon on south leg of intersection; coordinate with adjacent signals)	9	34-45	\$657,000
Total Funded SCD Projects					\$657,000

SID

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
SID	\$12,275,000	\$12,275,000	\$0	\$0	\$9,695,000	\$1,115,000	\$34,185,000	\$9,374,000	\$24,811,000

SID Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_06	Gabel Road	Construct a new traffic signal at Gabel Road and Broso Park Drive, partially funded by developer contributions.	-	24-28	\$275,000
A_01	Annual gravel street reconstruction	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	\$7,000,000
A_03	Annual SIDs	Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide	-	24-28	\$5,000,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.			
Total Funded SID Projects					\$12,275,000

SID Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_02	Butterfly Lake Lane	Neighborhood Bikeway from Nutter Blvd to Uinta Park Dr	8	29-33	\$7,000
BB_03	Crist Drive	Neighborhood Bikeway from Main St to Yellowstone River Trail	9	29-33	\$6,000
BB_05	Wingate Lane	Neighborhood Bikeway from Rimrock Rd to Colton Blvd	8	29-33	\$5,000
BB_07	Simpson Street	Neighborhood Bikeway from Newman Ln to Jackson St	9	29-33	\$17,000
BB_08	Virginia Lane	Neighborhood Bikeway from Rimrock Rd to Poly Dr	8	29-33	\$5,000
BB_09	Lewis Avenue	Neighborhood Bikeway from 24th St W to Parkview Dr; spot improvement at 24th St W (Install bike boxes on Lewis to provide priority for bicyclist movement)	9	29-33	\$352,000
BB_11	Arronson/Uinta Park Dr/Riley/Cherry Creek Ln	Neighborhood Bikeway from Cherry Creek Loop to Governors Blvd; spot improvement at Main St (Install east/west crosswalk across southern leg of Main St; Move stop bar south to accommodate crosswalk; potentially retime signal. Construct curb cuts east and west side of new crosswalk; install cut-through raised median)	9	29-33	\$131,000
BB_13	4th Ave S/Jackson St	Neighborhood Bikeway from S 28th St to King Ave E	12	29-33	\$40,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_14	Avalon Rd/Vickery Dr/Vickery Ct	Neighborhood Bikeway from Colton Blvd to Vickery Ct	9	29-33	\$17,000
BB_15	Lampman Dr/Decathlon Pkwy/S 38th St W	Neighborhood Bikeway from S 29th St W to S Shiloh Rd	9	29-33	\$18,000
BB_16	Normal Ave/Ash St/Colton Blvd/N 32nd St	Neighborhood Bikeway from Rimrock Rd/South of Avenue B	9	29-33	\$27,000
BB_17	Pemberton Ln/Crist Dr/Columbine Dr	Neighborhood Bikeway from Mary St/Main St	9	29-33	\$19,000
BB_18	8th Ave S	Neighborhood Bikeway from S 28th to S 34th St	9	29-33	\$11,000
BB_21	Fantan St	Neighborhood Bikeway from Siesta Ave to Wicks Ln	9	29-33	\$11,000
BB_22	2nd St W	Neighborhood Bikeway from Avenue C to Montana Ave	9	29-33	\$19,000
BB_23	Simpson St/Moore Ln/Stone St	Neighborhood Bikeway from Carlton Ave SW to Moore Ln; spot improvement at S Billings Blvd (Install HAWK Beacon at existing east/west crossing; reconstruct west side ramp if needed to create wider landing)	12	29-33	\$210,000
BB_25	N 14th St	Neighborhood Bikeway from Park Pl to 6th Ave N	9	29-33	\$5,000
BL_04	1ST AVE N	Bicycle Lane from N 13th St to N 36th St	12	29-33	\$97,000
BL_08	N 30TH ST	Bicycle Lane from Poly Dr to N 12th Ave; spot improvement (Install dashed bike lane across Virginia Ln, connecting bike lanes (potentially installing dashed green pavement markings))	10	29-33	\$10,000
BL_10	Minnesota/ 1st Ave S	Bicycle Lane from N 13th St to State Ave	12	29-33	\$172,000
BL_11	POLY DR	Bicycle Lane from N 27th St to Virginia Ln	9	29-33	\$41,000
BL_12	17TH ST W	Bicycle Lane from Grand Ave to Yellowstone Ave	8	29-33	\$33,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_14	COLTON BLVD	Bicycle Lane from 17th St W to Rehburg Ln; Neighborhood Bikeway from Rehburg Ln to Zimmerman Tr; spot improvement at 32nd St W (Formalize path around fence to permit non-motorized travel) and at Rehberg Ln (Install bike boxes on Colton to provide priority for bicyclist movement) and at Hoover (Consider installing stop sign on Colton at Hoover)	9	29-33	\$192,000
BL_15	15TH ST W	Bicycle Lane from Parkhill Dr to King Ave W; spot improvement at Miles Ave and 15th St (Install bike boxes on Miles to provide priority for bicyclist movement)	10	29-33	\$177,000
BL_17	REHBERG LN	Bicycle Lane from Rimrock Rd to Grand Ave	12	29-33	\$77,000
BL_21	ROLLING HILLS RD	Bicycle Lane from Annandale Rd to Lake Elmo Dr	9	29-33	\$90,000
BL_22	32ND ST W	Bicycle Lane from Colton Blvd to Grand Ave	10	29-33	\$39,000
BL_24	HIGH SIERRA BLVD	Bicycle Lane from Siesta Ave to W Wicks Ln	10	29-33	\$28,000
BL_25	STATE AVE	Bicycle Lane from Sugar Ave to Hallowell Ln; spot improvement (Construct cut median on 6th and State to enable bicycles to cross)	12	29-33	\$129,000
BL_26	S 36TH ST W	Bicycle Lane from Broadwater Ave to King Ave W	8	29-33	\$113,000
BL_27	GABEL RD	Bicycle Lane from S 24th St W to Hesper Rd	9	29-33	\$130,000
BL_28	RIMROCK RD	Bicycle Lane from Normal Ave to Virginia Ln	9	29-33	\$11,000
BL_29	LAKE ELMO DR	Bicycle Lane from Wicks Lane to Uinta Park Dr	10	29-33	\$21,000
BL_30	SAINT ANDREWS DR	Bicycle Lane from Gleneagles Blvd to Wicks Ln	8	29-33	\$136,000
BL_31	S 20TH ST W	Bicycle Lane from Monad Rd to King Ave W	9	29-33	\$40,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_32	KING AVE W	Bicycle Lane from S 15th St W to King Ave W	8	29-33	\$43,000
BL_33	S 29TH ST W	Bicycle Lane from King Ave W to Gabel Rd	9	29-33	\$60,000
BL_34	S 19TH ST W/Hoover Avenue	Bicycle Lane from Rimrock Rd to Monad Rd; spot improvement on Miles Ave (Install bike boxes on Miles to provide priority for bicyclist movement) and on Grand Ave (Install bike boxes on 19th to provide priority for bicyclist movement)	9	29-33	\$152,000
BL_35	N 26TH ST	Bicycle Lane from 6th Ave N to 3rd Ave N	10	29-33	\$18,000
BL_36	6TH AVE S	Bicycle Lane from S 25th St to State Ave	8	29-33	\$28,000
BL_37	OVERLAND AVE	Bicycle Lane from S 24th St W to S 29th St W	8	29-33	\$42,000
BL_39	S 34TH ST	Bicycle Lane from 1st Ave S to State Ave	9	29-33	\$39,000
BL_40	11TH AVE S	Bicycle Lane from S 28th Street to State Ave	9	29-33	\$16,000
BL_41	10TH AVE S	Bicycle Lane from S 27th St to S 28th St	9	29-33	\$6,000
BL_42	N 35TH ST	Bicycle Lane from 2nd Ave N to 1st Ave N	9	29-33	\$5,000
BL_43	MULLOWNEY LN	Bicycle Lane from Midland Rd to Elysian Rd	9	29-33	\$40,000
BL_48	BENCH BLVD	Bicycle Lane from Alexander Rd to Hilltop Rd	9	29-33	\$163,000
BL_49	MOORE LN	Bicycle Lane from Central Ave to Monad Rd	10	29-33	\$38,000
BL_50	ROD AND GUN CLUB RD	Bicycle Lane from Iron Horse Trl to Highway 3	8	29-33	\$42,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_51	HIGH SIERRA BLVD	Bicycle Lane from Benjamin Blvd to Matador Ave	8	29-33	\$3,000
BL_53	N 13TH ST	Bicycle Lane from 6th Ave N to Minnesota Ave	10	29-33	\$38,000
BL_55	Highway 3	Bike Lanes from North 27th St to Zimmerman Trail	9	29-33	\$235,000
BL_62	Colton Blvd	Construct Bicycle Lane Extension of Colton Blvd	8	29-33	\$207,000
MT_23	N 27th St	Multi-use Trail from Rimrock Rd to Mountain View Blvd	8	29-33	\$433,000
MT_24	Grand Ave	Multi-use Trail from 24th St W to Zimmerman Trl	8	29-33	\$934,000
MT_25	Hesper Rd	Multi-use Trail from East of Shiloh Rd to S Shiloh Rd	8	29-33	\$252,000
MT_40	Railroad/State Ave Trail	Multi-use Trail from 2nd Ave S to Trail near S 24th St W	9	29-33	\$4,465,000
Total Funded SID Projects					\$9,695,000

SID Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_01	Wentworth Drive	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr. Spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signal such as an RRFB; coordinate with adjacent signals and review crossing timing). Note: Cost estimate assumes neighborhood bikeway but may potentially include short segments of other facility types, including shared-use paths, bike lanes, or sharrows,	7	34-45	\$22,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		consistent with Appendix A of the Bikeway and Trails Master Plan Update.			
BB_24	Cherry Hills/Black Diamond	Neighborhood Bikeway from Annandale Rd to Gleneagles Blvd	7	34-45	\$29,000
BB_30	Constellation Trl/Eagle/Southern Hills/Venus	Neighborhood Bikeway from Riveroaks Dr to Saint Andrews Dr	7	34-45	\$30,000
BB_34	Shamrock Ln	Neighborhood Bikeway from North of Killarney St to Emerald Dr	7	34-45	\$7,000
BB_35	Sam Snead Trl	Neighborhood Bikeway from Ben Hogan Ln to Molt Rd	7	34-45	\$29,000
BB_38	Lakewood Ln	Neighborhood Bikeway from East of Constellation Trl to Riveroaks Dr	7	34-45	\$248,000
BL_02	IRONWOOD DR	Bicycle Lane from Woodcreek Dr to Molt Rd	7	34-45	\$72,000
BL_07	54TH ST W	Bicycle Lane from N of Billy Casper Dr to Rimrock Rd	7	34-45	\$73,000
BL_38	GLENEAGLES BLVD	Bicycle Lane from Sierra Granda Blvd to W Wicks Ln	7	34-45	\$55,000
BL_44	HAWTHORNE LN	Bicycle Lane from Hemingway Ave to Yellowstone River Rd; spot improvement at Dublin St (install wayfinding signage)	7	34-45	\$34,000
BL_45	BABCOCK BLVD	Bicycle Lane from Annandale Rd to Governors Blvd; spot improvement (Install full signal with north/south crosswalks both sides of intersection at Wicks Ln; Coordinate with adjacent signals)	7	34-45	\$996,000
BL_47	BITTERROOT DR	Bicycle Lane from Elaine St to Wicks Ln	7	34-45	\$29,000
MT_28	Broadwater Ave	Multi-use Trail from 24th St W to 28th St W	8	34-45	\$997,000
MT_29	BBWA Canal Trail North	Multi-use Trail from East of Shadow Heights to Aronsen Ave; spot improvement (At Yellowstone River Rd, Construct curb cuts on north and south side of Hilltop Rd, install crosswalk	8	34-45	\$6,587,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		and RRFB, and if road-diet is conducted, install raised median at crossing)			
P_38	Colton Blvd/ Zimmerman Trail Pedestrian Improvement	Pedestrian intersection improvement (RRFB)	8	34-45	\$166,000
Total Funded SID Projects					\$9,374,000

SM

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
SM	\$44,904,000	\$44,904,000	\$0	\$0	\$7,576,000	\$19,674,000	\$86,384,000	\$6,240,000	\$80,144,000

SM Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
CM_02	Traffic Signal Controller Upgrades	This is for the replacement of obsolete signal controllers with new technology which includes improved communication and detection at the intersection at 19 intersections. Locations include: 3rd St/ Grand Ave; Division St/ 3rd Ave N; N 13thSt/ 6th Ave N; 13th St West/ Rimrock Rd; 17th St W/ Rimrock Rd; Shiloh Road/ Rimrock Rd; 17th St W/ Colton Blvd; 14th St W/ Lewis Ave; 15th St W/ Lewis Ave; 16th St/ Lewis Ave; 17th St/ Poly Dr; Vermillion Dr/ Broadwater Ave; Mall Dr/ Central Ave; Target/	-	24-28	\$650,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		Central Ave; Rehburg Ln/ Colton Blvd; N 18th St/ 4th Ave N; N 30th St/ 9th Ave N; 24h St W/ Fire Station #5.			
I_06	Gabel Road	Construct a new traffic signal at Gabel Road and Broso Park Drive, partially funded by developer contributions.	-	24-28	\$275,000
MT_02	6th Ave N Multiuse Trail	This project will add a multi-use path on 6th Ave North from Exposition Drive to N 13th. The project will require additional plowing and bicycle improvements along 13th Street, 20th Street, and 3rd Avenue North will require additional maintenance for pavement markings and striping.	-	24-28	\$250,000
R_31	54th St W (Grand to Rimrock)	This project will construct widening of 54th Street West from Grand Avenue to Rimrock Road along with storm drain improvements	-	24-28	\$5,700,000
R_32	Broadwater - Vermillion to Shiloh	This project will reconstruct and widen Broadwater Avenue from Vermillion to Shiloh Road.	-	24-28	\$3,600,000
R_33	Downtown Pavement Maintenance/ Signals	This project is for the conversion of downtown 2-way streets as well as chip-sealing and traffic control upgrades. The one-way to two-way conversion moves toward a consistent network of two-way streets within downtown Billings, increasing accessibility for all users. Other benefits include increased exposure for businesses and increased bicycle connectivity. The project was identified as a priority in the Downtown Traffic Study.	-	24-28	\$2,130,000
R_34	Monad Road (Daniels to Moore Ln)	This project will widen and reconstruct Monad Road. This project will reconstruct, widen and add storm drain to Monad Road and increase safety, particularly on the east end toward Moore Lane. Most of this street has no sidewalk. A large portion of the street is used by heavy truck traffic and experiences rutting. Intersection alignment and safety will be improved.	-	24-28	\$1,350,000
R_35	Rimrock Road Widening (54th to 62nd)	This project will construct widening of Rimrock Road from 54th Street West to 62nd Street West. Rimrock Road from 54th Street West to 62nd Street West has high traffic counts and experiences congestion during peak times. This project is the second part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor and safety narrow two-lane road section.	-	24-28	\$3,630,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_36	Rimrock Road Widening (Clearview to 54th)	Rimrock Road from Clearview Drive to 54th Street West has high traffic counts and experiences congestion during peak times. This project is the first part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor.	-	24-28	\$2,775,000
R_38	Wicks Lane - Main to Bitterroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	-	24-28	\$930,000
A_01	Annual gravel street reconstruction	In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	\$2,750,000
A_02	Annual PAVER program	This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.	-	24-28	\$14,105,000
A_04	Annual street reconstruction	In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.	-	24-28	\$1,200,000
A_05	Annual Travel Corridor Coordination	This is for improvements to corridors within the city that only require minor infrastructure modifications.	-	24-28	\$281,000
A_06	Annual Intersection Improvements	This program is for the evaluation and construction of improvements to selected intersection trouble areas. Intersections are evaluated regularly to determine priority based	-	24-28	\$2,778,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		on traffic counts, crash history, pedestrian counts and other factors.			
A_11	Annual SRTS (Non-sidewalk)	This program will install various pedestrian and traffic safety countermeasures along the routes to the 22 Billings elementary schools. These could be crossing treatments, street treatments, signs and markings, signals and other methods to reduce traffic and pedestrian issues.	-	24-28	\$2,500,000
Total Funded SM Projects					\$44,904,000

SM Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_04	10th Street West	Neighborhood bikeway from Parkhill Dr to Central Ave	10	29-33	\$25,000
BB_06	12th Street West	Neighborhood Bikeway from Lewis Ave to Central Ave	10	29-33	\$14,000
BB_10	Milton/Prince of Wales/Heights Ln/Shawnee Dr/Arronson/Nutter	Neighborhood Bikeway from Heights Ln to West of Prince Charles Dr; spot improvement at Main St (Install crosswalk crossing east/west leg of intersection (south side); install pedestrian-actuated signals at this leg as well. Conduct study to examine performance of existing pedestrian signal. Coordinate with adjacent signals and review crossing timing)	11	29-33	\$192,000
BB_19	Constitution/Kootenai	Neighborhood Bikeway from Nutter Blvd to West of Amendment Cir	10	29-33	\$28,000
BB_20	Jerrie Ln/Kyhl Ln/Elaine/Primrose/Maurine	Neighborhood Bikeway from East of Walter Rd to Lake Elmo Dr; spot improvement at Main St (Install consolidated crossing north side of intersection to enable east/west crossing. Install east/west crosswalk and HAWK Beacon. Reconstruct ramps and bulb out if needed to create wider landing)	11	29-33	\$538,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_26	Marias Dr	Neighborhood Bikeway from Keno St to Kootenai Ave	10	29-33	\$5,000
BB_27	Piccolo Ln	Neighborhood Bikeway from Old Hardin Rd to Highway 87E	9	29-33	\$10,000
BB_28	Hemlock Dr	Neighborhood Bikeway from Clayton St to Hillner Ln	9	29-33	\$12,000
BB_31	Maier Rd	Neighborhood Bikeway from Highway 87E Rosebud Ln	9	29-33	\$6,000
BB_32	Sunrise Ave/Greenwood Ave	Neighborhood Bikeway from Hemlock Dr to Lockwood Tributary	9	29-33	\$13,000
BB_42	32ND ST W	Neighborhood Bikeway from Poly Dr to Colton Blvd	10	29-33	\$10,000
BL_01	38TH ST W	Bicycle Lane from Rimrock Rd to Colton Blvd	11	29-33	\$38,000
BL_03	N 10TH ST	Bicycle Lane from 6th Ave N to 1st Ave N	10	29-33	\$26,000
BL_05	MONTANA AVE	Bicycle Lane from N 18th St to Division St	11	29-33	\$100,000
BL_06	11TH AVE N	Bicycle Lane from N 22nd St to 19th St W; spot improvement at Virginia Ln and at 17th St W (Install bike boxes on Parkhill to provide priority for bicyclist movement)	10	29-33	\$217,000
BL_09	N 24TH ST	Bicycle Lane from 1st Ave N to North of 12th Ave N	11	29-33	\$78,000
BL_13	N 18TH ST	Bicycle Lane from 6th ave N to Montana Ave	11	29-33	\$33,000
BL_16	N 22ND ST	Bicycle Lane from 6th Ave N to 12th Ave N	11	29-33	\$46,000
BL_18	2ND AVE N	Bicycle Lane from N 22nd St to Yellowstone Ave; spot improvements (Install two-stage turn box to facilitate southbound to eastbound turn movement at N 32nd St and N 30th St)	10	29-33	\$79,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_20	13TH ST W	Bicycle Lane from Grand Ave to Lewis Ave	10	29-33	\$38,000
BL_23	N BROADWAY	Bicycle Lane from 9th Ave N to 2nd Ave S	11	29-33	\$65,000
BL_46	YELLOWSTONE RIVER RD	Bicycle Lane from E of Bench Blvd to West of Hansen Ln	11	29-33	\$70,000
BL_58	3rd Ave N	Construct bike lane from Division to 22nd	11	29-33	\$68,000
L_20	Avenue E/ Zimmerman Tr Traffic Signal	Install signal when warranted	8	29-33	\$522,000
MT_16	Misc. trails spot improvements to existing infrastructure	Facilities/ pavement improvements at 7 locations (Install crosswalks at Aronson Ave at BBWA Canal Tr, Create cut in fence and install bollard at Hallowell Ln at Ponderosa SRTS Tr, Construct raised crosswalk and curb cuts at Shiloh Rd at Bell Ave, install crosswalk and curb cuts on Rimrock Rd at 54th St, Install crosswalk and curb cuts at Songbird Dr at Suburban Ditch Tr, Construct crossing on Dickie Rd at Bobolink St/ Canary Ave, construct curb ramps, crosswalk, and median refuge at Highway 3 and Zimmerman Trl); Install RRFB at 3 locations (S 29th St W and BBWA canal Tr, Songbird at Suburban Ditch Tr, and Highway 3 and Zimmerman Trail); Install HAWK beacons at 8 locations (all 4 legs of Shiloh Rd at Zoo Dr, Hesper Rd, Shiloh Crossing Blvd, King Ave W, Monad Rd, Central Ave, Broadwater Ave, Grand Ave)	10	29-33	\$2,087,000
MT_21	Wicks Ln	Multi-use Trail from Gleneagles Blvd to Kiwanis Trail	10	29-33	\$3,256,000
Total Funded SID Projects					\$7,576,000

SM Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_33	Ironwood Dr/Ben Hogan Ln	Neighborhood Bikeway from Molt Rd to 54th St W; spot improvement at Hog Ave (Install curb cut north side of Hog Ave leading to trail)	7	34-45	\$77,000
BL_54	RIMROCK RD	Bicycle Lane from 50th St W to 70th St W	8	34-45	\$270,000
CM_05	Central Avenue – 6th St W to Zimmerman	Update signal timing for 10 signals	9	34-45	\$248,000
CM_06	Rimrock Road – 38th St W to 13th St W	Update signal timing for 5 signals	8	34-45	\$124,000
CM_07	15th Street West – Central Ave to Grand Ave	Update signal timing for 5 signals	8	34-45	\$124,000
CM_08	Wicks Lane – Governors Blvd to Bench Blvd	Update signal timing for 5 signals	9	34-45	\$124,000
CM_09	19th Street West – Monad Rd to Grand Ave	Update signal timing for 5 signals	8	34-45	\$124,000
CM_10	17th Street West – Grand Ave to Rimrock	Update signal timing for 5 signals	5	34-45	\$124,000
CM_11	Monad Road – 19th St W to 32nd St W	Update signal timing for 4 signals	6	34-45	\$100,000
CM_12	Governors Boulevard/Hilltop Road – Wicks Ln to Main St	Update signal timing for 3 signals	7	34-45	\$75,000
MT_12	N 27th St Side Path	Build a Bike Pedestrian Path along N. 27th Street connecting Rimrock Road and Skyline Trail/Swords Park. It would begin near the existing trail underpass at the intersection of North 27th Street/Highway 3/Airport Road and would continue to the southeast along North 27th Street. It appears that there is existing width available on North 27th Street to consider moving the guardrail on the south side so that both bikes and pedestrians could use an off-street multi-use trail that could	7	34-45	\$2,810,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		still be incorporated into the overall 27th Street cross section and ROW.			
MT_32	Mullowney Ln	Multi-use Trail from S Frontage Rd to Story Rd	8	34-45	\$853,000
MT_39	State Ave/S 27th St	Multi-use Trail from 12th Ave S to Garden Ave	8	34-45	\$1,187,000
Total Funded SM Projects					\$6,240,000

STP/S*/X*

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
STP/S*X*	\$154,300	\$69,700	\$84,600	\$234,600	\$0	\$234,600	\$604,600	\$0	\$604,600

STP/S*/X* Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_26	88th St - Shiloh	Roadway striping	-	24-28	\$69,700
Total Funded STP/S*/X* Projects					\$69,700

STPU

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
STPU	\$25,526,400	\$24,379,600	\$1,146,800	\$13,966,800	\$8,812,000	\$5,154,800	\$35,934,800	\$13,554,000	\$22,380,800

STPU Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_01	Billings Bypass - Johnson Lane Interchange	Reconstruction of existing interchange	-	24-28	\$2,400,000
R_39	Grand Ave - Shiloh Rd to 62nd St West	Roadway reconstruction/ widening (5-lane section)	-	24-28	\$21,979,000
Total Funded STPU Projects					\$24,379,600

STPU Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_10	US Highway 87 & Old Hardin Road	Construct single lane roundabout at existing side street stop controlled intersection to address safety and mobility issues	7	29-33	\$3,478,000
I_15	Grand Ave & 48th St West	Design and construct intersection improvement to increase safety and mobility	7	29-33	\$3,942,000
R_41	1st Avenue South- Minnesota Avenue - 21st St to N 13th St	Roadway reconstruction/ widening to an urban roadway	6	29-33	\$1,392,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
Total Funded STPU Projects					\$8,812,000

STPU Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
I_16	Grand Ave & 56th St West	Design and construct intersection improvement to increase safety and mobility	5	34-45	\$5,620,000
I_22	Grand Ave & 64 th St West	Design and construct intersection improvement to increase safety and mobility	5	34-45	\$5,620,000
R_47	62nd St West - Rimrock Rd to Western Bluffs Boulevard	Roadway reconstruction/ widening (3-lane section)	2	34-45	\$2,314,000
Total Funded STPU Projects					\$13,554,000

TA

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
TA	\$9,895,000	\$8,738,275	\$1,156,725	\$5,226,725	\$4,184,000	\$1,042,725	\$10,802,725	\$9,293,000	\$1,509,725

TA Projects (2024 – 2028)

The TA projects listed below include projects from the FFY 2024–2028 MPO TIP (MT_01 and P_02) as well as city projects funded through the 2025 Transportation Alternatives grant. These projects were incorporated into the list as information became available during the 2025 update. Note

that while the 2024–2028 CIP identifies several projects with TA as a potential funding source, those projects have not yet received TA funding. Instead, they were identified as priorities for future TA grant applications and are therefore included in the project list as Recommended or Illustrative projects, with TA shown as the anticipated funding source.

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MT_01	Stagecoach Trail	This project is for an 8-foot wide shared use pathway approximately 5,300 lineal feet that will run on the east side of Zimmerman Trail from Rimrock Road to Highway 3. The trail will be placed below the grade of the road along the roadside slope. This trail is an essential part of the Marathon Loop and will provide a connection from the top of the Rimrocks to the valley. This project is Billings TrailNet stop priority.	-	24-28	\$6,279,900 (24-28 MPO TIP)
P_02	Sidewalks - Lockwood	Sidewalk construction - Old Hardin Road	-	24-28	\$1,433,000
P_04	Jackson Street	Jackson Street Pedestrian Crossings and Curb Extensions (Bulb-outs)	-	24-28	\$317,625
P_05	Riverside School Zone	Riverside School Zone Improvements	-	24-28	\$283,250
P_06	South Billings Boulevard	South Billings Boulevard School Crossing and Pedestrian Refuge Island	-	24-28	\$67,100
P_07	Governors Boulevard	Governors Boulevard Intersection Improvements for Castlerock School	-	24-28	\$182,050
P_08	Central Avenue & 24th Street West	Central Avenue and 24th Street West - High Visibility Crossing and Leading Pedestrian Interval	-	24-28	\$34,100
P_09	Parkhill Drive and 17th Street West	Parkhill Drive and 17th Street - High Visibility Crossing	-	24-28	\$23,100
P_10	Poly Drive and Hoover Avenue	Poly Drive and Hoover Avenue Pedestrian Crossing - RRFB and Curb Extension	-	24-28	\$118,450
Total Funded TA Projects					\$8,738,575

TA Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BB_40	Driftwood Ln/Marie Dr	Neighborhood Bikeway from Driftwood Ln to Mitzi Dr	8	29-33	\$18,000
BB_41	Tanglewood Dr/San Marino Dr/La Paz Pl/Mitzi Dr	Neighborhood Bikeway from Noblewood Dr to La Paz Dr	8	29-33	\$25,000
BL_19	JELLISON RD	Bicycle Lane from Blue Creek Rd to Aldona Rd	9	29-33	\$61,000
MT_45	Chrysalis Acres	Multi-use Trail from Van Buren St to Hallowell Ln	7	29-33	\$105,000
P_11	Alkali Creek - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Alkali Creek Elementary School. Key recommendations include installing fencing along Alkali Creek Road between the school's northern section and Indian Trail Road, constructing sidewalks on the west side of Alkali Creek Road, and installing curb extensions or a traffic island. A paved path along Alkali Creek is also recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	29-33	\$542,000
P_12	Arrowhead - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program in the vicinity of Arrowhead Elementary School. Key recommendations include reducing travel lanes to shorten crossing distance and/ or curb extensions, implement in-street yield to pedestrian signs, construct a minimum 10-ft sidewalk or path on the west side of 38th St W between the school and the path to the south. A separated, buffered, or standard bike lane is also recommended on 38th Street West; however, this element is included in the Billings Area Bikeway and Trails Master Plan and is not accounted for in this project's cost.	12	29-33	\$151,000
P_14	Bench - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bench Elementary School. Key recommendations include installing curb extensions at Lake Elmo Drive/ Milton Rd, paving streets and constructing sidewalks on the west side of Lake Elmo Dr north of Rice Ln, and building a shared-use path along the irrigation canal	11	29-33	\$207,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		and connecting the path through City-owned land off of Windsor Circle and north of Hilltop Rd. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).			
P_15	Big Sky - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Big Sky Elementary School. Key recommendations include a pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, refreshed crosswalk markings and yield markings at 32nd Street and Lampman Drive, a high-visibility crosswalk and new curb ramps at the S 30th St W and Lampman Drive intersection.	12	29-33	\$103,000
P_17	Boulder - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Boulder Elementary School. Key recommendations include curb extensions at 32nd St/ the school flashing beacon, a driver speed feedback sign on both approaches to Poly Drive at 32nd St, and a high-visibility crosswalk with curb extensions at Zimmerman Trail and Colton Boulevard. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	\$128,000
P_18	Broadwater - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Broadwater Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis and 24th St W, installing high-visibility crosswalks at Lewis and 19th St W, installing a shared-use path from Arnold Drain to 24th St W, installing a shared use path parallel to the Arnold drain from Burlington Elementary to 24th St W.	12	29-33	\$192,000
P_19	Burlington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Burlington Elementary School. Key recommendations include installing curb extensions and ADA compliant ramps at the east approach of Lewis/ 24th St W. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	\$35,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_20	Central Heights - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Central Heights Elementary School. Key recommendations include a pop-up pilot project to evaluate the effectiveness of on-street parking restrictions, tightening the curb radii and installing new curb ramps at Dallas Dr/ Pueblo Dr, install ADA compliant curb ramps at Lexington Dr north of Alamo Dr, and install curb extensions at Eldorado Dr/ Lexington Dr. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	\$99,000
P_21	Eagle Cliffs - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Eagle Cliffs Elementary School. Key recommendations include signal phasing updates and reducing effective turn radii or installing curb extensions at Constitution Ave/ Governors Blvd. A shared-use path along connecting Marias Dr and Wicks Ln is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	29-33	\$151,000
P_22	Highland - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Highland Elementary School. Key recommendations include installing high visibility crosswalks at Poly Dr/ Virginia Ln and conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restriction. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	\$29,000
P_23	McKinley - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of McKinley Elementary School. Key recommendations include installing ADA ramps at the west approaches of Parkhill Dr/ 32nd St and Parkhill Dr/ 11th Ave N. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	11	29-33	\$35,000
P_24	Meadowlark - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Meadowlark Elementary School. Key recommendations include	12	29-33	\$742,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		paving streets and constructing sidewalks and curb ramps on at least one side of the street throughout the neighborhood. The cost estimate accounts for curb ramp construction at five intersections.			
P_25	Miles Avenue - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Miles Avenue Elementary School. Key recommendations include installing in-crosswalk "Yield to Ped" signs along Miles Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	12	29-33	\$2,000
P_26	Newman - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Newman Elementary School. Key recommendations include conducting a pilot pop-up project to evaluate the effectiveness of any new on-street parking restrictions and reconstructing sidewalks along Calhoun Ln.	12	29-33	\$598,000
P_27	Orchard - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Orchard Elementary School. Key recommendations include conduct a pilot pop-up project to evaluate the effectiveness new on-street parking restrictions; and install curb extensions at Jackson St/ Francis Ave. Note - Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	13	29-33	\$64,000
P_28	Poly - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Poly Drive Elementary School. Key recommendations include adding a school zone flashing beacon on Rimrock Rd and on Colton Blvd; removing left turn lane on Colton Blvd turning north onto 24th Street; installing curb extensions for the west and south legs with lane width reduction at Colton Blvd/ 24th St; implement traffic calming and/ or road diet to slow traffic on Colton Blvd; and formalize side alley as a paved shared-use path. A bike lane is proposed on Colton Blvd from Rehberg Ln to 17th St; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	29-33	\$696,000
P_29	Ponderosa - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Ponderosa Elementary School. Key recommendations include	13	29-33	\$6,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
		installing pedestrian lighting on the shared-use path from Ponderosa to Kings Green Dr. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).			
P_32	Washington - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Washington Elementary School. Key recommendations include installing traffic calming elements and a wider sidewalk with buffer on Central from 12th St W to 10th St W; installing high visibility crosswalks at Central/ Moore Ln; conducting a pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions; and implementing adequate nighttime lighting at Central Ave/ Moore Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	13	29-33	\$195,000
Total Funded TA Projects					\$4,184,000

TA Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
BL_52	S 44TH ST W	Bicycle Lane from Georgina Dr to Hesper Rd	8	34-45	\$42,000
BL_63	Becraft Ln	Construct Bicycle Lane on Becraft Ln from Noblewood Dr to Old Hardin Rd	8	34-45	\$81,000
P_13	Beartooth - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Beartooth Elementary School. Key recommendations include new signage designating bus-only parking, high visibility crosswalk markings and lighting at Elaine St/ Bitterroot Dr and Bitterroot Dr/ Wicks Ln, implementing in-street yield to pedestrian signs, install new crosswalk across Barrett, install new sidewalk or trail along the south side of Barrett Rd.	10	34-45	\$1,052,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
P_16	Bitterroot - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Bitterroot Elementary School. Key recommendations include reducing travel lane widths to install bike lanes on Bench Blvd from Kyhl Ln to Barrett Rd, pilot pop-up project to evaluate the effectiveness of new on-street parking restrictions, construct a sidewalk on Khyl Ln in front of the school along the parking median, install curb extensions at Barrett Rd/ Bench Blvd, construct a sidewalk and neighborhood street access connections along the Heritage/ Kiwanis Trail and wayfinding, and install a new sidewalk or trail along the south side of Barrett Road from Kiwanis Trl to Columbine Dr.	11	34-45	\$604,000
P_30	Rose Park - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Rose Park Elementary School. Key recommendations include reconfiguring 17th St W to reduce travel lane width and add a sidepath or separated bike lane; add high visibility crosswalk markings at Parkhill Dr/ 17th St W; reconstruct the pedestrian bridge over the canal at 19th St W with a minimum 14' width to accommodate 2-way bicycle and pedestrian traffic; and install curb extensions and refresh crosswalk markings at Avenue E/ 19th St W. A shared-use path along the irrigation canal is recommended; however, it is already addressed as a separate project in the Billings Area Bikeway and Trails Master Plan.	12	34-45	\$938,000
P_31	Sandstone - SRTS	This project includes capital improvements recommended through the Safe Routes to School (SRTS) program within the vicinity of Sandstone Elementary School. Key recommendations include installing advance school warning signs on the north and south approaches of Wicks and Nutter/ Lake Hills; signal timing updates at Wicks and Nutter/ Lake Hills; installing curb extensions or pedestrian refuge islands at Claim Jumper Ln/ Babcock Ln; build sidewalk on at least one side of Claim Jumper Ln; constructing sidewalks on neighborhood streets southeast of Babcock Blvd and Wicks Ln. Some elements of the recommendations for this school as part of the 2021-2022 Safe Routes Plan Update plan were funded as part of the 2023 SS4A grant (see P_86).	12	34-45	\$4,427,000
P_36	Sidewalk on Sunrise St between	Construct a sidewalk along the west side of Johnson Lane, south of Old Hardin Road	9	34-45	\$2,149,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
	Hemlock Dr and Greenwood Ave				
Total Funded TA Projects					\$9,293,000

UPP

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures + Reimbursements	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
UPP	\$2,500,000	\$2,500,000	\$0	\$2,580,000	\$2,500,000	\$2,580,000	\$8,760,000	\$6,000,000	\$8,760,000

UPP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_15	Urban Pavement Preservation	Annual allocation to pavement preservation at various locations	-	24-28	\$2,500,000
Total Funded STPU Projects					\$2,500,000

UPP Projects (2029 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_15	Urban Pavement Preservation	Annual allocation to pavement preservation at various locations	-	29-33	\$2,500,000
Total Funded STPU Projects					\$2,500,000

UPP Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_15	Urban Pavement Preservation	Annual allocation to pavement preservation at various locations	-	34-45	\$6,000,000
Total Funded STPU Projects					\$6,000,000

FTA 5307/ TRANSADE

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
FTA 5307/ TRANSADE	\$31,578,100	\$28,731,100	\$2,847,000	\$1,290,000	\$0	\$16,230,000	\$55,160,000	\$0	\$55,160,000

FTA 5307/ TRANSADE Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_18	Transit Operating Expense	General transit operating expenses	N/A (Annual)	24-28	\$28,731,100
Total Funded 5307/ TRANSADE Projects					\$28,731,100

FTA 5307/ TRANSADE Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_18	Transit Operating Expense	General transit operating expenses	N/A (Annual)	29-33	\$15,750,000
Total Funded 5307/ TRANSADE Projects					\$15,750,000

FTA 5307/ TRANSADE Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_18	Transit Operating Expense	General transit operating expenses	N/A (Annual)	34-45	\$53,550,000
Total Funded FTA 5307/ TRANSADE Projects					\$53,550,000

FTA 5339/5310

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
FTA 5339/05310	\$26,390,100	\$15,095,900	\$11,294,200	\$0	\$0	\$5,090,000	\$17,320,000	\$0	\$17,320,000

FTA 5339/ 5310 Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_19	Transit Capital Purchase	Expenses related to acquiring vehicles and related equipment	N/A (Annual)	24-28	\$15,095,900
Total Funded FTA 5339/ 5310 Projects					\$15,095,900

FTA 5339/ 5310 Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_19	Transit Capital Purchase	Expenses related to acquiring vehicles and related equipment	N/A (Annual)	29-33	\$4,950,000
Total Funded FTA 5339/ 5310 Projects					\$4,950,000

FTA 5339/ 5310 Projects (2034 – 2045)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
A_19	Transit Capital Purchase	Expenses related to acquiring vehicles and related equipment	N/A (Annual)	34-45	\$11,880,000
Total Funded FTA 5339/ 5310 Projects					\$11,880,000

TF

Funding Source	2024 – 2028			2029 - 2033			2034 – 2045		
	Projected Funding	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference	Projected Funding + Carryover	Expenditures	Difference
TF	\$2,267,000	\$2,267,000	\$0	\$0	\$0	\$11,450,000	\$39,470,000	\$0	\$39,470,000

TF Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MET_07	Electrical supply upgrade for bus chargers	Project enhances the size of the electrical feed to the METroplex for the install of bus charging stations required once the new EV buses arrive.	-	24-28	\$302,000
MET_08	Metroplex expansion/ interior remodel	Project would remodel the interior of the main office and expand the Metroplex to the south.	-	24-28	\$1,600,000
MET_09	MET EV bus chargers	Project would purchase and install 4 Electric Vehicle (EV) Bus chargers at the METroplex for electric buses.	-	24-28	\$365,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
Total Funded TF Projects					\$2,267,000

TF Projects (2029 – 2033)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
MET_01	Downtown Transfer Center Remodel and Amenities	Project adds a public restroom and a customer service window at the Downtown Transfer Center (220 N 25th St) as well as optimized interior space. Customer service window and remodeled interior space provides a more centralized location for customer service; the restroom adds a much-needed amenity for transit riders.	-	29-33	\$609,500
MET_02	Heights Transfer Center	Heights area fixed-route transfer center with passenger shelters and restroom, an operator break area and restroom, an office area, vehicle/equipment storage, and a security camera system. MET is currently investigating the feasibility of using existing City owned land in the heights as a potential location. The project includes all real estate, engineering and design fees, labor, equipment, materials, and administrative costs.	-	29-33	\$3,175,000
MET_03	MET Access Control Updates	Project would purchase and install access controls to doors not included in the access control scope of the METroplex Administration and Bus Storage Facility remodel and expansion project. This project would add access controls to 6 additional door locations, a walkthrough gate location, and two vehicle access gates. The project includes all design fees, labor, equipment, materials, and administrative costs.	-	29-33	\$72,450
MET_05	Stewart Park Passenger Amenities	Project adds a public restroom and additional shelters at the Stewart Park Transfer Center to improve service for transit passengers.	-	29-33	\$290,000
MET_06	Update to Bus Stop Infrastructure	MET Transit will spend \$50,000 annually to improve bus stop infrastructure to the 450+ designated stop locations across the City to support the fixed route bus system. Improvements will include adding more bus shelters, ADA corners, concrete bus pads, lighting etc.	-	29-33	\$282,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
Total Funded TF Projects					\$4,428,950

Other City Funding Sources

Other City funding sources were excluded from revenue projections. Committed projects funded by “Other” funding sources are provided below.

OTHER Projects (2024 – 2028)

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
CM_02	Traffic Signal Controller Upgrades	This is for the replacement of obsolete signal controllers with new technology which includes improved communication and detection at the intersection at 19 intersections. Locations include: 3rd St/ Grand Ave; Division St/ 3rd Ave N; N 13th St/ 6th Ave N; 13th St West/ Rimrock Rd; 17th St W/ Rimrock Rd; Shiloh Road/ Rimrock Rd; 17th St W/ Colton Blvd; 14th St W/ Lewis Ave; 15th St W/ Lewis Ave; 16th St/ Lewis Ave; 17th St/ Poly Dr; Vermillion Dr/ Broadwater Ave; Mall Dr/ Central Ave; Target/ Central Ave; Rehburg Ln/ Colton Blvd; N 18th St/ 4th Ave N; N 30th St/ 9th Ave N; 24th St W/ Fire Station #5.	-	24-28	\$650,000
MT_01	Stagecoach Trail	This project is for an 8-foot wide shared use pathway approximately 5,300 lineal feet that will run on the east side of Zimmerman Trail from Rimrock Road to Highway 3. The trail will be placed below the grade of the road along the roadside slope. This trail is an essential part of the Marathon Loop and will provide a connection from the top of the Rimrocks to the valley. This project is Billings TrailNet stop priority.	-	24-28	\$6,280,000
MT_02	6th Ave N Multiuse Trail	This project will add a multi-use path on 6th Ave North from Exposition Drive to N 13th. The project will require additional plowing and bicycle improvements along 13th Street, 20th Street, and 3rd Avenue North will require additional maintenance for pavement markings and striping.	-	24-28	\$500,000

ID	Name	Description	Prioritization Score	Year of Expenditure	Cost
R_30	21st Street Underpass Improvements	The 21st Street Underpass has a low clearance of only 8.5 feet, limiting the vehicles that can pass through this route. With the congestion of 27th nearby, the City will increase the clearance to standard minimum of 14 feet to provide a route for emergency vehicles or larger commercial vehicles, especially during train crossings on 27th.	-	24-28	\$5,000,000
R_37	SBBURD Unimproved Street Improvements	This project funds improvements to gravel or unimproved streets in the South Billings Boulevard Urban Renewal District (SBBURD).	-	24-28	\$2,620,000
R_38	Wicks Lane - Main to Bitterroot	This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks. Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.	-	24-28	\$2,200,000
Total Funded OTHER Projects					\$17,250,000